



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

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

परियोजना कार्यान्वयन इकाई, लखनऊ / Project Implementation Unit, Lucknow

3/248, विशाल खण्ड, गोमती नगर, लखनऊ-226010 (उ०प्र०)

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NHAI/PIU/LKO/LKE/Forest/AK/2022/

Dated: 27.05.2022



To,

Divisional Forest Officer,

O/o Awadh Forest Division

Van Nigam, Rajya Sampatti Awasiya Colony,

Sector 21, Indira Nagar,

Lucknow, Uttar Pradesh 226016

Sub: Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from ShaheedPath Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Online Forest Proposal No(FP/UP/ROAD/42458/2019).
- **Compliance of EDS raised by RO, MOEF&CC-reg.**

Ref: RO, MoEF&CC, Lucknow EDS letter to State Government, dated 29.04.2022

Sir,

Please find below the point wise reply on your observation on the proposal submitted on subject mentioned project:

S. No.	Observation of RO, Lucknow MoEF&CC	Compliance From User Agency
1.	As per the proposal 4.5879, Reserve Forest Block has been proposed. An alternative analysis needs to be provided for avoiding this R.F area.	<p>The Proposed 'Kanpur-Lucknow Expressway (KLE)' traverses Reserve Forest at 2 locations at:</p> <ol style="list-style-type: none"> 1) Location-1:Gahru in Lucknow having affected area as 4.4619 ha and 2) Location-2:Shivpur Grant in Unnao having affected area as 0.126 ha <p>The above location were studied in details for avoiding/minimizing the forest. The details are as below:</p> <ul style="list-style-type: none"> • Loction-1: 'KLE' traverses Lucknow Ring Road at existing National Highway-27. The interconnectivity to these highway needs to be provided therefore construction at interchange is unavoidable. The forest land adjacent to it cannot be avoided, all efforts are made to minimise the Forest land as described in Annexure-1 • Project traverses a small patch of RF

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S. No.	Observation of RO, Lucknow MoEF&CC	Compliance From User Agency
		(0.126 ha) in Unnao. The alignment was considered based on environment, engineering geometry, terrain features and social aspect as described in Annexure-2
2.	The area requirement for other components like Busbay, Truck lay bye, Toll Plaza, Service lane etc. has not been enlisted which needs to be provided. All such non site specific structures to be proposed on NFL.	User Agency has already avoided the Forest land for the non-site specific structure. All such components are proposed in Non-Forest Land to minimise the Forest land for diversion. A chainage wise list of all such structures are provided in Annexure-3
3.	Road side plantation scheme needs to be submitted.	The Road side plantation scheme is provided in Annexure-4
4.	The NoC of concerned department (irrigation, Railway etc.) has to be submitted.	The project passes through Road side PF of existing NH-31 (Unnao-Lalganj) and NH-27 (Kanpur-Lucknow), whereas the ownership of existing highways lies with NHAI. The Project traverses PF of Dalmao-Unnao Railway Section. The NoC is attached herewith as Annexure-5 The project also traverse irrigation canal which are not notified PF however the application are also enclosed for kind reference.
5.	Area calculation sheet need to be provided	Area Calculation sheet is provided in Annexure-6
6.	Justification for location of the project in Forest Area (Reserve Forest) needs to be provided. Why RF cannot be avoided, this needs to be explained.	As provided in S.No.1
7.	Cost Benefit Analysis needs to be reworked as per the revised rates of NPV.	The Cost Benefit Analysis based on MoEF&CC handbook dated 28.03.2019 and revised rates of NPV vide its letter-3/2011-FC (Vol-I) dated 06.01.2022 is provided in Annexure-7
8.	Detailed Muck Calculation and Muck disposal scheme as approved by the concerned DFO needs to be submitted.	The muck disposal calculation and scheme as approved by the concerned DFO is provided as Annexure-8
9.	CA area is not clear for the effected RF area, equivalent Non-Forest land may be provided Thus, abstract of CA in NFL and DFL along with area details, number of plants to be planted and expenditure incurred needs to be provided.	The Compensatory Afforestation in lieu of proposed diversion of Forest land has been proposed in Degraded Forest Land. In this regard, it is submitted that MoEF&CC vide its handbook of guidelines dated 28.03.2019 has given a special provision for central government project where in the dispensation of the compensatory afforestation over double the degraded forest land, instead of equivalent non-forest land will be available for NHAI projects

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S. No.	Observation of RO, Lucknow MoEF&CC	Compliance From User Agency
10.	A total of 3959 trees in 33.9919 ha area would amount to vegetation density much more than 0.01 or 0.1 this needs to be clarified. This needs to be clarified/rectified.	The tree falling are near to 116 trees per ha. therefore 0.1 vegetational density is considered.
11.	In CA area at Lucknow, 31000 plants have been proposed to be planted in just 20 ha area, which seems to be very high. This needs clarification.	UA request DFO, Lucknow to clarify on the proposed CA Scheme.

You are requested to kindly consider the compliance and forward the forest diversion proposal so that grant of Forest Clearance can be obtained from Government of India at earliest.



Yours faithfully,



(M.N. Giri)

General Manager (Tech.)/Project Director

Copy to:-

1. RO, MoEFCC Lucknow, Kendriya Bhawan, 5th Floor Sector 11, Aliganj, Lucknow.
2. Nodal Office/CCF Forest Department, 17, Rana Pratap Marg, Lucknow.
3. DFO Unnao, Social Forestry Division, Dahi Chowki, Unnao.

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No FP/UP/ROAD/42458/2019)

Annexure-1

JUSTIFICATION FOR LOCATING THE PROJECT IN GAHARU FOREST LAND

The Proposed 'Kanpur-Lucknow Expressway' alignment traverses Lucknow Ring Road at existing Km 16+600 of NH-25 (New No NH-27). There is a requirement of an Interchange on this Junction of Kanpur-Lucknow Expressway and Lucknow Ring Road in order to provide a safe and efficient connectivity to the traffic movement. Thus construction of interchange at that particular location is unavoidable. However, three option for the interchange were studied in order to minimize the ecological impacts, natural habitations and minimize the social impacts such as resettlement and environmental impacts. Various factors were considering while studying the alignment which are broadly grouped under main heads such as connectivity, geometrics, cost, economic benefits and social and environmental impacts.

Comparative Statement of Alternative Options of Interchange at Gaharu Village

Details	Option 1	Option 2 (Recommended)	Option 3
Proposed Type of Interchange	Clover Leaf	Clover Leaf	Diamond Shape
Approx. Forest Land (ha.)	4.958	4.4619	7.246
R&R Issue	High	Moderate	High
R&R Cost (In INR)	High	Moderate	High
Construction Cost based on per km cost (In INR)	54.03	31.78	28.87

It is identified that Option-2 interchange is having better connectivity and minimum impact on ecological and social impact covering the engineering geometrical requirement. The interchange will also have taken less right of way for lesser mass displacement and project cost. Thus after detailed consideration, it was concluded that Option-2 alignment will be a viable option from Engineering and economic point of view among the other options and have minimum social and ecological impact.

Date:
Place: Lucknow

Project Director, PIU Lucknow
National Highways Authority of India,
Ministry of Road Transport & Highways, Govt. of India

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Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No FP/UP/ROAD/42458/2019)

Annexure-2

JUSTIFICATION FOR LOCATING THE PROJECT IN SHIVPUR GRANT IN UNNAO

The Proposed 'Kanpur-Lucknow Expressway' alignment traverses a small patch of reserved forest land is falling within alignment in Unnao district. Various factors were considering while studying the alignment which are broadly grouped under main heads such as connectivity, geometrics, cost, economic benefits and social and environmental impacts. In order to minimize the environmental impact, studies have been carried out with various option as given below:

ALTERNATIVE ALIGNMENT AT UNNAO LOCATION IN SHIVPUR GRANT, UNNAO			
Description	Option-a	Option-b	Option- c (Recommended)
Length (m)	5500	5650	5400
Geometry	Good	Average	Very Good
No. of ROB/RUB	-	-	-
VUP	2	2	2
LVUP	2	2	2
Minor Bridges	3	3	2
No. of Settlements	9	0	0
Environmental Issues	moderate	high	moderate
Social Issue	High (9 structure.)	Low	Low
Land Acquisition (Ha.)	49.5	50.85	48.6
Civil Cost (Crore.)	220	226	216
LA Cost (Crore)	55	56.5	54
R & R Cost (Crore)	11	5.65	5.4
Total Cost (Crore)	335.5	339	324

It is identified that Option-c is having better connectivity and minimum impact on ecological and social impact covering the engineering geometrical requirement. The alignment also have taken less right of way for lesser mass displacement and project cost. Thus after detailed consideration, it was concluded that Option-c alignment will be a viable option from Engineering and economic point of view among the other options and have minimum social and ecological impact.

Date:
Place: Lucknow

Project Director, PIU Lucknow
National Highways Authority of India,
Ministry of Road Transport & Highways, Govt. of India

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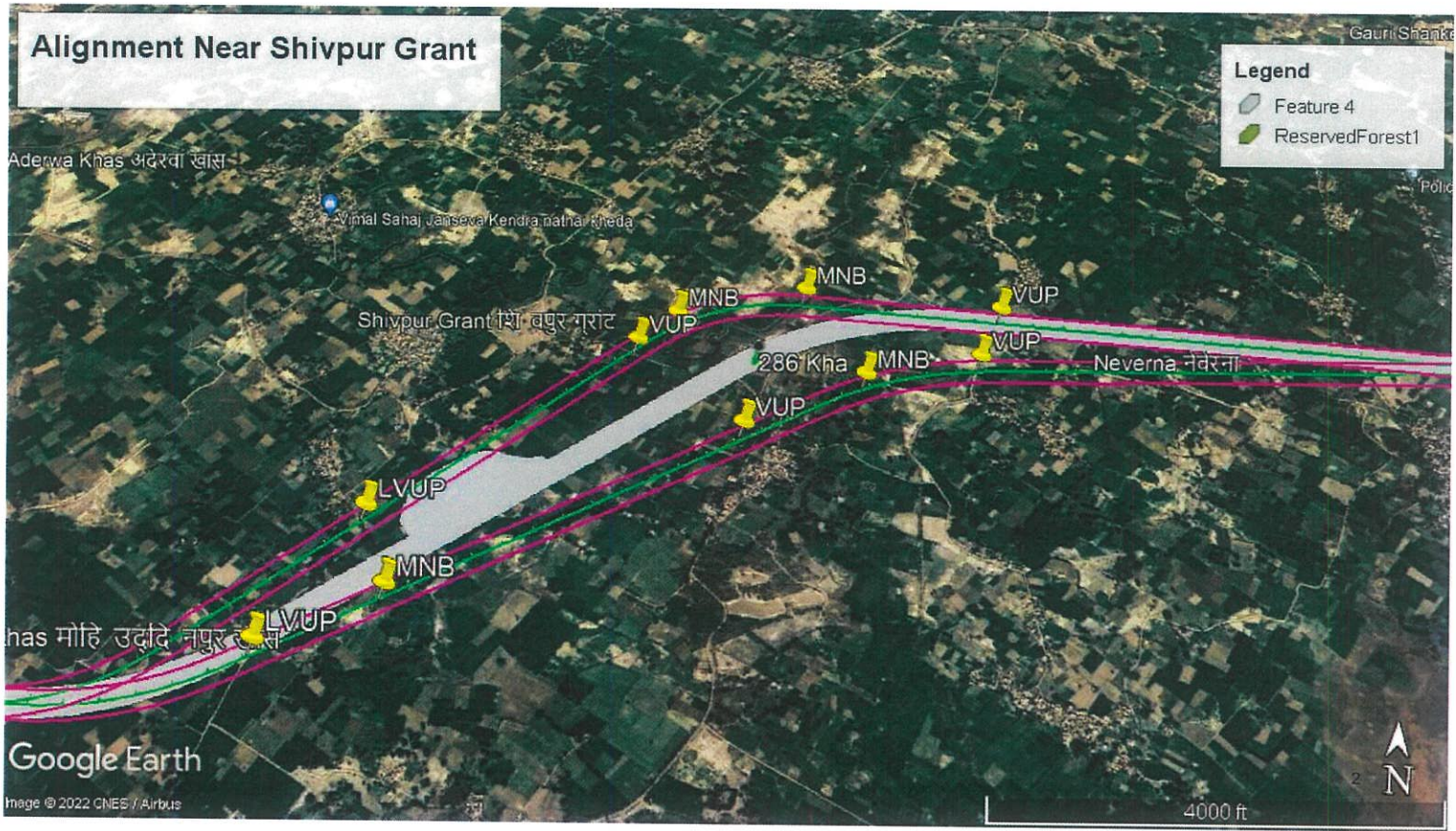
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ANNEXURE-2

The proposed project alignment of Kanpur Lucknow Expressway (KLE) is an Access Controlled 6 lane (expandable to 8 lane) Greenfield project. It takes off from existing NH-27 at Junction with Shaheed Path (Near Transport Nagar Metro Station) in Lucknow and terminates at existing NH-27 at Shuklaganj Junction (Unnao) near Ata village in the state of Uttar Pradesh.

All the Non-Site specific Structures such as Busbays, Trucklay byes, Toll Plaza, Service land, amenities etc. are proposed in such a manner that forest land area is avoided. A details of such components and area are provided in below table:

Table 1.1. Component wise Details

S. No.	Components	Description	Proposed Design Chainage of Kanpur-Lucknow Expressway	Area in Forest land (ha)																																																												
1.	Toll Plaza	Toll plaza complex and control center will be developed	1) Km 35+00																																																													
2.	Expressway Amenities/ Rest Areas	Rest Area have to be provided as wayside amenities for users of the expressway to enable them to stop, take rest, and refresh themselves so as to ease fatigue. Parking, garage, restaurants, toilet, fuel station etc. facilities are proposed at the rest areas.	1) Km 51+600 in LHS 2) Km 60+350 in RHS	Nil																																																												
3.	Bus Stops	Since the expressway is not open to pedestrians, the bus stops are not proposed on the project expressway but buses will be stopped at the rest areas		Nil																																																												
4.	Truck lay bys	Truck lay bys are also proposed at the rest areas.		Nil																																																												
5.	Service/Connecting Road	17 No. Connecting road on either side of the Expressway in greenfield section shall be constructed within ROW to maintain proper circulation of local traffic, continuity of travel and to facilitate crossing.	<table border="1"> <thead> <tr> <th>Sl. No.</th> <th colspan="2">Stretches (Km)</th> <th>Length (km)</th> </tr> <tr> <td></td> <th>From</th> <th>To</th> <td></td> </tr> </thead> <tbody> <tr> <td colspan="4">Left side Connecting Road (Main Expressway)</td> </tr> <tr> <td>1</td> <td>31+480</td> <td>31+600</td> <td>0.120</td> </tr> <tr> <td>2</td> <td>54+260</td> <td>54+880</td> <td>0.620</td> </tr> <tr> <td>3</td> <td>54+880</td> <td>54+960</td> <td>0.080</td> </tr> <tr> <td>4</td> <td>71+020</td> <td>71+370</td> <td>0.350</td> </tr> <tr> <td>5</td> <td>71+370</td> <td>71+410</td> <td>0.040</td> </tr> <tr> <td>6</td> <td>71+410</td> <td>71+440</td> <td>0.030</td> </tr> <tr> <td colspan="4">Right side Connecting Road (Main Expressway)</td> </tr> <tr> <td>1</td> <td>31+480</td> <td>31+600</td> <td>0.120</td> </tr> <tr> <td>2</td> <td>31+600</td> <td>31+670</td> <td>0.070</td> </tr> <tr> <td>3</td> <td>47+660</td> <td>48+160</td> <td>0.500</td> </tr> <tr> <td>4</td> <td>53+630</td> <td>54+290</td> <td>0.660</td> </tr> <tr> <td>5</td> <td>54+880</td> <td>54+960</td> <td>0.080</td> </tr> </tbody> </table>	Sl. No.	Stretches (Km)		Length (km)		From	To		Left side Connecting Road (Main Expressway)				1	31+480	31+600	0.120	2	54+260	54+880	0.620	3	54+880	54+960	0.080	4	71+020	71+370	0.350	5	71+370	71+410	0.040	6	71+410	71+440	0.030	Right side Connecting Road (Main Expressway)				1	31+480	31+600	0.120	2	31+600	31+670	0.070	3	47+660	48+160	0.500	4	53+630	54+290	0.660	5	54+880	54+960	0.080	Nil
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Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No FP/UP/ROAD/42458/2019)

S. No.	Components	Description	Proposed Design Chainage of Kanpur-Lucknow Expressway				Area in Forest land (ha)
			6	7	8	9	
			54+960	55+310	0.350		
			56+817	57+200	0.383		
			58+430	58+645	0.215		
			59+100	59+520	0.420		
			60+970	61+110	0.140		
			71+370	71+410	0.040		
6.	Bus Bays	There are no bus bays at the site, 2 Bus Shelter are proposed	1. 11+490 at LHS	2. 12+090 at LHS		Proposed within the Existing ROW	


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ROADSIDE PLANTATION STRATEGY

The sustainable economic development depends on the rational use of environmental resources and minimizing, to the extent possible, adverse environmental impacts through improved project selection and more responsible project planning and design. Under this strategy the development must be environmentally sound in the broadest sense. In highway development, environmental planning is concerned with good blending of improvements of physical, social, and economic parameters. It involves not only the environmental (land, water, and air) but is also concerned with integration to local, regional and national socio-economic development.

Aim and Objective of Tree Plantation: -

- To create green belt and avenues for meeting aesthetic recreational needs to the people.
- To beautify the areas for scenic beauty.
- To reduce the surface run-off discharge and checking soil erosion along the embankments.
- To reduce temperature and increase humidity.
- To reduce noise pollution to the neighbouring household population.
- To reduce the impacts of air pollution and dust as trees and shrubs are known to be natural sink for air pollutants.
- To provide much needed shade on glaring hot roads during summer.
- Moderating the effect of wind and incoming radiation.
- To define the ROW especially highlight sharp horizontal curves during night.
- To promote road development as eco-friendly activity

Tree Plantation Strategy

Plantation is one of the most important constituents of soft landscaping. Trees, shrubs and climbers have been used to enhance the soft natural ambience against harsh elements in most of the enhancement schemes. The planting species are decided based on the physical growth characteristics of trees, like form and shape, foliage pattern, growth rate, branching pattern, soil characteristics etc. While selecting the species of trees for landscaping a great care should be taken to choose the species, which already exist on the project corridor. The tree plantation will be carried out in accordance with the IRC-SP: 21:2009 guidelines and Green Highways (Plantation, Transplantation, Beautification & Maintenance) Policy 2015 specifications.

Plantation Pattern

Depending on the availability of the ROW, plantation pattern is worked out as follows: -

1. The first row along the expressway to be planted with small to medium sized ornamental trees.
2. Subsequent rows depending on the availability of land will comprise of ornamental or shade bearing species of more height than those in the first row. Since the proposed Expressway section is passing through the rural sections, the last row will always be of shade bearing tall trees. Two to Three rows of trees are proposed to be planted on either side.
3. Planting of shrubs in the median.
4. Planting of herbaceous species as ground cover in the median, special landscapes on embankment slopes.
5. Turfing with grasses in the median and embankment slopes.
6. The last row to be planted with tall shade bearing trees for better road safety and for enhancing aesthetics.

Tree Plantation along the Kanpur-Lucknow Expressway Section**1st Row**

The first row of plantation along the expressway section should be worked out by ornamental species. Since the proposed highway section is passing through the rural areas, the following species are recommended for the 1st row of avenue plantation.

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राज्य वन अधिकारी
उन्नाव

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मोहनलाल मंन
अवध वन व. लखनऊ

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Table A-4.1: Species recommended for 1st row plantation

S.No	Botanical Name	Local Name
1	<i>Cassia fistula</i>	Amaltas
2	<i>Terminalia arjuna</i>	Arjun
3	<i>Delonix regia</i>	Gulmohar
4	<i>Bauhinia sps</i>	Kachnar
5	<i>Cassia nodosa</i>	Cassia

2nd Row

The 2nd row of plantation along the Project stretch should be worked out by ornamental species of more height i.e. medium height trees, than the first row. The following species are recommended: -

Table A4.2: Species recommended for subsequent row plantation

S.No	Botanical Name	Local Name
1	<i>Melia azadiracta</i>	Bakain
2	<i>Pongamia pinnata</i>	Kanji
3	<i>Terminalia Arjuna</i>	Arjun
4	<i>Albizia lebbek</i>	Kala siris
5	<i>Dalbergia sissoo</i>	Shisham

Subsequent Rows

The subsequent rows of plantation along the Expressway section have been worked out. The tall shade trees like Peepal, Neem, Mango, Shisham etc have high crown and secure better visibility. They have a long gestation period and has rapid growth and capacity to resist disease and pests attack are therefore ideal. These shaded trees should be planted at a spacing of 12m C/C. The tree species recommended as shade plants for roadside avenues are given the following table: -

Table A4.3: Species recommended for Subsequent rows

S.No	Botanical Name	Local Name
1	<i>Ficus religiosa</i>	Peepal
2	<i>Ficus infectoria</i>	Paker
3	<i>Madhuca indica</i>	Mahua
4	<i>Dalbergia Sissoo</i>	Shisham
5	<i>Azadirachta indica</i>	Neem
6	<i>Mangifera indica</i>	Mango
7	<i>Tamarindus indica</i>	Imli
8	<i>Syzynium cumini</i>	Jamun

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Shrub plantation for Median

The species to be planted in median would be of low or medium height with ornamental value to enhance the visual experience of the road corridor. It will also act as a screen to prevent glare from the incoming vehicles. Depending on the width of the median, which is 6.0 m, two rows of flowering shrubs will be provided. Some herbaceous species may also be planted as a ground cover on the median.

Table A4.4: Species recommended for Median

S.No	Botanical Name	Local Name
1	<i>Thaventia nerifolia</i>	Kaner
2	<i>Bouganvillea sps.</i>	Bouganvillea
3	<i>Ipomia</i>	Sweet potato

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Plantation along the Embankments

On the embankment slopes, some herbaceous species followed by grasses turf will be provided. The species proposed for the purpose of turfing are *Cynodon dactylon*, *Cythocline perpurea*, *Solanum Nigrum*, *Alternanthera*, *Chlorophytum*, *Eupatorium*, *Wedelia*, *Duranta*, *Portulacca*, *Ipomea*, *Pelia Cadrii*, *Asparagus*, *Opheopogon* grass etc.

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Technical specifications for planting along the Highway/Expressway section are as follows:

1. Ornamental plants except last row

- Distance from embankment : 1.0m away from the toe of the embankment
- Spacing between plant to plant : 3m
- Spacing between rows : 3m
- Size of the pits : 60x60x60 cms
- For alkaline soils : By auger
- Water logged areas : mounds with height varying depending on the water level
- Species recommended : Listed in **Table A4.1** and **Table A4.2.**
- No of plants per Km : 333
- Height of plant : 1.5 to 2m

2. Shaded plants (Last row)

- Distance from the preceding row : 3.0m
- Spacing between plant to plant : 12m
- Size of the pits
- Normal size : 60x60x60 cms
- For alkaline soils : By auger
- Water logged areas : mounds
- Species recommended : Listed in **Table A4.3**
- No of plants per Km : 84
- Height of plant : more than 2m

In localities where a really bad patch of USAR occurs recommendations are to be strictly followed for better survival of plants. Deep pits to be dug and soil amender Gypsum 1 Kg to 3 kg with 2 kg compost and sand are to be filled before planting the plants.

For multiple row plantations, five strand barbed wire fencing, with cross strands, stretched on angle iron poles fixed at a distance of 4 meters from one another are to be provided as per recommendations. Live fencing/ bamboo fencing/ thorn fencing may also be used where protection can be ensured through these.

2. Shrubs (For Median/ Embankment)

The surface is to be prepared adequately for shrubs planting or grass sowing. The grasses and shrub planting is done to provide a strong surface cover but needs a well-prepared surface. All masses of loose debris will be removed.

- Size of the pits for planting shrubs : 45x45x45 cms
- Species recommended : Listed in **Table A4.4**
- No of plants per Km : 666 (For two rows in the median)
- Use of compost and manure : 1/3 of volume of pit mixed with soil and refilled

The contractor will be required to water the area in case of insufficient rains after planting.

Plantation at Road Junctions/ Intersection and Traffic Islands

Road intersections are main nodal spaces and are of vital importance in terms of road aesthetics. Proper landscaping of the traffic islands and the surrounding areas shall integrate these features with surrounding landscape. The layout of traffic intersections shall be fixed by the traffic needs of the junction.

Plantation at the Sensitive noise receptors

All along the project corridor where sensitive receptors for noise such as educational institutions, hospitals, religious structure of community importance situated, the trees known for behaving as "noise barrier" will be proposed like- Neem (*Azadirachta indica*), Shisham (*Dalbergia sisso*), Imli (*Tamarindus indica*). Some flowering trees like Amaltas, Gulmohar,

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Kachnar, Asoka etc. can also done. Tall trees with thick canopies create a wind screen through which the air can be filtered and noise levels be considerably reduced. Some such trees are *Acacia auriculiformis* and *Greavillea Robusta*. At the sensitive noise receptors, tall shrubs of 1.5 – 3 m height like *Cassia biflora*, *Hamelia Patens* etc. can also be provided for maximum possible screening.

Green Belt Development:

A total of 53,160 number of Non-Forest Trees and 3,928 number of Forest trees are likely to be felled in proposed Kanpur-Lucknow Expressway. NHAI propose to plant trees in compliance to statutory requirement under project. Apart from the statutory requirement, the avenue plantation will be carried out in available ROW. The actual number of trees to be planted within the available right of way of Kanpur-Lucknow Expressway is 57,370. Other trees will be planted in the degraded forest areas for compensatory afforestation as per guidelines of Forest department. The chainage wise and row wise number of trees to be planted within the available right of way in KLE is given in Figure 9.1.

Table 9.1: The Chainage Wise Number of Trees to be Planted within RoW of KLE

Tree Plantation At Median For Green Belt Development									
Sl. No.	Chainage		Length (m)	Average Width (m)		Total Width (m)	Area (in Ha.)	Median	
1	28+350	34+270	5920	2.25	2.25	4.5	3	Shrubs	
2	35+760	74+150	38390	2.25	2.25	4.5	17	Shrubs	
	Total Length		44310				20		
Tree Plantation at Edges For Green Belt Development									
Sl. No.	Chainage		Length (m)	Average Width (m)		Total Width (m)	Area (in Ha.)	Avenue Tree Plantation (no.)	
	From	To		LHS	RHS			LHS	RHS
1	28+860	29+050	190	6	6.5	12.5	0.2375	95	95
2	30+220	30+700	480	13.1	13.1	26.2	1.2576	320	320
3	32+050	32+920	870	10.8	11.2	22	1.914	435	435
4	34+080	34+480	400	10.5	9.8	20.3	0.812	200	200
5	34+480	35+250	770	3.8	0	3.8	0.2926	385	385
6	35+250	36+000	750	9.4	10.1	19.5	1.4625	375	375
7	37+250	38+800	1550	12.6	13.1	25.7	3.9835	775	775
8	40+900	42+420	1520	10.8	11.5	22.3	3.3896	760	760
9	42+420	43+150	730	7.9	12.3	20.2	1.4746	365	365
10	43+150	44+120	970	10.5	11.6	22.1	2.1437	485	485
11	45+200	45+650	450	9.6	9.3	18.9	0.8505	225	225
12	46+800	47+650	850	13.2	13.2	26.4	2.244	566	566
13	47+650	47+800	150	8.5	0	8.5	0.1275	75	75
14	49+300	49+900	600	8.8	6.7	15.5	0.93	300	300
15	50+100	50+450	350	6.6	0	6.6	0.231	175	175
16	50+530	50+900	370	8.1	7.9	16	0.592	185	185
17	51+200	52+250	1050	7.8	8.8	16.6	1.743	525	525
18	52+250	52+950	700	10.2	10.1	20.3	1.421	350	350
19	52+950	53+540	590	10.8	10.6	21.4	1.2626	295	295
20	55+700	56+370	670	16.2	16.3	32.5	2.1775	446	446
21	57+250	58+100	850	8.5	8.5	17	1.445	425	425
22	59+500	60+950	1450	10.2	8.6	18.8	2.726	725	725
23	61+200	61+650	450	7.3	12.1	19.4	0.873	225	225
24	62+000	63+080	1080	13.9	10.1	24	2.592	540	540
25	65+000	65+100	100	9.3	9.3	18.6	0.186	50	50
26	66+300	66+700	400	8.8	7.6	16.4	0.656	200	200
27	66+700	67+100	400	5.1	5.2	10.3	0.412	200	200
28	67+100	67+600	500	9.5	9.2	18.7	0.935	250	250
29	68+400	68+600	200	3.5	3.6	7.1	0.142	67	100
30	68+700	69+700	1000	8.9	9.1	18	1.8	500	500
31	70+780	71+000	220	3.5	3.6	7.1	0.1562	73	73
32	71+000	71+400	400	0	7.5	7.5	0.3	200	200
33	71+410	71+780	370	11.7	11.2	22.9	0.8473	185	185
34	71+780	73+230	1450	3.5	3.5	7	1.015	483	725
	TOTAL		22880				42.6322	11460	11772

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Tree Plantation at Interchanges For Green Belt Development					
S.No	Sl. No.	Location	Total Area (sqmt.)	Area in Ha.	Tree in Interchanges
1	0+001	LOOP AND RAMP	23325	23.325	25657
2	0+002	RAMP-1 SIDE	3000	3	3300
3	0+003	RAMP-2 SIDE	1880	1.88	2068
4	0+004	RAMP-3 SIDE	2830	2.83	3113
				31	34139

Budgetary Provision of INR 1517/tree as per SOR for roadside plantation and its maintenance for 5 years has been recommended for plantation of trees. Based on the SOR, a comprehensive scheme for plantation and maintenance for 5 years has been referred below:

Schedule of Rate for Plantation		
S.No	Description of Works	Total
1.	Site Clearance	6.7
2.	Demarcation of Site	2.5
3.	Pit Digging	20.9
4.	Manure or Vermicomposting	10
5.	Transportation of Fertile Soil	6.1
6.	Single Super Phosphosphate	3.3
7.	Muriate of Potash	4.5
8.	Neem Cake	4
9.	Thimet, Foret or Chloropyrifos	1.5
10.	Cost of Plant	36
11.	Soil Mixing, Pit filling, planting, irrigation and gap filling	10.7
12.	Bamboo Tree Guard	260
13.	Live fencing	10.7
14.	GI Wire for Plant	2
15.	Plant Protection Chemicals	10
16.	DAP as top dressing	3
17.	MoP as topo Dressing	1.1
18.	Urea as Top dressing	0.8
19.	Complete supervision (irrigation, weeding, hoeing, chemical spraying)	170.5
20.	Irrigation facility	16
21.	Equipment for plantation	0
	Miscellaneous	61.7
22.	Total Expenditure in 2nd Year	
	20% Filling gap	10
	Expenditure on Fertilizer	10
	Expenditure on plant protection	10
	Irrigation facility (Arrangement of Rickshaw)	2.5
	Complete supervision (irrigation, weeding, hoeing, chemical spraying)	185.5
23.	Total Expenditure in 3rd Year	
	10% gap filling	5
	Expenditure on Fertilizer	10
	Expenditure on plant protection	10
	Irrigation facility (Arrangement of Rickshaw)	2.5
	Complete supervision (irrigation, weeding, hoeing, chemical spraying)	185.5
24.	Total Expenditure in 4th Year	
	Expenditure on Fertilizer	10
	Complete supervision (irrigation, weeding, hoeing, chemical spraying)	185.5
25.	Total Expenditure in 5th Year	
	Expenditure on Fertilizer and plant protection	10
	Complete supervision (irrigation, weeding, hoeing, chemical spraying)	185.5
26.	Total	1464.0
	Contingency	53.2
	Grand Total	

Source: NHAI/GHD/02/01/02-22/2016/50 dated 17.01.2018

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Tree Translocation:

No trees shall be cut unnecessarily until the construction starts. Transplanting or felling shall be considered only if it is impossible and impractical to preserve. Transplantation of trees shall be properly planned and implemented to ensure that sufficient space and trees future growth.

The matter is taken up with Forest department for transplantation of scheduled ficus trees (upto girth size of 60cm). As per availability of degraded forest land adjoining to the project stretch. In this regard, translocation to be carried out by forest department as their deposit work. It can be done through contractor with competitive bidding, if forest department decline the job.

Priority shall be given to transplant the trees to appropriate locations near to the project site so as to increase the trees' survival rate after transplanting and minimize the loss of greenery in the project area. In absence of space nearby, transplantation shall be done to a suitable location, in the proximity of project site. Tree transplantation is done in following stages.

Identification of trees for transplantation: Identification of large trees for transplantation requires great care and depends on conditions like

- General health, form and structure of the tree
- Size of root ball / quality of root system
- Size of trees
- Species and conservation status of the tree
- Availability and suitability (environmental and cultural factors) of a receptor site
- Time for preparation
- Maintenance requirements
- Access to the existing and receptor locations and transportation
- Site considerations - functional and engineering constraints
- Cost effectiveness

Most common trees suitable for transplantation are Ficus trees (Peepal, Banyan etc.) neem trees, etc.

Soil Sampling, Testing & Site Selection: The soil condition where the tree has to be transplanted is thoroughly checked & necessary treatments are done to the soil after digging a pit. The pit size has to be in accordance with the root ball of the tree. There is specific environmental requirement for each tree. The light, moisture, soil pH, wind exposure & soil drainage should be considered. Transplanted tree requires space for root and crown development therefore adequate distance between other plants is necessary.

Documenting trees being transplanted: Details of the trees being transplanted have to be noted such as girth of tree, space between the adjacent trees and any other relevant, practical information. This information will help during the transplantation and monitoring of tree for its survival and also serve as data bank for similar future works.

Tying up different Departments: Forest Department, utilities department, PWD, Police & Traffic Police whose help is required for successful implementation of transplantation in large scale. It is also important to involve NGOs and connect to the enthusiastic and supportive local public as this activity requires lot of on-site support.

Procurement of required permissions: It is important to check out the protocol for permissions from concerned departments to translocate from one place to other.

Involvement of tree transplantation experts: The experts who have experience in transplantation shall be consulted for identification of trees for transplantation, precaution required during transplantation, post transplantation care, etc.

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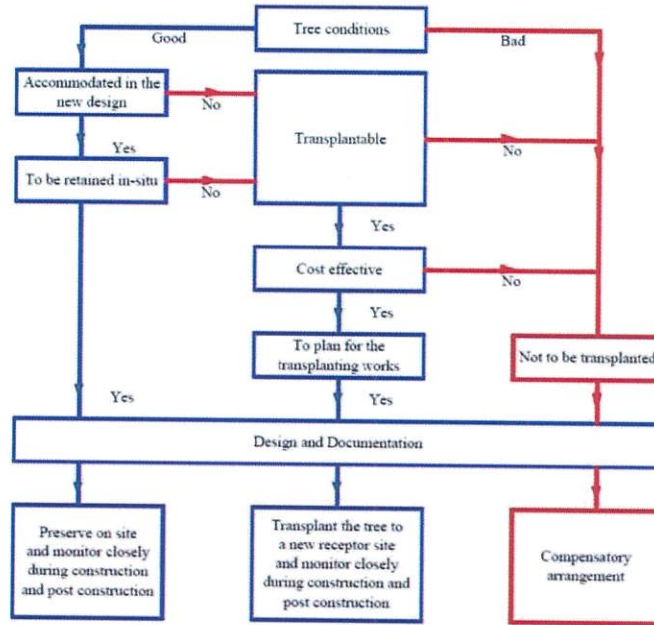
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Provision for Funds: It is important to estimate and strategize funds required for transplantation. The cost of transplanting depends on number of trees identified for transplantation, size of the tree, machinery cost, location of the tree, distance to transplanting location and other constraints.

Safety precautions: Tree transplantation should be conducted in a controlled and safe manner. Sites shall be checked for potential hazards prior to start of transplantation. Workers who are involved in transplanting trees should be given adequate instructions, safety gears and supervision to ensure that transplantation works are completed in a safe manner.



The basic work flow of tree transplantation

Vertical Gardens:

It is proposed to provide the vertical gardens on the pillars of elevated corridor upto Amausi Airport using hydroponics technology (technology used in growing plants using a mineral nutrient solution). The vertical garden concept not only increases the aesthetic value of the proposed project corridor but also helps to reduce air pollution generated by at-grade operating traffic.

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A Typical Vertical Garden Diagram


The 3500sq.m of elevated corridor from Saheed Path to Amausi Airport has been considered for vertical garden, which not only increases the greenery along the corridor but also helps absorbing air pollutants and dust thus reducing the impacts of obnoxious gases significantly.

Median Plantation

Elevated corridor is supported by pillars which are 2.5 m thick. These pillars are located invariably at the center of the at-grade roads thus creating median of 2.0 to 2.5 m width. Two rows of median plantation are proposed to be taken up in these medians all along the proposed elevated corridor alignment. Provision has also been made for rain water harvesting in the median which is located at the centre of median.


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Name of Project

Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh

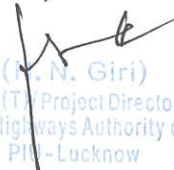
NOC from Owner's Department


It is submitted that the proposed alignment of aforementioned Kanpur-Lucknow Expressway passes through the existing National Highway-31 (Unnao-Lalganj) and National Highway No-25 (Kanpur-Lucknow), whereas the ownership of existing highways lies with National Highways Authority of India.


We, hereby confirmed that the owner department have no objection on traversing of this project from given location for ensuring better, faster and uninterrupted direct connectivity in the region.


Date:
Place: Lucknow


Project Director, PIU Lucknow
National Highways Authority of India,
Ministry of Road Transport & Highways, Govt. of India



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National Highways Authority of India
PIU-Lucknow



उप प्रभागीय वनाधिकारी
मोहनलाल गंज
अवध वन विभाग, लखनऊ


क्षेत्रीय वन अधिकारी
सरोजनीनगर रेन्ज लखनऊ


क्षेत्रीय वन अधिकारी
उन्नाव


उप प्रभागीय वनाधिकारी
उन्नाव


प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ


प्रभागीय निदेशक
सामाजिक वनिकी वन प्रभाग
उन्नाव

Joint Feasibility Proforma

Reporting Date: 29/06/2020

Proposal ID : Name of Work		PROPOSED ROB OF KANPUR LUCKNOW SECTION AT KM: - 64+480 BETWEEN RRAEBARELY AND UNNAO RAILWAY STATIONS AT RAILWAY CHAINAGE KM-172/319				
Proposal for		8 Lane ROB				
Track Details						
Gauge	BG	Route				
No. of Existing Tracks	1	No. of Proposed/Future Tracks	2			
Clearance Required With Respect to Rail Level						
Height Above Rail Level	6.525					
Left Side From Centre of Nearest Track		Right Side From Centre of Nearest Track				
Feasibility of Construction						
Road Over Bridge (ROB)	<input checked="" type="checkbox"/> Feasible <input type="checkbox"/> Not Feasible	Road Under Bridge (RUB)	<input type="checkbox"/> Feasible <input checked="" type="checkbox"/> Not Feasible			
Limited Height Subway (LHS)	<input type="checkbox"/> Feasible <input checked="" type="checkbox"/> Not Feasible					
Proposed Road Over Bridge/Road Under Bridge/Limited Height Subway Location Details						
State	Uttar Pradesh	District	Unnao			
Road	New	Category of Road	Expressway			
Name of Road	Kanpur Lucknow Expressway	Location/Chainage on the Road	64+480			
Villages/Towns on Either Side	Vill. Daulatpur & Karnipur	Nearest City/Town	Unnao			
Zonal Railway	NR	Railway Division	Lucknow			
Between Railway Stations	Unnao & Achaiganj	Major Railway Section	Unnao			
Location (on Railway Line)	172/319	No. of Lane(s)	8			
Width of Road	47	Skew Angle (wrt. normal to track)	13 degrees			
Existing LC data (if applicable)						
LC No.	-	Class of LC	-			
Location of LC	-	Average no. of Trains per day	-			
TVU	-	Year of TVU	-			
Any Level Crossing to be closed in lieu of Road Over Bridge/Road Under Bridge/Limited Height Subway			Not Required			
Level Crossings to be closed						
LC No.	Class of LC	Location of LC		Average no. of Trains per day	TVU	Year of TVU
		km	m			
-	-	-	-	-	-	-
Road Traffic Diversion						
Whether required or not		Not Required				
Through Temporary Diversion		-	Through Temporary LC		-	
Whether FOB is required to close LC		-	Whether additional RUB is required to close LC		-	
Utility Shifting						
OHE	Not required		Cables (S&T, DOT, OFC)		Applicable (hidden)	
Cables (Electricals)	-		Pipe Lines (Water, Severe)		Nil	
Structures/Equipment	-		Any Other		Nil	
Railway & Other Land Details						
Width of Railway land on Left Hand Side from centre of nearest track	21.95m		Width of Railway land on Right Hand Side from centre of nearest track		15.24m	
Centre to Centre distances among tracks						
Availability of land outside railway on Left Hand Side	Green Field		Availability of land outside railway on Right Hand Side		Green Field	
Details of Encroachment if any						
Nil						
No. of Spans in Railway Portion						
1						
Span arrangement in Railway Land						
1x36						
Length of viaduct/span on Left Hand side outside railway	1x15		Length of viaduct/span on Right Hand side outside railway		1x15	
Approach Gradient Left Hand Side	-		Approach Gradient Right Hand Side		-	
No. of GADs applicable for this proposal						
01 Nos.						
Clearance for Limited Height Subway (LHS)						
Vertical Clearance		Clear Width				
Drainage Available or Not						
Issue if any to be resolve						

क्षेत्रीय वन अधिकारी
सरोजनीनगर रेन्ज लखनऊ

क्षेत्रीय वन अधिकारी
उन्नाव

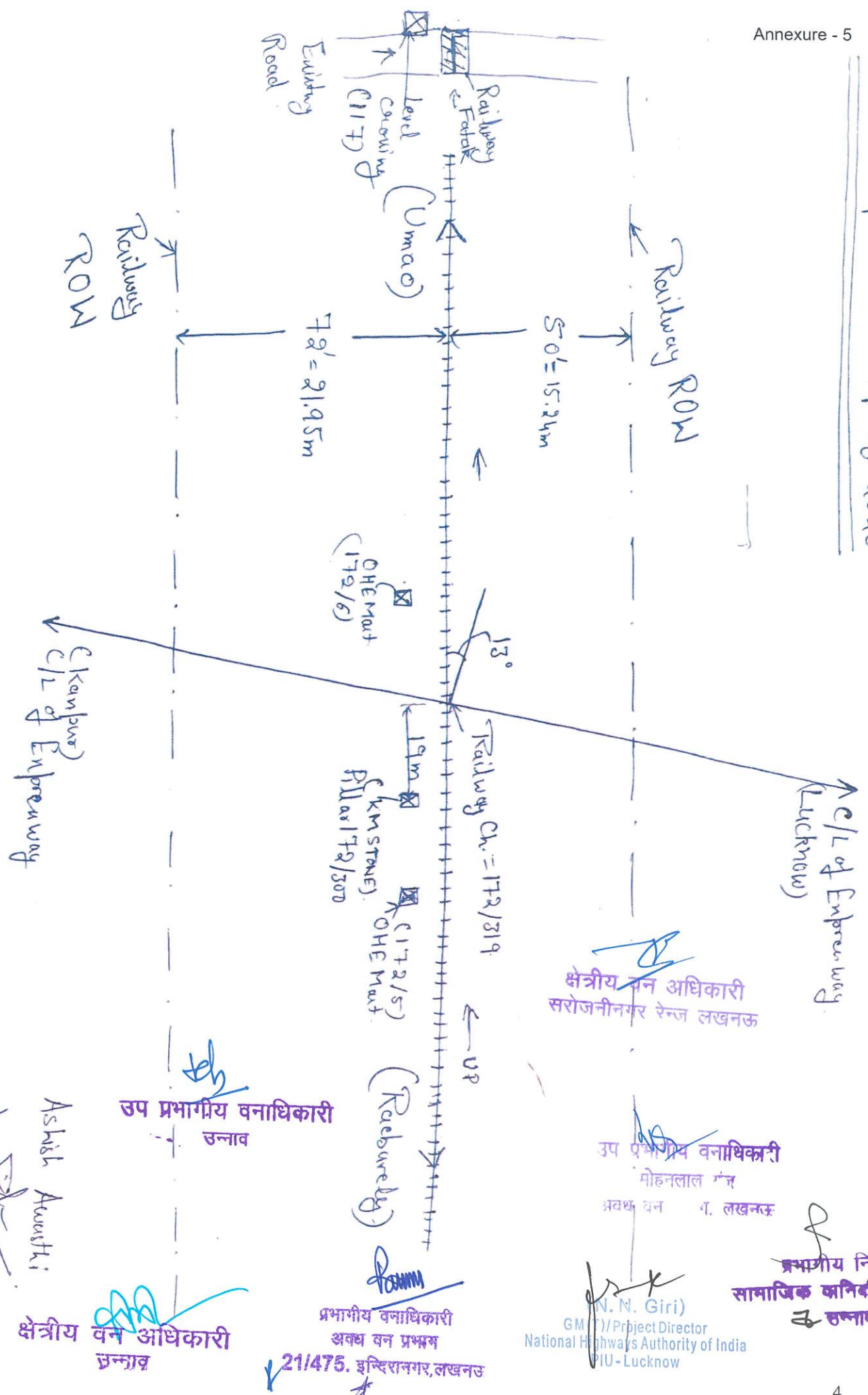
G.M. / Project Director
National Highways Authority of India
PU-Lucknow

उप प्रभागीय वनाधिकारी
मोहनलाल शर्मा
अवध वन, लखनऊ

Consultant Representative
Ashish Awasthi
(Design Engineer)

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ

Joint Inspection on 29-06-2020



क्षेत्रीय वन अधिकारी
सरोजनीनगर रेंज लखनऊ

उप प्रभागिय वनाधिकारी
मोहनलाल शर्मा
अवध वन ग. लखनऊ

प्रभागिय निदेशक
सामाजिक कानिरी वन प्रभा
उ. उन्नाव

(N. N. Giri)
GM (T)/Project Director
National Highways Authority of India
NHU-Lucknow

प्रभागिय वनाधिकारी
अवध वन प्रभाग
21/475. इन्दिरानगर, लखनऊ

उप प्रभागिय वनाधिकारी
उन्नाव

क्षेत्रीय वन अधिकारी
उन्नाव

Ashish Awasthi

कार्यालय अधिशासी अभियन्ता सिंचाई खण्ड, उन्नाव

पत्रांक /तक0अनु0/

दिनांक 2022

विषय : Preparation of DPR of Kanpur-Lucknow Expressway, have a length 63 Km (the "Project") including spurs:
-Request for providing "No Objection Certificate" for crossing of Canals"

अधीक्षण अभियन्ता, षष्ठम मण्डल सिंचाई कार्य, लखनऊ।

उपरोक्त विषयक कृपया भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, लखनऊ के पत्र सं0 NHAI/PIU/LKO/LKE/AK/2022/7665, Date 01.02.2022 तथा NHAI/PIU/LKO/LKE/AK/2020/2943, Date 09.02.2021 (छयाप्रति संलग्न) का अवलोकन करने की कृपा करें, जिसके द्वारा प्रस्तावित कानपुर-लखनऊ एक्सप्रेस-वे इस खण्ड के अंतर्गत पड़ने वाली सहरावां राजबहा, मौरावां राजबहा, कांथा माइनर, चिरैया नाला तथा बसहा ड्रेन से गुजरेगा (विवरण निम्नवत्), जिस हेतु अनापत्ति प्रमाण-पत्र उपलब्ध कराये जाने की वांछना की गयी है।

क0सं0	नहर/ड्रेन का नाम	रीच (कि0मी0)	ग्राम का नाम
1	सहरावां राजबहा	4.900	नोखेलाल खेड़ा
2	मौरावां राजबहा	10.450	कांथा
3	कांथा माइनर	4.500	सरैया
4	चिरैया नाला	9.400	लालपुर
5	बसहा ड्रेन	55.900	सरैया

अतः भारतीय राष्ट्रीय राजमार्ग प्राधिकरण द्वारा उपलब्ध कराये गये उद्देश संलग्नकर अनापत्ति प्रमाण पत्र निर्गत किये जाने की संस्तुति सहित आपको अग्रिम आवश्यक कार्यवाही हेतु प्रेषित है।
संलग्नक : उपरोक्तानुसार।

अधिशासी अभियन्ता
सिंचाई खण्ड, उन्नाव

पत्रांक 463 /तक0अनु0/दिनांक 12/04/2022

- प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित है :-
- भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, परियोजना कार्यान्वयन इकाई, 3/248 विशाल खण्ड, गोमती नगर, लखनऊ।
 - सहायक अभियन्ता, चतुर्थ उपखण्ड, सिंचाई खण्ड, उन्नाव।

अधिशासी अभियन्ता
सिंचाई खण्ड, उन्नाव

क्षेत्रीय वन अधिकारी

उप प्रभागीय वनाधिकारी
मोहनलाल शंकर
अवध वन, लखनऊ

क्षेत्रीय वन अधिकारी
उन्नाव

(N. N. Giri)
GM (I)/Project Director
National Highways Authority of India
PIU-Lucknow

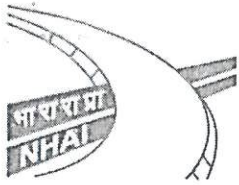
उप प्रभागीय वनाधिकारी
उन्नाव

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475, इन्दिरानगर, लखनऊ

प्रभागीय निदेशक
सामाजिक जाति वन प्रभाग

उन्नाव



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
(Ministry of Road Transport & Highways, Govt. of India)
परियोजना कार्यान्वयन इकाई, लखनऊ
Project Implementation Unit, Lucknow
3/248, विशाल खण्ड, गोमती नगर, लखनऊ-226010
3/248, Vishal Khand, Gomti Nagar, Lucknow-226010

Annexure - 5
दूरभाष / Phone : 91-522-2302167
ई-मेल / E-mail : luc@nhai.org
वेबसाइट / Website : www.nhai.gov.in

Dated 01.02.2022

NHAI/PIU/LKO/LKE/AK/2022/ 7665

To,
The Executive Engineer
Irrigation Division
Unnao.

Sub:-Preparation of DPR of Kanpur- Lucknow Expressway, have a length of 63 km (the "Project") including spurs:
-Request for providing "No Objection Certificate" for crossing of Canals".

Sir,

National Highway Authority of India (NHA) is developing 6 lane access-controlled Greenfield Lucknow Kanpur Expressway project on Hybrid Annuity Model basis in the state of Uttar Pradesh. The Alignment of Lucknow Kanpur Expressway starts from NH 27 near Transport Nagar Metro Station in district Lucknow and passes through Greenfield in Unnao district and again connects NH-27 in Unnao district at Azad Marg Chauraha. Key map of the alignment is attached for your reference.

The Proposed Right of Way (ROW) of Expressway is in range of 36 -55 m therefore all the encumbrances within 90m in Greenfield section and band road has been given access at Expressway crossing. One copy of bridges GAD drawing on canal location is attached, made by our Consultant M/s Egis India Consulting Engineers Pvt Ltd., Gurugram are enclosed herewith. The contact details of our Consultant are as under:-

Name : Shri Sandeep Gautam
Mob. No. : 9958196521
E-mail : Sandeep.g@egis-india.com
Address : M/s Egis India Consulting Engineers Pvt. Ltd., Plot No. 66, Sector-32, Gurugram, Haryana - 122001 India.

Since the roadside plantation attract forest conservation act, 1980, the forest department has advised us to obtain a 'No Objection Certificate' from the owner's department for crossing these Highways at following locations:

Sl. No.	Name of Existing Canals & Inspection Roads	Chainage of Expressway (Km)	Nearby Village	District
1	Chiraiya Nala	30.100	Lalpur	Unnao
2	Sarai Joga Drain	34.700	Subedar Kheda	Unnao
3	Basha Drain	40.100	Sarai Gaon	Unnao

Henceforth, it is requested to provide us such NOC. A format in this regard is attached for your ready reference.

Encls:- As above.

प्रभागीय निदेशक
सामाजिक कानिरी वन प्रभा.
उ सन्नाह

Yours truly,

(N.N. Giri)
General Manager (Tech.) / Project Director

Copy to:-The Authority Signatory, M/s Egis India Consulting Engineers Pvt Ltd.

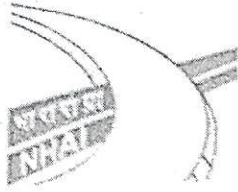
क्षेत्रीय वन अधिकारी
सरोजनीनगर रेन्ज लखनऊ

(N.N. Giri)
GM (Tech.) / Project Director
National Highways Authority of India
PIU - Lucknow

प्रभागीय वनाधिकारी
अवध वन प्रभाग

मुख्यालय : प्लाट सं. जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110 075, दूरभाष : 91-11-25074100/200
Head Office : Plot No. G-5 & 6, Sector - 10, Dwarka, New Delhi - 110 075 Phone : 91-11-25074100/200

क्षेत्रीय वन अधिकारी उप प्रभागीय वनाधिकारी



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
(Ministry of Road Transport & Highways, Govt. of India)
परियोजना कार्यान्वयन इकाई, लखनऊ
Project Implementation Unit, Lucknow
3/248, विशाल खण्ड, गोमती नगर, लखनऊ-226010
3/248, Vishal Khand, Gomti Nagar, Lucknow-226010

Annexure - 5

दूरभाष / Phone : 91-522-2302157
ई-मेल / E-mail : hvc@nhai.org
वेबसाइट / Website : www.nhai.gov.in

NHAI/PIU/LKO/LKE/AK/2022/ 7665

Dated 01.02.2022

To,
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Irrigation Division
Unnao.

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Encls:- As above.

उप प्रभागीय वनाधिकारी

मोहनलाल मंन

अवध वन, न. लखनऊ

प्रभागीय निदेशक

सामाजिक यंत्रि कन प्रभा.

उ सन्त

General Manager (Tech.) / Project Director

Yours truly,

(N.N. Giri)

Copy to:-The Authority Signatory, M/s Egis Ind a Consulting Engineers Pvt Ltd.

क्षेत्रीय वन अधिकारी

सरोजनीनगर रेन्ज लखनऊ

(N.N. Giri)
GM (T) / Project Director
National Highways Authority of India
LU - Lucknow

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475 इन्दिरानगर, लखनऊ

मुख्यालय : प्लॉट सं० जी-5 एवं 6, सेक्टर-10, द्वारका, नई दिल्ली - 110 075, दूरभाष : 91-11-25074100/200
Head Office : Plot No. G-5 & 6, Sector - 10, Dwarka, New Delhi - 110 075 Phone : 91-11-25074100/200

उप प्रभागीय वनाधिकारी

सन्त



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

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

परियोजना कार्यान्वयन इकाई, लखनऊ / Project Implementation Unit, Lucknow

3/248, विशाल खण्ड, गौमती नगर, लखनऊ-226010 (उ०प्र०)

3/248, Vishal Khand, Gomti Nagar, Lucknow-226010 (U.P.)

दूरभाष / Phone : 91-522-2302167, ई-मेल / E-mail : luc@nhai.org, वेबसाइट / Website : www.nhai.gov.in

भा0रा0रा0प्रा0 / लखनऊ / एक्सप्रेसवे / एके / 2022 / 198

दिनांक 12.04.2022

सेवा में,

अधिसासी अभियन्ता,

लखनऊ खण्ड-2,

शारदा नहर, लखनऊ

विषय- लखनऊ कानपुर एक्सप्रेस वे के निर्माण हेतु नहर के कासिंग के लिए अनापत्ति प्रमाण पत्र के सम्वन्ध में।

सन्दर्भ- आपका पत्रांक 631 दिनांक 09.02.2021

महोदय,

कृपया उपरोक्त सन्दर्भित पत्र का अवलोकन करने का कष्ट करें, जिसके माध्यम से आपके द्वारा अर्मासी राजवहा के किमी० 7.799 पर स्थित जी०आर०वी० का उपलब्ध हाईड्रोलिक डाटा अग्रिम कार्यावाही हेतु प्रेषित किया गया था।

उक्त के कम में अर्मासी राजवहा की प्रस्तावित संरचना/ड्राईंग इस आशय से प्रेषित है कि ड्राईंग का अवलोकन करे तथा निर्माण हेतु नहर के कासिंग के लिए अनापत्ति प्रमाण पत्र जारी करने का कष्ट करें।

भवदीय

Uth W

(उत्कर्ष शुक्ला)

उप-महा-प्रबन्धक (तक०)
एवं परियोजना निदेशक

संलग्नक- उपरोक्तानुसार।

Joni
13/4/22

क्षेत्रीय वन अधिकारी
सरोजननगर रेन्ज लखनऊ

उप-प्रभागीय वनाधिकारी

मोहनलाल मंत्र

अवध वन ग, लखनऊ

(N. N. Giri)
GM(T) Project Director
National Highways Authority of India
PIU Lucknow

क्षेत्रीय वन अधिकारी
उन्नाव

प्रभागीय निदेशक

सानाजिक कानिक्की वन प्रभा.

उन्नाव

उप-प्रभागीय वनाधिकारी
उन्नाव

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475, इन्दिरानगर, लखनऊ



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

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

परियोजना कार्यान्वयन इकाई, लखनऊ / Project Implementation Unit, Lucknow

3/248, विशाल खण्ड, गोमती नगर, लखनऊ-226010 (उ०प्र०)

3/248, Vishal Khand, Gomti Nagar, Lucknow-226010 (U.P.)

दूरभाष / Phone : 91-522-2302167, ई-मेल / E-mail : luc@nhai.org, वेबसाइट / Website : www.nhai.org.in

NHAI/PIU/LKO/LKE/AK/2022/ 136

Dated: 07.04.2022

Annexure - 5



REMINDER

To,

The Executive Engineer,
Irrigation and Water Resource Department
Sharda Division
Unnao.

Sub:-Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh.-Request for providing "No objection Certificate" for crossing of canal-reg.

Ref:- This office letter No.NHAI/PIU/LKO/LKE/MK/2020/2197 dated 26.11.2020.

Sir,

National Highway Authority of India (NHAI) is developing 6 lane access-controlled Greenfield Lucknow Kanpur Expressway project on Hybrid Annuity Model basis in the state of Uttar Pradesh. The Alignment of Lucknow Kanpur Expressway starts from NH-27 near Transport Nagar Metro Station in district Lucknow and passes through Greenfield in Unnao district and again connects NH-27 in Unnao district at Azad Marg Chauraha.

This office vide letter no. NHAI/PIU/LKO/LKE/MK/2020/2197 dated 26.11.2020, has requested to provide the 'No Objection Certificate' from the owner's department for crossing these Highways over canals. We have already submitted the general arrangement drawings on canal locations and a site visit with your Engineer Mr. Jitendra (mob.8353911649) was conducted in Feb. 2021. We request you to take further action to process the no objection certificate for the canals coming under Sharda division.

Yours truly,

प्रभागीय निदेशक
सामाजिक कनिष्ठी वन प्रभाग
उ उन्नाव
Dy. General Manager (Tech.)
For Project Director

Utkarsh Shukla
(Utkarsh Shukla)
Dy. General Manager (Tech.)
For Project Director

Received
11-04-2022

क्षेत्रीय वन अधिकारी
सरोजनीनगर रेन्ज लखनऊ

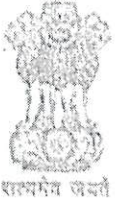
उप प्रभागीय वनाधिकारी
मोहनलाल शर्मा
अवध वन ग. लखनऊ

(S. N. Giri)
GM (T) / Project Director
National Highways Authority of India
PIU - Lucknow

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475. इन्दिरानगर, लखनऊ.

क्षेत्रीय वन अधिकारी

उप प्रभागीय वनाधिकारी



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण National Highways Authority of India

(राष्ट्रक परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)
(Ministry of Road Transport & Highways, Govt. of India)

परियोजना कार्यान्वयन इकाई, लखनऊ / Project Implementation Unit, Lucknow
3/248, विशाल खण्ड, गोमती नगर, लखनऊ-226010 (उ.प्र.)
3/248, Vishal Khand, Gomti Nagar, Lucknow-226010 (U.P.)

दूरभाष / Phone : 91-522-2302167, ई-मेल / E-mail : luc@nhai.org, वेबसाइट / Website : www.nhai.gov.in

Annexure - 5



NHAI/PIU/LKO/LKE/AK/2022/ 393

Dated 25.04.2022

To,

The Executive Engineer
Irrigation Division-II
Unnao.

Sub:-Preparation of DPR of Kanpur- Lucknow Expressway, have a length of 63 km (the "Project") Including spurs:

-Request for providing "No Objection Certificate" for crossing of Canals".

- Ref:-1.** This office letter No. NHAI/PIU/LKO/LKE/MK/2020/2197 Dated 26.11.2020
2. EE, Irrigation Division-IV, Unnao letter No.483 dated 12.04.2022

Sir,

National Highway Authority of India (NHAI) is developing 6 lane access-controlled Greenfield Lucknow Kanpur Expressway project on Hybrid Annuity Model basis in the state of Uttar Pradesh and DPR of Kanpur Lucknow Expressway has been finalized and work will be started soon. The Alignment of Lucknow Kanpur Expressway starts from NH 27 near Transport Nagar Metro Station in district Lucknow and passes through Greenfield in Unnao district and again connects NH-27 in Unnao district at Azad Marg Chauraha. Key map of the alignment is attached for your reference.

The Proposed Right of Way (ROW) of Expressway is in range of 36 -55 m therefore all the encumbrances within 90m in Greenfield section and band road has been given access at Expressway crossing. One copy of bridges GAD drawing on canal location is attached, made by our Consultant M/s Egis India Consulting Engineers Pvt Ltd., Gurugram are enclosed herewith.

Since the roadside plantation attract forest conservation act, 1980, the forest department has advised us to obtain a 'No Objection Certificate' from the owner's department for crossing these Highways at following locations:

Sl. No.	Name of Existing Canals & Inspection Roads	Chainage of Expressway (Km)	Nearby Village	District
1	Sarai Joga Drain	34.700	Subedar Kheda	Unnao

Since, the said canal was under Irrigation Div.-IV. Therefore, the proposal was submitted to them and proposal was also jointly inspected by Department and report submitted. Now, the canal comes to Division-II. Therefore you are requested to provide us such NOC. A format in this regard is attached for your ready reference.

Encls:- As above.

[Handwritten Signature]

प्रभागीय निदेशक
सामाजिक कानिकी वन प्रभाग,
उ.प्र. उन्नाव
General Manager (Tech.) / Project Director

Yours truly,

(N.N. Giri)

[Handwritten Signature]
क्षेत्रीय वन अधिकारी
राजनीनगर रेंज लखनऊ

[Handwritten Signature]
प्रभागीय वनाधिकारी
अवध वन प्रभाग, लखनऊ

Copy to:-The Authority Signatory, M/s Egis India Consulting Engineers Pvt Ltd.

(N. N. Giri)
GM(T) / Project Director
National Highways Authority of India
PIU - Lucknow

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475. इन्दिरानगर, लखनऊ

क्षेत्रीय वन अधिकारी

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Proforma-14

Chainage wise Forest Land (FL) Area Statement

Village Wise Chainage (Km)		Length (m)	Village Name	Reserved Forest (RF)		Protected Forest (PF)	
From	To			Avg. Width (m)	Area (Ha.)	Avg. Width (m)	Area (Ha.)
Lucknow							
10+980	11+150	170	Behsa	-	-	8.7	0.1479
11+150	12+600	1450	Farukabad Chillawan	-	-	13.3	1.9253
12+600	14+850	2250	Amausi	-	-	17.4	3.915
14+850	16+550	1700	Gauri	-	-	15.7	2.6725
16+550	18+050	1500	Gaharu*	91.1	4.4619	14.3	2.1485
			Natukur	-	-	-	-
18+050	19+300	1250	Miranpur Pinvat	-	-	18.4	2.301
19+300	23+700	4400	Banthra Sikander Pur	-	-	15.5	6.7981
23+700	24+600	900	Khandedev	-	-	14.2	1.2751
24+600	26+420	1820	Sahrai Sahjadi	-	-	13.6	2.4836
26+420	28+050	1630	Bani	-	-	7.4	1.2088
Total Forest Area in Lucknow (A)					4.4619		24.8758
Unnao							
28+050	28+350	300	Bajehara	-	-	-	-
28+350	29+250	900	Hinora	-	-	-	-
29+250	30+130	880	Hasnapur	-	-	-	-
30+130	30+950	820	Saharawan	-	-	-	-
30+950	31+870	920	Kashi Pur	-	-	-	-
31+870	33+300	1430	Saharawan	-	-	-	-
33+300	34+650	1350	Beekamau	-	-	-	-
34+650	39+400	4750	Kantha	-	-	-	-
39+400	40+000	600	Sariya	-	-	-	-
40+000	41+350	1350	Bachhaura	-	-	-	-
41+350	43+500	2150	Kudika Pur Manika Pur	-	-	-	-
44+150	44+700	550	Kudika Pur Manika Pur	-	-	-	-
43+500	44+150	650	Medpur	-	-	-	-
44+700	44+950	250	Turi Chabinath	-	-	-	-
45+500	45+900	400	Turi Chabinath	-	-	-	-
44+950	45+500	550	Raipur	-	-	-	-
45+500	47+400	1500	Turi Raja Sahib	-	-	-	-
47+400	47+800	400	Pathakpur	-	-	-	-
47+800	48+750	950	Taura	-	-	-	-
48+750	50+520	1770	Jagetha	-	-	-	-
50+520	52+100	1580	Padri Khurd	-	-	-	-
52+100	53+870	1770	Jargaon	-	-	-	-
53+870	54+700	830	GauriShankarpur Grant	-	-	-	-
54+700	59+330	4630	Neverna	-	-	-	-
58+900	59+900	1000	Shivpur Grant	23.0	0.126	-	-
59+900	60+700	800	Aderwa	-	-	-	-
60+700	61+600	900	Mohuddeenpur	-	-	-	-
61+600	63+200	1600	Behta	-	-	-	-
63+200	64+150	950	Kurari Kalan	-	-	-	-

प्रभागीय वनाधिकारी
सामाजिक कनिष्ठ
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

क्षेत्रीय वन अधिकारी
उन्नाव

(N. N. Giri)
GM (I)/Project Director
National Highways Authority of India
FP-U-Lucknow

परिचयना विदेशक
प्रभागीय वनाधिकारी
उन्नाव

21/475. इन्दिरानगर, लखनऊ
प्रभागीय वनाधिकारी
उन्नाव

क्षेत्रीय वन अधिकारी
इन्दिरानगर रेंज लखनऊ

क्षेत्रीय वन अधिकारी
सरीयती नगर रेंज
अवध वन प्रभाग लखनऊ

उप प्रभागीय वनाधिकारी
मोहनलालगंज
अवध वन प्रभाग, लखनऊ

प्रभागीय वनाधिकारी
अवध वन प्रभाग

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Village Wise Chainage (Km)		Length (m)	Village Name	Reserved Forest (RF)		Protected Forest (PF)	
From	To			Avg. Width (m)	Area (Ha.)	Avg. Width (m)	Area (Ha.)
64+150	65+650	1500	Amarsus*	-	-	33.5	2.1402
65+650	67+450	1800	Kurari Kalan	-	-	-	-
67+450	68+650	1200	Karaundhi	-	-	-	-
68+650	71+800	3150	Ata	-	-	-	-
71+800	72+750	950	Banthar	-	-	-	-
72+750	73+934	1184	Kader Patari*	-	-	30.0	-
Total Forest Area in Unnao (B)					0.126		4.5282
Total Area (A+B)					4.5879		29.4040
Grand Total Forest Land (RF+PF)							33.9919

क्षेत्रीय वन अधिकारी
सरोजनौनगर रेन्ज लखनऊ

उप प्रभागीय वनाधिकारी
उन्नाव

N. N. Giri
GM (I)/Project Director
National Highways Authority of India
PIU-Lucknow

उप प्रभागीय वनाधिकारी
मोहनलाल गंज
अवध वन, लखनऊ

क्षेत्रीय वन अधिकारी
उन्नाव

प्रभागीय निदेशक
सामाजिक वानिकी वन प्रभा.
उन्नाव

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475. इन्दिरानगर, लखनऊ.

N. N. Giri
GM (I)/Project Director
National Highways Authority of India
PIU-Lucknow

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Proforma 15**Chainage wise Non Forest Land (NFL) Area Statement**

Chainage (Km)		Length (m)	Village Name	Non-Forest Area (Ha.) (NFL)	
From	To			Avg. Width (m)	Area (ha.)
Lucknow					
10+980	11+150	170	Behsa	29	0.488
11+150	12+600	1450	Farukabad Chillawan	26	3.766
12+600	14+850	2250	Amausi	23	5.082
14+850	16+550	1700	Gauri	25	4.187
16+550	18+050	1500	Gaharu*	78	11.652
			Natukur*	24	3.555
18+050	19+300	1250	Miranpur Pinvat	29	3.578
19+300	23+700	4400	Banthra Sikander Pur	20	8.978
23+700	24+600	900	Khandedev	32	2.906
24+600	26+420	1820	Sahrai Sahjadi	28	5.09
26+420	28+050	1630	Bani	57	9.332
Total Non-Forest Area in Lucknow (A)					58.614
Unnao					
28+050	28+350	300	Bajehara	90	2.666
28+350	29+250	900	Hinora	90	8.1
29+250	30+130	880	Hasnapur	90	7.92
30+130	30+950	820	Saharawan	90	7.38
30+950	31+870	920	Kashi Pur	90	8.28
31+870	33+300	1430	Saharawan	90	12.87
33+300	34+650	1350	Beekamau	95	12.843
34+650	39+400	4750	Kantha	99	47.23
39+400	40+000	600	Sariya	90	5.4
40+000	41+350	1350	Bachhaura	90	12.15
41+350	43+500	2150	Kudika Pur Manika Pur	90	19.35
44+150	44+700	550	Kudika Pur Manika Pur	90	4.95
43+500	44+150	650	Medpur	90	5.85
44+700	44+950	250	Turi Chabinath	90	2.25
45+500	45+900	400	Turi Chabinath	90	3.6
44+950	45+500	550	Raipur	90	4.95
45+900	47+400	1500	Turi Raja Sahib	90	13.5
47+400	47+800	400	Pathakpur	90	3.6
47+800	48+750	950	Taura	90	8.55
48+750	50+520	1770	Jagetha	90	15.93
50+520	52+100	1580	Padri Khurd	131	20.651
52+100	53+870	1770	Jargaon	90	15.93
53+870	54+700	830	GauriShankarpur Grant	90	7.47
54+700	59+330	4630	Neverna	90	37.8
58+900	59+900	1000	Shivpur Grant	90	8.874
59+900	60+700	800	Aderwa	175	13.966
60+700	61+600	900	Mohuddeenpur	90	7.47
61+600	63+200	1600	Behta	90	14.4
63+200	64+150	950	Kurari Kalan	90	8.55
64+150	65+650	1500	Amarsus*	90	13.538
65+650	67+450	1800	Kurari Kalan	90	16.622

प्रभागीय निदेशक
सामाजिक कनिष्ठा
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

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मोहनलाल गंज

उप प्रभागीय वनाधिकारी
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उप प्रभागीय वनाधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
मोहनलाल गंज (N. J. Giri)
GM(T)/Project Director
National Highways Authority of India
PIU - Lucknow

परियोजना निदेशक

राष्ट्रीय राजमार्ग प्राधिकरण

एन.एच.ए.आई. (एन.एच.ए.आई. भारत सरकार)

एन.एच.ए.आई. (एन.एच.ए.आई. भारत सरकार)

21/47

उप प्रभागीय वनाधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Chainage (Km)		Length (m)	Village Name	Non-Forest Area (Ha.) (NFL)	
From	To			Avg. Width (m)	Area (ha.)
67+450	68+650	1200	Karaundhi	90	10.8
68+650	71+800	3150	Ata	90	28.35
71+800	72+750	950	Banthar	90	8.55
72+750	73+934	1184	Kader Patari*	135	15.9742
Total Non-Forest Area in Unnao (B)					493.3957
Grand Total Non-Forest Land (A+B)					434.7817

क्षेत्रीय वन अधिकारी
उन्नाव
अवध वन प्रभाग लखनऊ

उप प्रभागीय वनाधिकारी
मोटा, उन्नाव
अवध वन प्रभाग, लखनऊ

परियोजना निदेशक
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन एवं राजमार्ग विभाग, भारत सरकार)
3/248, विभागालय, कोटली नगर, लखनऊ

(S. N. Giri)
GM(T)/Project Director
National Highways Authority of India
PIU - Lucknow

क्षेत्रीय वन अधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

प्रभागीय निदेशक
सामाजिक वनिकी वन प्रभा.
उन्नाव

क्षेत्रीय वन अधिकारी
उन्नाव नगर रेन्ज लखनऊ

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ

उप प्रभागीय वनाधिकारी
उन्नाव नगर
अवध वन प्रभाग, लखनऊ

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No: FP/UP/ROAD/42458/2019)

Chainage Wise Forest Land Schedule (FL)

Village Wise Chainage(Km)		Length (m)	Village Name	Reserved Forest Area (RF)		Protected Area (Ha.) (PF)	
From	To			Avg. Width (m)	Area (Ha.)	Avg. Width (m)	Area (Ha.)
Lucknow							
10+980	11+150	170	Behsa	-	-	8.7	0.1479
11+150	12+600	1450	FarukabadChillawan	-	-	13.3	1.9253
12+600	14+850	2250	Amausi	-	-	17.4	3.915
14+850	16+550	1700	Gauri	-	-	15.7	2.6725
16+550	18+050	1500	Gaharu*	91.1	4.4619	14.3	2.1485
			Natukur	-	-	-	-
18+050	19+300	1250	MiranpurPinvat	-	-	18.4	2.301
19+300	23+700	4400	BanthraSikanderPur	-	-	15.5	6.7981
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24+600	26+420	1820	SahraiSahjadi	-	-	13.6	2.4836
26+420	28+050	1630	Bani	-	-	7.4	1.2088
Total Forest Area in Lucknow (A)					4.4619		24.8758
Unnao							
28+050	28+350	300	Bajehara	-	-	-	-
28+350	29+250	900	Hinora	-	-	-	-
29+250	30+130	880	Hasnapur	-	-	-	-
30+130	30+950	820	Saharawan	-	-	-	-
30+950	31+870	920	Kashi Pur	-	-	-	-
31+870	33+300	1430	Saharawan	-	-	-	-
33+300	34+650	1350	Beekamau	-	-	-	-
34+650	39+400	4750	Kantha	-	-	-	-
39+400	40+000	600	Sariya	-	-	-	-
40+000	41+350	1350	Bachhaura	-	-	-	-
41+350	43+500	2150	KudikaPurManikaPur	-	-	-	-
44+150	44+700	550	KudikaPurManikaPur	-	-	-	-
43+500	44+150	650	Medpur	-	-	-	-
44+700	44+950	250	TuriChabinath	-	-	-	-
45+500	45+900	400	TuriChabinath	-	-	-	-
44+950	45+500	550	Raipur	-	-	-	-
45+900	47+400	1500	Turi Raja Sahib	-	-	-	-
47+400	47+800	400	Pathakpur	-	-	-	-
47+800	48+750	950	Taura	-	-	-	-
48+750	50+520	1770	Jagetha	-	-	-	-
50+520	52+100	1580	PadriKhurd	-	-	-	-
52+100	53+870	1770	Jargaon	-	-	-	-
53+870	54+700	830	GauriShankarpur Grant	-	-	-	-
54+700	59+330	4630	Neverna	-	-	-	-
58+900	59+900	1000	Shivpur Grant	23.0	0.126	-	-
59+900	60+700	800	Aderwa	-	-	-	-
60+700	61+600	900	Mohuddeenpur	-	-	-	-
61+600	63+200	1600	Behta	-	-	-	-
63+200	64+150	950	Kurari Kalan	-	-	-	-
64+150	65+650	1500	Amarsus*	-	-	33.5	2.1402
65+650	67+450	1800	Kurari Kalan	-	-	-	-

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उप प्रभागीय वनाधिकारी
उ. प्र. सरकार

क्षेत्रीय वन अधिकारी
उ. प्र. सरकार

क्षेत्रीय वन अधिकारी
सरोजनीनगर, लेखनऊ

उप प्रभागीय वनाधिकारी
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प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लेखनऊ

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No: FP/UP/ROAD/42458/2019)

Village Wise Chainage(Km)		Length (m)	Village Name	Reserved Forest Area (RF)		Protected Area (Ha.) (PF)	
From	To			Avg. Width (m)	Area (Ha.)	Avg. Width (m)	Area (Ha.)
67+450	68+650	1200	Karaundhi	-	-	-	-
68+650	71+800	3150	Ata	-	-	-	-
71+800	72+750	950	Banthal	-	-	-	-
72+750	73+934	1184	Kader Patari*	-	-	30.0	2.3880
Total Forest Area in Unnao (B)					0.126		4.5282
Total Area (A+B)					4.5879		29.4040
Grand Total Forest Land (RF+PF)							33.9919

Date:
Place: Lucknow

Project Director, PIU Lucknow
National Highways Authority of India,
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क्षेत्रीय वन अधिकारी
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क्षेत्रीय वन अधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
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प्रभागीय निदेशक
सामाजिक कृषि व वन प्रभाग
उन्नाव

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ

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Chainage Wise Non-Forest Land Schedule (NFL)

Chainage (Km)		Length (m)	Village Name	Non-Forest Area (Ha.) (NFL)	
From	To			Avg. Width (m)	Area (ha.)
Lucknow					
10+980	11+150	170	Behsa	29	0.488
11+150	12+600	1450	FarukabadChillawan	26	3.766
12+600	14+850	2250	Amausi	23	5.082
14+850	16+550	1700	Gauri	25	4.187
16+550	18+050	1500	Gaharu*	78	11.652
			Naturkur*	24	3.555
18+050	19+300	1250	MiranpurPinvat	29	3.578
19+300	23+700	4400	BanthraSikanderPur	20	8.978
23+700	24+600	900	Khandedev	32	2.906
24+600	26+420	1820	SahraiSahjadi	28	5.09
26+420	28+050	1630	Bani	57	9.332
Total Non-Forest Area in Lucknow (A)					58.614
Unnao					
28+050	28+350	300	Bajehara	90	2.666
28+350	29+250	900	Hinora	90	8.1
29+250	30+130	880	Hasnapur	90	7.92
30+130	30+950	820	Saharawan	90	7.38
30+950	31+870	920	Kashi Pur	90	8.28
31+870	33+300	1430	Saharawan	90	12.87
33+300	34+650	1350	Beekamau	95	12.843
34+650	39+400	4750	Kantha	99	47.23
39+400	40+000	600	Sariya	90	5.4
40+000	41+350	1350	Bachhaura	90	12.15
41+350	43+500	2150	KudikaPurManikaPur	90	19.35
43+500	44+150	650	KudikaPurManikaPur	90	4.95
44+150	44+700	550	Medpur	90	5.85
44+700	44+950	250	TuriChabinath	90	2.25
44+950	45+500	400	TuriChabinath	90	3.6
45+500	45+900	400	Raipur	90	4.95
45+900	47+400	1500	Turi Raja Sahib	90	13.5
47+400	47+800	400	Pathakpur	90	3.6
47+800	48+750	950	Taura	90	8.55
48+750	50+520	1770	Jagetha	90	15.93
50+520	52+100	1580	PadriKhurd	131	20.651
52+100	53+870	1770	Jargaon	90	15.93
53+870	54+700	830	GauriShankarpur Grant	90	7.47
54+700	59+330	4630	Neverna	90	37.8
58+900	59+900	1000	Shivpur Grant	90	8.874
59+900	60+700	800	Aderwa	175	13.966
60+700	61+600	900	Mohuddeenpur	90	7.47
61+600	63+200	1600	Behta	90	14.4
63+200	64+150	950	Kurari Kalan	90	8.55
64+150	65+650	1500	Amarsus*	90	12.0055
65+650	67+450	1800	Kurari Kalan	90	16.622
67+450	68+650	1200	Karaundhi	90	10.8
68+650	71+800	3150	Ata	90	28.35

प्रभागीय निदेशक
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प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475, इन्दिरानगर, लखनऊ

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Lucknow Ring Road (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (Proposal No: FP/UP/ROAD/42458/2019)

Chainage (Km)		Length (m)	Village Name	Non-Forest Area (Ha.) (NFL)	
From	To			Avg. Width (m)	Area (ha.)
71+800	72+750	950	Banthar	90	8.55
72+750	73+934	1184	Kader Patari*	135	15.9742
Total Non-Forest Area in Unnao (B)					434.7817
Grand Total Non-Forest Land (A+B)					493.3957

*Interchanges proposed

Date:
Place: Lucknow

Project Director, PIU Lucknow
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क्षेत्रीय वन अधिकारी
सरोजनानगर रेन्ज लखनऊ

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उप प्रभागीय वनाधिकारी
मोहनलाल शर्मा
अवध वन न. लखनऊ

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21/475, इन्दिरानगर, लखनऊ

क्षेत्रीय वन अधिकारी
सन्नाब

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सन्नाब

प्रभागीय निदेशक
सामाजिक कनिस्ट्री वन प्रभा.
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COST BENEFIT ANALYSIS

(As per MoEF&CC guidelines for conducting Cost Benefit Analysis
Vide its Handbook 28th March, 2019& its letter. -3/2011-FC (Vol-1) dt.06.01.2022)

Nature of Proposal: Diversion of 33.9919 ha of Forest land under FCA, 1980 for road construction.

Purpose: The Cost of Benefit Analysis is being undertaken for proposed Diversion of Forest land being affected due to the development of project.

Table: A- Details of Types of project involving forest land for which cost-benefit analysis will be required.

S.No	Nature of proposal	Applicable / Not Applicable	Remarks
1.	All categories of proposals involving forest land upto 20 Hectares in plains and upto 5 Hectares in hills	Not Applicable	-
2.	Proposals for defense installation purposes and oil prospecting (Prospecting only)	Not Applicable	No such area is involved in the project.
3.	Habitation, establishment of industrial units tourist lodges/ complex and other building construction.	Not Applicable	No such activities are involved in the project.
4.	All other proposals involving forest land more than 20 ha in plains and more than 5 ha in hills including roads, transmission lines, minor, medium and major irrigation projects, hydel projects, mining activities, railway lines, location specific installation like micro-wave stations, auto repeater controls, towers etc.	Applicable	The proposed project involves 33.9919 ha. of forest land. Hence, the CBA is applicable. Hill = Nil Plain = 33.9919 ha.

Table: B- Estimation of cost of Forest Diversion

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S.No.	Parameters	Remarks
1	Ecosystem service loss due to proposed diversion	The proposed forest area to be diverted is mostly characterized by dry deciduous forest. Considering Open forest of Eco-Class III, an average value of NPV of INR 9,57,780 lakh say INR 9.58Lakhs per ha. has been considered as per MoEF&CC letter 5-3/2011-FC (Vol-1) dated 06.01.2022. Therefore, ecosystem services losses due to proposed diversion of 33.9919ha. of forest land = Rs. 325.64 lakhs, considered as total NPV.

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सन्तोष

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2	Loss of animal's husbandry productivity including loss of fodder	There is no loss in animal husbandry, productivity including loss of fodder due to the diversion of forest land. 10 % of NPV is maximum i.e. Rs. 32.56 lakhs
3	Cost of human resettlement	Nil. There is no displacement of people in the forest area proposed for diversion
4	Loss of public facilities and administrative infrastructure (Roads, Buildings, Schools, Dispensaries, Electric lines, Railways etc.) on which would require forest land if these facilities were diverted due to the project.	Nil. There is no loss in public facilities and administrative infrastructures (road, buildings, schools, dispensaries, electric lines, railways etc.) on proposed diverted forest land.
5	Possession value of forest land diverted	30% of NPV cost i.e. Rs. 97.69 lakhs
6	Cost of Suffering to oustees	Nil. There are no outstees involved in the forest area.
7	Habitat Fragmentation Cost	50% of total NPV i.e. Rs. 162.82 ha.
8	Compensatory afforestation and soil & moisture conservation cost	Compensatory afforestation measure is to compensate this portion of ecosystem services lost as a result of forest diversion. It is basically the cost that will lead to generation of an array of ecosystem services for the restoration of the ecosystem services. CA Cost is Standard Compensatory Afforestation, Restoration factor (SCARF) which is calculated based on the discounted factor at present value of NPV. <ul style="list-style-type: none"> Type: Tropical Dry Deciduous Forest –Open Forest Area under Forest Diversion: 33.9919 ha. Suggested NPV rate for forest: Rs. 9.58lakh per ha. SCARF Adjustment (as per 4% discounted factor) = 5.81% of Rs9.58 lakh= Rs 0.55 lakh per ha. Therefore, the compensatory afforestation cost will be = 33.9919 x 9.02lakh per ha. = Rs. 306.72 lakh

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Therefore, cost of Forest Diversion:Rs. 325.64Lakhs(Eco-system loss) + Rs. 32.56Lakhs (Animal husbandry) + Rs97.69Lakhs (Possession value) + Rs. 162.82 Lakhs (Habitation fragmentation) + Rs. 306.72(Compensatory Afforestation) =Rs. 925.44 lakhs

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Table: C - Existing guidelines for estimating benefits of forest-diversion in CBA

Sl.no.	Parameters	Details
1	Increase in productivity attributable to the specific project.	<p>The project will enable smooth accessibility in the region by which people of the region will be directly benefitted.</p> <p>This will also accelerate industrialization and commercialization in the region and the same will directly generate maximum employment opportunities in these areas, which boost up the economy of the region and the state.</p> <p>Due to the proposed project there will be overall development of the project area in terms of fast connectivity, transportation of agriculture produces, easy access to education, health, etc.</p>
2	Benefits to economy	<p>Economic benefit in terms of increase in trade, saving in vehicular operation and maintenance cost, faster and better connectivity, safer journey to commuter and saving of travel time.</p> <p>Improved road connectivity helps in better implementation and management of government schemes. Proposed improved connectivity will accelerate the growth in these areas. It will provide last and economical transport of goods. After completion, the local people and industries situated in the area will be greatly benefitted. The proposed project road will provide safe, fast, economic and environmental friendly transportation to the state which in term will accelerate the rate of growth in this area.</p> <p>In addition to that there are several other benefits that may accrue due to proposed development are saving in fuel, reduction in time to commute, vehicle maintenance, reduction in carbon emission etc. "However, they have not been quantified as it will be a function of various govt. policy variables." Exact quantification of the value is not possible as it is time and policy dependent.</p>
3	No. of population benefited.	<p>The proposed project will traverse two districts viz. Lucknow and Unnao. The total population of these districts are 76.98 lakhs persons as per the Census of India, 2011. These people will get benefitted due to the proposed project. In addition to the above, the neighbouring districts commuters will also get benefitted.</p>

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4.	Economic Benefit due to direct and indirect Employment due to the project	Direct a) Permanent Employment: 700 Person x 3lakh per annum = 2100 Lakh b) Temporary Employment (Skilled/unskilled and Semi-skilled): 3,00,000 Man Days X INR 650 =1950 Lakh Total: 4050Lakhs
5	Economic Benefit due to Compensatory Afforestation (CA)	Annexure VI(b) of the Forest (Conservation) Act 1980 (amended in 2004) specifies that the environmental value of fully stocked (density 1.0) forest would be taken as 126.74 lakhs per ha. to accrue over a period of 50years. CA will be done in 70 ha. of degraded forest land, twice the area diverted under project. Therefore, by considering the maximum density, the ecological gain by this project due to CA would be 126.74 lakh x 70 ha. = Rs. 8871.8 Lakhs

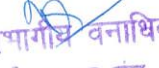
Therefore, the Environmental benefit will be: Rs. 4050 Lakh (Employment generation) + Rs. 8871.8Lakhs (Economy benefits due to compensatory afforestation) = Rs. 12921.8 Lakhs.

Benefit-Cost (BC) ratio = Total Environmental Benefit/Total Cost
= 12921.8/925.44 = 13.96, which is greater than 1. Hence, Project is found viable.

Date:
Place: Lucknow


Project Director, PIU Lucknow
National Highways Authority of India,
Ministry of Road Transport & Highways, Govt. of India



क्षेत्रीय वन अधिकारी
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क्षेत्रीय वन अधिकारी
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उप प्रभागीय वनाधिकारी
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21/475. इन्दिरानगर, लखनऊ

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Proforma-34


Muck Disposal Plan

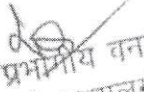
This is certified that entire quantity of this excavated material will be reused for subgrade and earthen shoulders of the project. No muck for the proposed project is envisaged and therefore no disposal is required for it.


Date:
Place: Lucknow


Project Director, PIU Lucknow
National Highways Authority of India (NHAI),
Ministry of Road Transport & Highways, Govt. of India


भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
(सड़क परिवहन एवं राजमार्ग विभाग, भारत सरकार)
3/248, विराटल रोड, नोएडा नगर, लखनऊ


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सामाजिक यानित्री वन प्रभाग
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Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

Muck Disposal Plan

S.No	Details	Quantity	Unit
	Materials received from Hillside cutting	Nil	Cum
	Materials received from cutting including 40% of swell factor	Nil	Cum
	Total	Nil	Cum
	Disposal & Use of Material	Nil	Cum
1.	R.R. stone Masonry laid in 1.5	Nil	Cum
2.	R.R. stone Masonry laid dry	Nil	Cum
3.	Hand packed stone filling	Nil	Cum
4.	Construction of wire Crete	Nil	Cum
5.	Construction of parapet	Nil	Cum
6.	Construction of Granular sub-base /base/surface	Nil	Cum
7.	Construction scupper	Nil	Cum
8.	Construction of roadside drain	Nil	Cum
9.	Super elevation & Patri Filling	Nil	Cum
10.	Concrete work	Nil	Cum
11.	Total	Nil	Cum
12.	Material Disposal by Carriage	Nil	Cum

Summary of Debris Disposal

S.No	Total Material	Material Disposal	Resided Material for road construction	Total Disposal in Dumping zone
1.	Nil	Nil	Nil	Nil

Details of Muck Disposal Site

S.No	Location of Dumping Yard	Owner of the Land	Khasra No	Area (Ha.)	Height of the Dumping Zone (m)	Capacity of the Dumping Zone Yard	Latitude and Longitude
1.	Nil	Nil	Nil	Nil	Nil	Nil	Nil

क्षेत्रीय वन अधिकारी
सरोजनीनगर रेन्ज लखनऊ

राज्य वन अधिकारी
मोहनलाल गंज

अवध वन प्रभाग, लखनऊ

क्षेत्रीय वन अधिकारी
सरोजनी नगर रेन्ज
अवध वन प्रभाग, लखनऊ

उप प्रभागीय वनाधिकारी
उन्नाव

प्रभागीय निदेशक
सामाजिक कानिबी वन प्रभा.
उन्नाव

प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/476. इन्दिरानगर, लखनऊ

प्रभागीय वनाधिकारी
अवध वन प्रभाग

21/475. इन्दिरानगर, लखनऊ 2

क्षेत्रीय वन अधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
मोहनलालगंज
अवध वन प्रभाग, लखनऊ

निदेशक
राज्य वन विभाग
(अवध वन प्रभाग, लखनऊ)
उन्नाव (N.N. G/T)
GM(T) - Project Director
National Highways Authority of India
PIU, Lucknow

Name of Project Construction of 6-lane (expandable to 8 lane) Kanpur-Lucknow Expressway from Shaheed Path Intersection at NH-25 (district Lucknow) to Shuklaganj Intersection near Kanpur at NH-25 (district Unnao) in the state of Uttar Pradesh (FP/UP/ROAD/42458/2019)

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क्षेत्रीय वन अधिकारी
सरोजनीनगर, लखनऊ

क्षेत्रीय वन अधिकारी
उन्नाव

उप प्रभागीय वनाधिकारी
उन्नाव

प्रभागीय निदेशक
सामाजिक वानिकी वन एवं वन्यजीव प्रभाग
उन्नाव

(N.N. Giri)
GM(T) Project Director
National Highways Authority of India
PIU- Lucknow

प्रभागीय निदेशक
सामाजिक वानिकी वन प्रभाग
उन्नाव

उप प्रभागीय वनाधिकारी
मोहनलाल गंज
अवध वन ग. लखनऊ

परिचयना विभाग
प्रभागीय वनाधिकारी
अवध वन प्रभाग
21/475, इन्दिरानगर, लखनऊ