

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport and Highways, Govt. of India)

NHAI PIU - Shimla, House No. 1, Rishikesh Sadan, Shanti Kutia, Chakkar Shimla-171005, H.P.

Email: pdpiushimla@nhai.org; pdpiushimla@gmail.com | Phone: 0177-2633318



11015/3/2022/Forest/S-D/PIU-SML/478

30 May. 2023

To,

The Divisional Forest Officer,
Shimla Forest Division,
Himachal Pradesh.

The Divisional Forest Officer,
Shimla (Urban) Forest Division,
Himachal Pradesh.

Sub: Diversion of 19.1788 ha of forest land in favour of NHAI for diversion of additional forest land requirement for four laning of NH-05 from Shakral Village to Dhalli Section (Shimla Bypass Package-II from Kms 146+300 to 156+560 and Shimla Connectivity from Kms 0+000 to 0+725 for Design length -10.985) in already approved FCA case of the entire Section from Kaithlighat to Dhalli, within the jurisdiction of Shimla and Shimla (MC) Forest Division, Distt. Shimla, Himachal Pradesh. (Online Proposal No. FP/HP/Road/154923/2022). Submission of Compliance of observations raised during REC Meeting reg.

Ref: Minutes of the Meeting dated 25.05.2023 of the 19th Meeting of Regional Empowered Committee (REC) of Integrated Regional Office (IRO) Shimla held on 23.05.2023

Sir,

Kindly refer to the observations raised as per the MoM of the 19th Meeting of REC held on 23.05.2023 in Shimla as cited under reference above for the subject forest proposal. The point-wise compliance to the observations is hereby submitted as under.

Point No. (i)

User Agency shall surrender the unutilized area of 4.8631 ha in already approved alignment having proposal number FP/HP/Road/9295/2015 in which 40.3 ha of forest land was approved by Ministry for diversion to State Forest Department after following due procedure. Also, State Government shall submit the revision proposal in the already approved proposal (proposal number FP/HP/Road/9295/2015) after deducting the surrendered forest land area before Stage-II (final) approval. An undertaking to this effect from user Agency duly authenticated by concerned DFO shall be submitted in this regard.

Reply

The desired undertaking from User Agency duly authenticated by concerned DFO is enclosed as Enclosure 1.

Point No. (ii)

State Government shall upload the revised KML file with marking of forest/non-forest land of extant proposal (proposal number FP/HP/Road/154923/2022) with correct area



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figures, already approved proposal (proposal number FP/HP/Road/9295/2015) and surrendered portion of the already approved proposal.

Reply

The revised KML file is uploaded at designated location in Part I of PARIVESH portal.

Point No. (iii)

Vegetation Density shall be updated from Open forest to Dense forest in Part-II of PARIVESH Portal.

Reply

Pertains to DFO Shimla Forest Division.

Point No. (iv)

State Government shall submit chainage wise justification of RoW exceeding width beyond 60 meters in forest and non-forest land with supporting documents.

Reply

The chainage wise justification of RoW exceeding 60 metres in both forest and non-forest land is enclosed as Enclosure 2.

Point No. (v)

State Government shall upload toposheet. Geo-referenced map, Land Suitability Certificate and CA Scheme of the revised CA lands (05 ha UPF Parech and 05 ha DPF Bargal) in Part-II at designated locations.

Reply

Pertains to DFO Shimla Forest Division

Point No. (vi)

User Agency shall submit an Undertaking duly authenticated by the concerned DFO to the effect that 1731 trees standing over the muck dumping sites shall not be felled.

Reply

Undertaking by the User agency that no trees shall be felled in the dumping sites proposed in the forest land and the same duly authenticated by DFO Shimla is enclosed as Enclosure 3.

Point No. (vii)

The State Forest Department shall constitute a Committee comprising Range Officer and Site Engineer In-Charge and headed by the DFO concerned. The Committee shall examine the alignment at the time of execution of work and will recommend the removal of trees on case to case basis along the RoW after looking into the possibility

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of reducing the total number of trees to be affected. The DFO shall verify the enumeration and accordingly grant felling permission based on the actual requirement. DFO will submit the list of trees to IRO Shimla, granted felling permission by him and trees to be retained within a period of two (2) months after execution of the project. The Undertaking for the same duly authenticated by the concerned DFO shall be provided.

Reply

Undertaking by the User Agency duly authenticated by concerned DFO for formation of committee and examining the possibility of removal of trees on case to case basis within the RoW at the time of execution is attached as Enclosure 4.

It is therefore requested to kindly accord Stage-I approval at the earliest for timely implementation of the subject project.


(Anand Kumar)
Project Director
NHAI PIU-Shimla
01/06/23

Full Title of the proposal:- Additional Forest Land requirement for four laning of NH-05 from **Shakral Village to Dhalli section (Shimla Bypass Package II from Km 146+300 to Km 156+560 and Shimla Connectivity from Km 0+000 to Km 0+725 for Design length – 10.985 Km)** in already approved FCA case of the entire section from Kaithlighat to Dhalli (Chainage from Km. 129.050 to Km. 156.507) of NH-22 (New NH-05) for 40.3 Ha in the State of Himachal Pradesh.

File No. : FP/HP/ROAD/154923/2022

Date of Proposal: 27th April, 2022

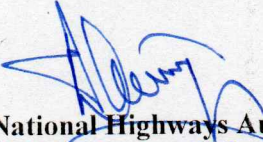
UNDERTAKING FOR ALREADY APPROVED PROPOSAL

The undersigned, on behalf of National Highways Authority of India hereby submit that User Agency has already initiated the due process of surrendering of unutilized forest area of 4.861 ha in already approved alignment having proposal number FP/HP/Road/9295/2015 in which 40.3 ha of forest land was approved by Ministry for diversion to NHAI. The same process will be completed shortly.

Further, undersign hereby undertakes that revised proposal after deducting the surrendered forest land in already approved proposal (FP/HP/Road/9295/2015) will be submitted under the approved proposal (FP/HP/Road/9295/2015) before Stage-II approval.

Date: 01.06.2023

Place: Shimla


National Highways Authority of India
Project Implementation Unit (PIU)
Shimla, Himachal Pradesh

PIU Shimla (H.P.) प्र०का०ई० - शिमला (हि०प्र०)


Divisional Forests Officer
Shimla Forest Division

Full Title of the proposal:- Additional Forest Land requirement for four laning of NH-05 from Shakral Village to Dhalli section (Shimla Bypass Package II from Km 146+300 to Km 156+560 and Shimla Connectivity from Km 0+000 to Km 0+725 for Designlength – 10.985 Km) in already approved FCA case of the entire section from Kaithlight to Dhalli (Chainage from Km. 129.050 to Km. 156.507) of NH-22 (New NH-05) for 40.3 Ha in the State of Himachal Pradesh.

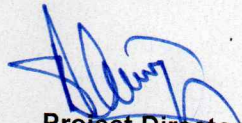
File No. : FP/HP/ROAD/154923/2022

Date of Proposal: 27th April, 2022

Chainage wise justification of RoW exceeding 60 metres in both forest and non forest land

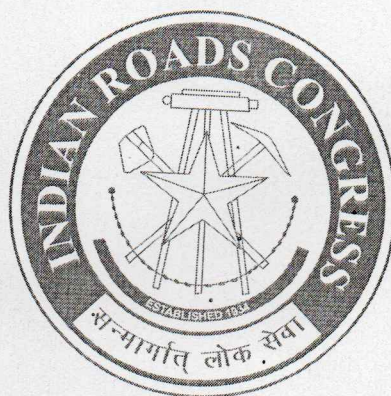
Sr no	Chainage		PROW	Remarks	Forest/Non Forest
	From	To			
1	146440	146880	80 to 100	At the Bridge and Viaduct Locations with approaches	Non Forest
2	147140	147160	91 to 92	To accommodate the high cut up to 25 m	Non Forest
3	147220	147260	61 to 70	To accommodate the high cut up to 25 m	Non Forest
4	147300	147460	61 to 100	To accommodate the high cut up to 27 m	Forest/Non Forest
5	147680	147800	60 to 75	To accommodate the high cut up to 30 m	Non Forest
6	147940	147940	61.5	To accommodate the high cut up to 27 m	Forest
7	148060	148120	61 to 82	To accommodate the high cut up to 19 m	Forest
8	148200	148220	65 to 69	To accommodate the high fill up to 15 m	Forest
9	148300	148320	63 to 65	To accommodate the high fill up to 15 m	Forest
10	148620	148620	62.629	To accommodate the high cut up to 15 m	Non Forest
11	148680	148680	61.926	Approach to the Bridge	Non Forest
12	148760	148800	61 to 73	Approach to the Bridge	Non Forest
13	148860	148860	73.498	To accommodate the high cut up to 10 m	Non Forest
14	149040	149040	64.658	To accommodate the high cut up to 18 m	Forest/Non Forest
15	149160	149180	62 to 65	Approach to the High fill Culvert	Non Forest
16	149220	149240	64 to 68	Approach to the High fill Culvert	Non Forest
17	149400	149460	80.057	To accommodate the high cut up to 17 m	Non Forest
19	149540	149640	62 to 71	To accommodate the high cut up to 27 m	Non Forest
21	149700	149720	74 to 76	To accommodate the high cut up to 15 m	Non Forest
22	149880	150000	65 to 86	To accommodate the high cut up to 15 m	Non Forest
23	150200	150220	62 to 65	Approach to the Bridge	Non Forest
24	150280	150280	67.643	Approach to the Bridge	Non Forest
25	150500	150560	75 to 96	To accommodate the high cut up to 17 m	Non Forest
26	150600	150620	76 to 77	To accommodate the high cut up to 17 m	Non Forest
27	150660	150760	60.5 to 96	To accommodate the high cut up to 45 m	Non Forest
28	150800	151000	62 to 91	Approach to the High fill Culvert	Non Forest
29	151160	151400	61 to 95	Approach to the High fill Culvert	Non Forest
30	151500	151520	63 to 66	Approach to the Bridge	Non Forest
31	151740	152160	60 to 90	To accommodate the high cut up to 40 m	Forest/Non Forest
32	152200	152300	60 to 140	Approach to the Bridge	Non Forest
33	155000	155280	68 to 142	To accommodate the high fill up to 35 m	Forest/Non Forest
34	155420	155520	84 to 110	To accommodate the high cut up to 18 m	Forest/Non Forest
35	155660	155840	62 to 135	Approach to the Bridge	Forest/Non Forest
36	265.3	465	60 to 75	Approach to the Bridge	Non Forest

- Out of 36 location in the road alignment there are only 6 locations where ROW width is more than 60 meters proposed in the partial forest land and as per IRC SP 84 2019 minimum 60 meters required for four laning and Authority will also acquired more than 60 meters if required. (copy enclosed).
- More than 60m RoW has been acquired in forest land in order to stabilize the hill cut.


Project Director,
NHAI PH Shimla
Project Director / Himachal Pradesh

MANUAL OF SPECIFICATIONS AND STANDARDS FOR FOUR LANING OF HIGHWAYS

(Second Revision)



**INDIAN ROADS CONGRESS
2019**

Table 2.1 Design Speed

Nature of Terrain	Cross Slope of the Ground	Design Speed (km/h)	
		Ruling	Minimum
Plain and Rolling	Up to 25 percent	100	80
Mountainous and Steep	More than 25 percent	60	40

Short stretches (say less than 1 km) of varying terrain met with on the road stretch shall not be taken into consideration while deciding the terrain classification for a given section of Project Highway.

2.2.2 In general, the ruling design speed shall be adopted for the various geometric design features of the road. Minimum design speed shall be adopted only where site conditions are restrictive and adequate land width is not available. Such stretches where design speed other than ruling speed is to be adopted shall be as indicated as deviation in **Schedule 'D'** of the Concession Agreement.

2.3 Right-of-Way

A minimum Right of Way (ROW) of 60 m should be available for development of a 4-lane highway. The Authority would acquire the additional land required, if any. The land to be acquired shall be indicated in **Schedule 'B'** of the Concession Agreement. The consideration for planning, design and construction described in Para 1.13 shall apply.

2.4 Lane Width of Carriageway

The standard lane width of project highway shall be 3.5 m.

2.5 Median

2.5.1 The median shall be either raised or depressed. The width of median is the distance between inside edges of carriageway. The type of median shall depend upon the availability of Right of Way. The minimum width of median, subject to availability of Right of Way, for various locations shall be as in **Table 2.2**.

Table 2.2 Width of Median

Type of Section	Minimum Width of Median (m)		
	Plain and Rolling Terrain		Mountainous and Steep Terrain
	Raised*	Depressed Median	Raised*
Open country with isolated built-up area	5.0	7.0	2.5
Built up area	2.5	Not Applicable	2.5
Approach to grade separated structures	5.0	Not Applicable	2.5

* Including Kerb shyness of 0.50 m on either side. In the existing 4-lane reaches also, the minimum kerb shyness of 0.5 m shall be maintained. This additional width for kerb shyness shall be catered by augmenting the carriageways toward the shoulder side. The type and widths of median in various stretches of Project Highway shall be as indicated in **Schedule 'B'**.

Full Title of the proposal:- Additional Forest Land requirement for four laning of NH-05 from Shakral Village to Dhalli section (Shimla Bypass Package II from Km 146+300 to Km 156+560 and Shimla Connectivity from Km 0+000 to Km 0+725 for Design length – 10.985 Km) in already approved FCA case of the entire section from Kaithlighat to Dhalli (Chainage from Km. 129.050 to Km. 156.507) of NH-22 (New NH-05) for 40.3 Ha in the State of Himachal Pradesh.

File No. : FP/HP/ROAD/154923/2022

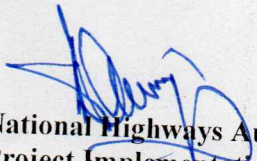
Date of Proposal: 27th April, 2022

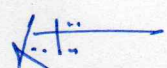
UNDERTAKING FOR TREE FELLING IN DUMPING SITES

The undersigned, on behalf of National Highways Authority of India hereby undertake that 1731 nos of trees standing on the muck dumping proposed by NHAI in the said proposal shall not be felled.

Date: 01.06.2023

Place: Shimla


National Highways Authority of India
Project Implementation Unit (PIU)
Shimla, Himachal Pradesh


Divisional Forests Officer
Shimla Forest Division

NHAI / भारतांतो प्रांत
PIU Shimla (H.P.) (पंकाई - शिमला (हि० प्रा०))

Full Title of the proposal:- Additional Forest Land requirement for four laning of NH-05 from *Shakral Village to Dhalli section (Shimla Bypass Package II from Km 146+300 to Km 156+560 and Shimla Connectivity from Km 0+000 to Km 0+725 for Design length – 10.985 Km)* in already approved FCA case of the entire section from Kaithlighat to Dhalli (Chainage from Km. 129.050 to Km. 156.507) of NH-22 (New NH-05) for 40.3 Ha in the State of Himachal Pradesh.

File No. : FP/HP/ROAD/154923/2022

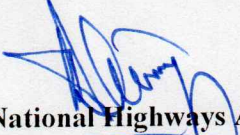
Date of Proposal: 27th April, 2022

UNDERTAKING FOR TREE FELLING OF RoW

The undersigned, on behalf of National Highways Authority of India hereby agrees to abide by the recommendation of committee constitute by the State Government as per the direction of IRO Shimla, comprising of Range Officer & Site Engineer incharge and headed by the DFO concerned to examine the alignment at the time of execution of work and to recommend the removal of trees on case to case basis along the ROW.

Date: 01.06.2023

Place: Shimla


National Highways Authority of India
Project Implementation Unit (PIU)
Shimla, Himachal Pradesh
NHA / भारत सरकार
PIU Shimla (H.P.) / पंकांडी - शिमला (हि०प्र०)