

Office of Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur
E-mail:- sewbpwdkanpur@gmail.com

Letter No.:- 801 / 5C-WBPCCK / 2023

Date:- 08.05.2023

To,

**The Divisional Forest Officer,
Forest Department
Hamirpur.**

Sub: Construction of 2-lane missing link road from Rath Bypass (Hamirpur District) to Garautha (Jhansi District) of SH-42 in the State of Uttar Pradesh- **(Online Forest Proposal No.- FP/UP/ROAD/117342/2020) Regarding Regional Empowered Committee's (REC), IRO(MoEF&CC), Lucknow EDS Compliance Status Report.**

Ref.: - REC (MoEFCC), IRO Lucknow MOM No. 11/1092/REC/2014/U.P./2191 dated 27.02.2023
- DFO, Hamirpur to UPPWD letter No. 2137/33-1 Dated 03.03.2023

Sir,

We refer to the above REC Minutes of Meeting (MoM) and the discussions we had on subject matter. Kindly find a point wise reply of user agency on the essential details sought by the Regional Empowered Committee's REC, IRO(MOEFCC) Lucknow as below:

Sl.	Observation of REC, MOEFCC (Lucknow)	Compliance by User Agency
1.	As per the DSS and SOI topo sheet, the demarcation of forest area proposed for diversion is undervalued. Some parts of the Reserve Forest area in the KML file are demarcated as Non-forest. This needs rectification/clarification.	<p>Hamirpur Forest Department on 22nd & 23rd Feb 2023 has reconducted the joint ground verification along with the UA with respect to the KML file and other maps (Annexure-1) submitted with the proposal. It has been re-verified and confirmed that the measurement of forest area under each land survey number is correct.</p> <p>Also a number of existing side roads joining the main carriageway belong to UPPWD hence not forest land.</p> <p>Based on the assessment, you are requested to submit the clarification to Nodal Officer/ REC, MoEFCC conforming that the proposed forest area under diversion is not undervalued and is matching with the area submitted for the division in the proposal i.e. 5.1364 Ha. out of Total Forest Diversion under Proposal i.e. 18.1854 ha.</p> <p>It was communicated earlier while submitting letter for CE that there was a Joint ground verification re-conducted along with DFO, Hamirpur on 22nd and 23rd Feb, 2023.</p> <p>It was concluded after verification that Forest area in proposal as submitted earlier is correct and not undervalued. DFO assured that he will submit his clarification to the REC Committee while forwarding the letter to higher ups.</p>
2.	As per the DSS and SOI toposheet, the proposed NFL CA land polygon falls under the Kuchhechha R.F and Durkhuru R.F area. This needs rectification/ clarification.	A new fresh Non-Forest land for CA Purpose has been allocated by DM, Hamirpur vide its letter No. 856/ DLRC-12A-Punargrahan (2022-23) dated 01.05.2023. The copy of same along with the Georeferenced map, SOI and KML for the same land is enclosed as Annexure-2.1 .
3.	As per part-ii of the proposal, total no. of trees proposed for felling is 2454 trees but in State Govt. forwarding letter, it is mentioned as 2554 trees. This needs rectification/	This typological error is committed in the Letter forwarded which was issued by the State Government and can be corrected while submitting the compliance to REC, MOEFCC.


(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

Ans
12/5/2023

	clarification.	The total number of affected trees is correctly mentioned in part-II of the proposal i.e. 2454 and division wise details are as below: 1. Hamirpur Division- 327 (PF-41 & RF-286) 2. Jhansi Division - 2127 (RF)
4.	NOC from irrigation dept. needs to be submitted since the propose diverted route is crossing the river.	NOC from Irrigation Department is not required as the major bridge over the river Dhasan has been already constructed and is under maintenance of UPPWD (Provisional Division) Jhansi since 2015. This structure does not belong to the Irrigation Department. The existing structure has to be retained as it is and the existing structure shall be retained in its current condition.
5.	It is not clear from the proposal that what is the status of widening before and what is after proposed alignment.	The widening varies throughout the alignment proposed under project. The list of the Existing ROW, Proposed ROW is enclosed herewith as Annexure-3 for reference.
6.	Detailed Muck calculation and muck disposal scheme as approved by concerned DFO needs to be submitted.	Muck disposal certificate duly certified by the DFO is already submitted in the Forest diversion proposal. However, as per the REC, MoEFCC comments, a detailed calculation of muck and its disposal plan is finalized by the consultant and enclosed as Annexure-4 for your reference.
7.	Details of existing ROW, Proposed ROW and land width (ROW) availability for road side plantation needs to be submitted and accordingly plantation scheme for roadside plantation needs to be submitted.	The widening varies throughout the alignment proposed under project. The list of the Existing ROW, Proposed ROW is enclosed herewith as Annexure-3 for reference. The Tree Plantation shall be carried out based on the availability of space within ROW. A detailed roadside plantation scheme on Typical Cross Sections is enclosed herewith as Annexure-5 .


You are requested to review and take necessary actions so that the Forest clearance for this project can be obtained MoEF&CC at the earliest.

Encl.: As above.


(Rakesh Verma)
 Superintending Engineer
 World Bank Project Circle
 P.W.D., Kanpur
 Superintending Engineer
 World Bank Project Circle
 P.W.D., Kanpur

Copy- To the following for information and necessary action.

1. Executive Engineer, PWD-WB Division, Kanpur.
2. TL(PMC), Egis India Consulting Engineers Pvt. Ltd., Lucknow.
3. Dr. Seema Srivastava, Environment Expert-ESDC, Lucknow.

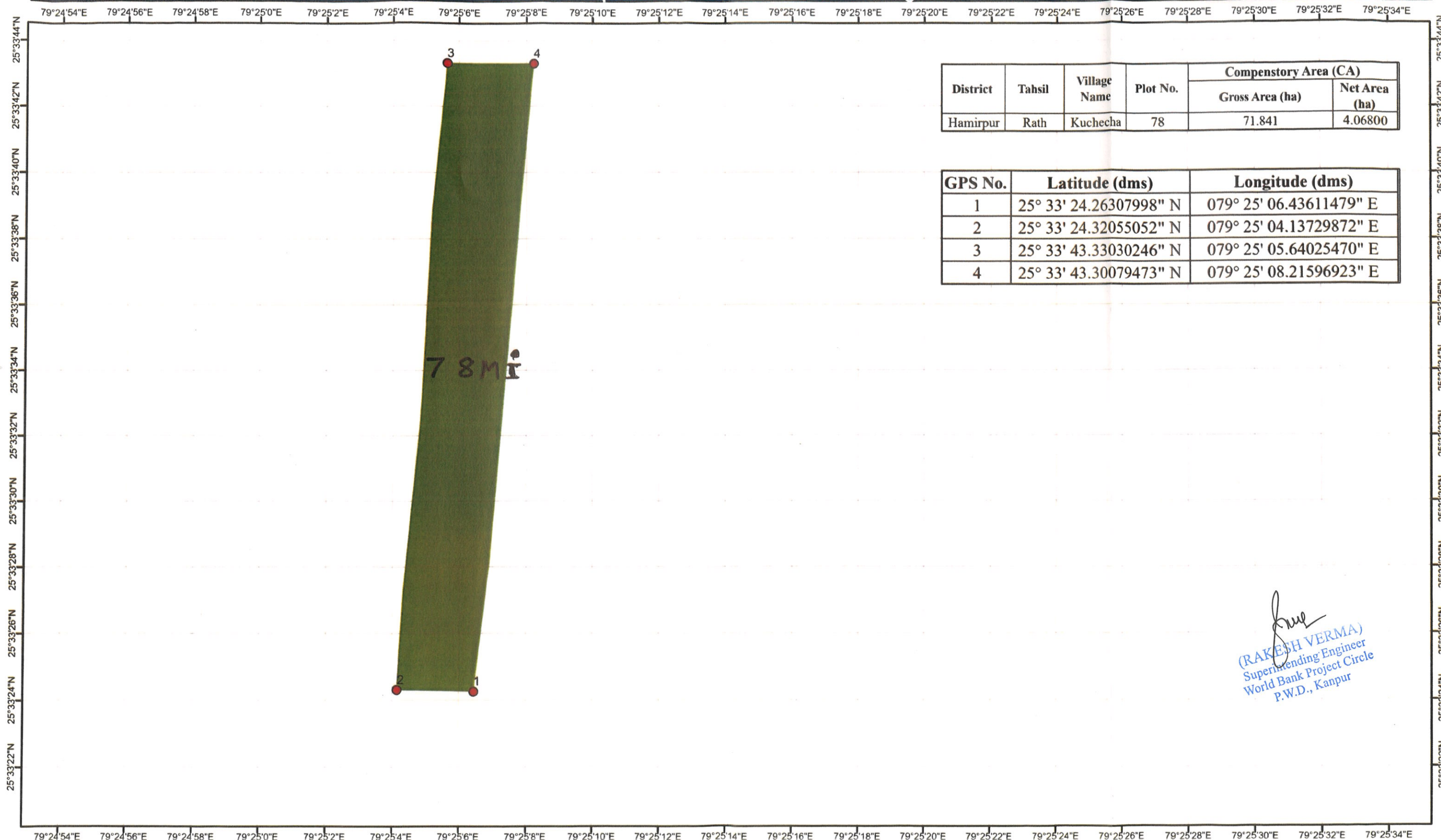

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Handwritten notes at the bottom left corner of the map, including '23.5/19.8/14.0' and '28.6'.

R. Verma
(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

Digital Georeferenced GIS Map of Proposed CA Land in the Range of Kuchecha, District Hamirpur Under Proposed UPCRNDP-SH42 Missing Link

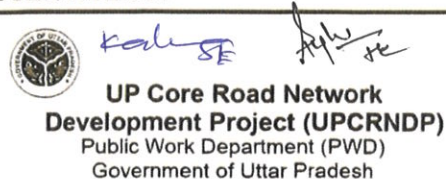


District	Tahsil	Village Name	Plot No.	Compensatory Area (CA)	
				Gross Area (ha)	Net Area (ha)
Hamirpur	Rath	Kuchecha	78	71.841	4.06800

GPS No.	Latitude (dms)	Longitude (dms)
1	25° 33' 24.26307998" N	079° 25' 06.43611479" E
2	25° 33' 24.32055052" N	079° 25' 04.13729872" E
3	25° 33' 43.33030246" N	079° 25' 05.64025470" E
4	25° 33' 43.30079473" N	079° 25' 08.21596923" E

(Signature)
(RAKESH VERMA)
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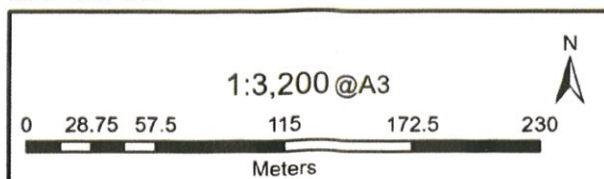
USER AGENCY



CONSULTANT



MAP SCALE



LEGEND

- GPS Co-ordinate
- Compensatory Non Forest Land

TITLE

Project : Construction of 2-lane missing link road from
Rath Bypass (Hamirpur District) to Garautha (Jhansi
District) of SH-42 in the State of Uttar Pradesh,
FP/UP/ROAD/117342/2020



निर्वात के लिए नहीं NOT FOR EXPORT

OPEN SERIES
MAP

No. G44N6

Scale 1:50,000

G44N1 (540/1)	Jalaun UTTAR PRADESH G44N5 (540/5)	G44N9 (540/9)
Jhansi UTTAR PRADESH G44N2 (540/2)	G44N6 (540/6)	Hamirpur UTTAR PRADESH G44N10 (540/10)
G44N3 (540/3)	G44N7 (540/7)	3 Mahoba UTTAR PRADESH G44N11 (540/11)

PLOTTER PRINT

भारतीय सर्वेक्षण विभाग SURVEY OF INDIA

1st Edition 2011 Rs 250 Price: Rs 70/-

CONVENTIONAL SYMBOLS

Express highway with rail, with bridge, with distance stone	
Roads, metalled, according to importance	
Roads, double, unmetalled, according to importance	
Unmetalled road, cart track, track with pass, head path	
Streams, with bank in bed, underflow, Canal	
Dams, masonry or rock-filled, earthwork, Weir	
River, dry with water channel, with island & rocks, Tidal river	
Submerged rocks, Shoal, Sanding, Roads	
Wells, lined, unlined, Trench, Spring, Trench, perennial, dry	
Embankment, road or rail, bank, broken ground	
Railways, broad gauge, double, single with station, under overpass	
Railways, other gauges, double, single with distance stone, do	
Mineral line or tramway, K.M. Cutting with tunnel	
Contours with sub-features, Rocky slopes, Cliffs	
Sand features (1/16, 1/32, 1/64, 1/128, 1/256, 1/512, 1/1024, 1/2048, 1/4096, 1/8192, 1/16384, 1/32768, 1/65536, 1/131072, 1/262144, 1/524288, 1/1048576, 1/2097152, 1/4194304, 1/8388608, 1/16777216, 1/33554432, 1/67108864, 1/134217728, 1/268435456, 1/536870912, 1/1073741824, 1/2147483648, 1/4294967296, 1/8589934592, 1/17179869184, 1/34359738368, 1/68719476736, 1/137438953472, 1/274877906944, 1/549755813888, 1/1099511627776, 1/2199023255552, 1/4398046511104, 1/8796093022208, 1/17592186044416, 1/35184372088832, 1/70368744177664, 1/140737488355328, 1/281474976710656, 1/562949953421312, 1/1125899906842624, 1/2251799813685248, 1/4503599627370496, 1/9007199254740992, 1/18014398509481984, 1/36028797018963968, 1/72057594037927936, 1/144115188075855872, 1/288230376151711744, 1/576460752303423488, 1/1152921504606846976, 1/2305843009213693952, 1/4611686018427387904, 1/9223372036854775808, 1/18446744073709551616, 1/36893488147419103232, 1/73786976294838206464, 1/1475739525896764128, 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कार्यालय जिलाधिकारी हमीरपुर
संख्या-856/डी0एल0आर0सी0-12ए- पुनर्ग्रहण (2022-23)

दिनांक 01-05-23

आदेश

शासनादेश संख्या 9(1) राजस्व 1/3-3(1)-74 दिनांक 25.01.1974 तथा शासनादेश संख्या 68/(3)/राजस्व 1/3-2(6)/1797 दिनांक 01.09.1979 का आंशिक परिष्कार करते हुये और उत्तर प्रदेश राजस्व संहिता 2006 (उ0प्र0 अधिनियम संख्या-8 सन् 2012) की धारा-59 की उपधारा-(4) के खण्ड 1 (ग) तथा उत्तर प्रदेश राजस्व संहिता नियमावली 2016 के नियम 55 द्वारा प्राप्त शक्तियों एवं शासनादेश संख्या-744/एक-1बी-(6)/2016 दिनांक 03.06.2016 द्वारा प्रतिनिहित अधिकारों का प्रयोग करते हुये मैं डॉ० चन्द्र भूषण, जिलाधिकारी हमीरपुर निम्न प्रस्तावित भूमि स्थित ग्राम कुछेछा परगना राठ तहसील राठ जिला हमीरपुर के गाटा संख्या 78मि0 रकबा 71.841 हे० में से 4.088 हे० श्रेणी बंजर, मालियत 32,54,400/- (मु० बत्तीस लाख चौवन हजार चार सौ रुपये) को विश्व बैंक खण्ड लोक निर्माण विभाग झॉंसी के पक्ष में पुनर्ग्रहण किये जाने हेतु उपजिलाधिकारी राठ की संस्तुति सहित आख्या दिनांक 28.04.2023 के आलोक एवं शासनादेश दिनांक 03.06.2016 में दिये गये प्राविधानों के क्रम में उक्त भूमि इस प्रतिबन्ध के साथ पुनर्गृहीत करता हूँ कि उक्त भूमि का प्रयोजन सम्बन्धित विभाग/संस्था किसी अन्य प्रयोजन में नहीं करेगी तथा उनको उक्त भूमि को विक्रय करने/ किसी अन्य को कब्जे में देने का अधिकार नहीं होगा। यदि सम्बन्धित विभाग/संस्था द्वारा उक्त प्रतिबन्धों का उल्लंघन किया जाता है तो उक्त पुनर्ग्रहण आदेश स्वतः ही समाप्त समझा जायेगा। इसके अतिरिक्त यदि भविष्य में किन्हीं कारणों/नियम के अन्तर्गत उपवर्णित धनराशि देय होती है तो उसे अदा करने के लिये सम्बन्धित विभाग/संस्था पूर्ण रूप से बाध्य रहेगी। उक्त प्रतिबन्धों के अधीन गांव सभा से पुनर्ग्रहण करके निशुल्क दिये जाने हेतु की प्रस्तावित भूमि का विवरण निम्नवत् है:-

अनुसूची

क्र०	जिला	तहसील	परगना	मौजा	गाटा संख्या	क्षेत्रफल (हे०)	भूमि की श्रेणी/प्रकृति	विवरण (प्रयोजन जिसके लिए भूमि पुनर्गृहीत की जा रही है)
1	2	3	4	5	6	7	8	9
1	हमीरपुर	राठ	राठ	कुछेछा	78मि०	71.841 हे० में से 4.088 हे०	बंजर	विश्व बैंक खण्ड लोक निर्माण विभाग झॉंसी के पक्ष में।

30.4.23
(डॉ० चन्द्र भूषण)
जिलाधिकारी
हमीरपुर

RAKESH VERMA
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

संख्या व दिनांक उपरोक्त
प्रतिलिपि:- निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित।

01. आयुक्त एवं सचिव, राजस्व परिषद, उ०प्र० अनुभाग-5, लखनऊ।
02. मा० आयुक्त, चित्रकूट धाम मण्डल बोंदा।
03. निदेशक, राजकीय मुद्रणालय एवं लेखन सामग्री उ०प्र० इलाहाबाद को आगामी गजट में प्रकाशन हेतु।
04. प्रभागीय वनाधिकारी, हमीरपुर।
05. अधिशासी अभियन्ता, विश्व बैंक खण्ड लोक निर्माण विभाग झाँसी/कानपुर।
06. उपजिलाधिकारी राठ।
07. तहसीलदार राठ को इस निर्देश के साथ कि उक्त आदेश को राजस्व अभिलेखों में दर्ज कर सुरक्षित रखा जाये।

30.4.23
जिलाधिकारी

हमीरपुर

①

01-05-23

क्र.	9082-9083
नाम	D.L. R.C.
गणक संख्या	XII 2
संख्या	856
विस्तार संख्या	1609
दिनांक	01/05/2023

(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

Name of Project

Construction of 2-lane missing link road from Rath Bypass (Hamirpur District) to Garautha (Jhansi District) of SH-42 in the State of Uttar Pradesh (FP/UP/ROAD/117342/2020)

Annexure-3

Existing and Proposed ROW

S. No.	Chainage		Length in Km.	Existing ROW	Proposed ROW
	From	To			
1	74.550	81.887	7.337	0	30
2	81.887	83.500	1.613	14	30
3	83.500	83.700	0.200	0	30
4	83.700	84.450	0.750	22	30
5	84.450	88.200	3.750	0	30
6	88.200	89.600	1.400	10	30
7	89.600	90.430	0.830	0	30
8	90.430	90.800	0.370	15	30
9	90.800	91.030	0.230	0	30
10	91.030	91.400	0.370	12	30
11	91.400	91.600	0.200	0	30
12	91.600	92.500	0.900	14	30
13	92.500	92.700	0.200	0	30
14	92.700	93.500	0.800	8	30
15	93.500	94.130	0.630	0	30
16	94.130	94.320	0.190	8	30
17	94.320	94.800	0.480	0	30
18	94.800	96.000	1.200	0	30
19	96.000	96.570	0.570	9	30
20	96.570	97.820	1.250	0	30
21	97.820	97.920	0.100	10	30
22	97.920	98.400	0.480	0	30
23	98.400	98.435	0.035	0	30
24	98.435	99.075	0.640	0	50
25	99.075	99.415	0.340	0	30
26	99.415	100.044	0.629	0	40
27	100.044	100.423	0.379	0	30
28	100.423	100.694	0.271	0	40
29	100.694	102.400	1.706	0	30
30	102.400	103.080	0.680	0	30
31	103.080	103.400	0.320	10	30
32	103.400	103.600	0.200	0	30
33	103.600	103.800	0.200	10	30
34	103.800	104.150	0.350	0	30
35	104.150	104.600	0.450	8	30
36	104.600	106.290	1.690	0	30
37	106.290	106.400	0.110	15	40

[Signature]

[Signature]

(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

Name of Project Construction of 2-lane missing link road from Rath Bypass (Hamirpur District) to Garautha (Jhansi District) of SH-42 in the State of Uttar Pradesh (FP/UP/ROAD/117342/2020)

Annexure-3

S. No.	Chainage		Length in Km.	Existing ROW	Proposed ROW
	From	To			
38	106.400	107.020	0.620	0	30
39	107.020	107.100	0.080	0	30
40	107.100	108.582	1.482	0	30
41	108.582	109.084	0.502	0	50
42	109.084	109.233	0.149	0	30
43	109.233	109.395	0.162	0	0
44	109.395	109.445	0.050	13	50
45	109.445	110.360	0.915	13	19.50


 (RAKESH VERMA)
 Superintending Engineer
 World Bank Project Circle
 P.W.D., Kanpur

MUCK DISPOSAL PLAN

Name of Project: Construction of 2-lane missing link road from Rath Bypass (Hamirpur District) to Garauttha (Jhansi District) of SH-42 in the State of Uttar Pradesh (FPI/UPROAD/117342/2020)

Checklist Serial No.-9.29

Muck Disposal Plan

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

S.No	Details	Quantity	Unit
1	Materials received from Hillside cutting	Nil	Cum
2	Materials received from cutting including 40% of swell factor	Nil	Cum
3	Total	Nil	Cum
4	Disposal & Use of Material	Nil	Cum
5	1. R.R. stone Masonry laid in 1:5	Nil	Cum
6	2. R.R. stone Masonry laid dry	Nil	Cum
7	3. Hand packed stone filling	Nil	Cum
8	4. Construction of wire Crete	Nil	Cum
9	5. Construction of parapet	Nil	Cum
10	6. Construction of Granular sub-base base/surface	Nil	Cum
11	7. Construction scupper	Nil	Cum
12	8. Construction of roadside drain	Nil	Cum
13	9. Super elevation & Patch Filling	Nil	Cum
14	10. Concrete work	Nil	Cum
15	11. Total	Nil	Cum
16	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

Date: 25-8-2022
Place: Lucknow

Superintending Engineer, Kanpur Circle
Uttar Pradesh Public Works Department (UPPWD),
Govt. of Uttar Pradesh

Name of Project: Construction of 2-lane missing link road from Rath Bypass (Hamirpur District) to Garauttha (Jhansi District) of SH-42 in the State of Uttar Pradesh (FPI/UPROAD/117342/2020)

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Date: 25-8-2022
Place: Lucknow

Superintending Engineer, Kanpur Circle
Uttar Pradesh Public Works Department (UPPWD),
Govt. of Uttar Pradesh

No Hillside cutting;

However, Earth generated from roadway cutting & drain excavation that shall be re-used for embankment construction.

Estimated Qty. generated

506131 cum

Usable for Embankment

354500 cum

Not suitable for Embankment

151631 cum

Estimated Qty. for Emb. Construction

882936 cum

Source of Emb. Material

Fly Ash

212800 cum

Borrow Earth

315636 cum

Shall be reused for Grass Turfing on embankment slope i.e approx. area is about 619218 sqm

No surplus materials or muck will be available for disposal in to dumping land out site of Project area.

Annexure-4

Material Obtained from Dismantling of Existing C/w

Bitumen Crust

GSB/Agreegate Crust

3149 Cum

18556 Cum

Reuse as RAP Material

Reuse as GSB Construction

Estimated Required Qty. for Project

44721 Cum

179831 Cum

Shall be Procured from Quarry

41572 Cum

161275 Cum

Total 202847 Cum

13.1 MDP



@egis

(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

TREE 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.

Road development can have wide ranging environmental impacts. This is because roads extend over long distance and by promoting rapid communication they can catalyze dramatic changes in land use patterns. Soil degradation, loss of top soil and reduction of the productive capacity of the soil covered by the road, which is significantly reduced further as a result of compaction with heavy machinery during construction, is one of the most immediate effects. Landscape and aesthetic distortions due to road development leads to modifications in the regional landscape and changes in the natural relief and morphology of the, vegetation, inclusive of avenue trees and recreational areas. But these impacts can often be significantly reduced through environmentally-sound construction and operation management practices. Careful consideration and assessment of the surrounding environment in road construction and improvement will reduce disruption costs and harmful effects while increasing usage and benefits. Therefore a proper landscape plan should be made which will protect the road from soil erosion, sinking and also to maintain the aesthetic beauty. It will also reduce land, water, air and noise pollutions as well.

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 the encroachment of road reserve areas.
- To reduce temperature and increase humidity.
- To reduce noise pollution to the neighboring 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 specifications.

Rakesh

IR.

Plantation Pattern

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

1. The first row along the highway 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 Highway section is passing through the rural sections, the last row will always be of shade bearing tall trees. Five 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 Highway Section**1st Row**

The first row of plantation along the highway 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.

Table 1.0 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 2.0: 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>Gravillea robusta</i>	Silver Oak
4	<i>Albizzia lebbek</i>	Kala siris
5	<i>Dalbergia sissoo</i>	Shisham

Subsequent Rows

The subsequent rows of plantation along the Highway 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:-

Handwritten signatures and initials.

Table 3.0: 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

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 4.0: Species recommended for Median

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

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.

Technical specifications for planting along the Highway 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 1.0** and **Table 2.0**.
- 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

Kal

Agarwal
JE.

(RANESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

- Species recommended : Listed in **Table 3.0**
- 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.

3. 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 4.0**
- 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

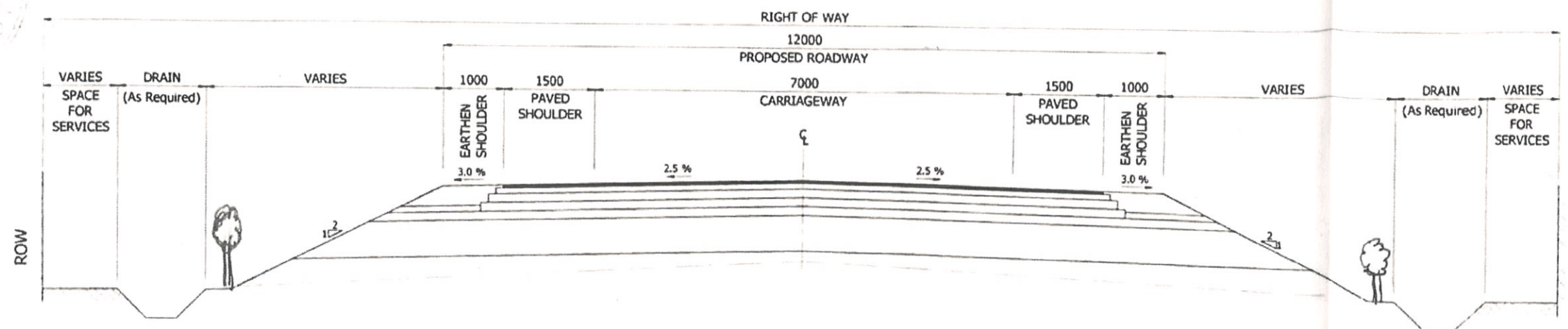
Road intersections are main nodal spaces and are of vital importance in terms of road aesthetics. Proper landscaping of the traffic islands and the surrounding areas shall integrate these features with surrounding landscape. The layout of traffic intersections shall be fixed by the traffic needs of the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

Plantation at the Sensitive noise receptors

All along the project corridor were 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, 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.

Handwritten signatures and initials.

Handwritten signature of Rakesh Verma.
(RAKESH VERMA)
 Superintending Engineer
 World Bank Project Circle
 P.W.D., Kanpur



TCS-1A - NEW CONSTRUCTION + BYPASS IN RURAL SECTION

Typical Cross Section Schedule		
Design Chainage (Km)		Cross section
Start	End	Type
74550	81959	1A
83460	83900	1A
84330	91660	1A
92400	95000	1A
96400	97840	1A
98460	98700	1A
99080	99420	1A
100020	100460	1A
100680	100800	1A
101200	101770	1A
102200	103200	1A
103350	103600	1A
103760	104240	1A
104500	105700	1A
106000	106280	1A
106380	106860	1A
107730	107860	1A
108080	108860	1A

Notes: -

1. Not to Scale.
2. All dimensions are in mm unless otherwise mentioned.
3. Safety Barrier as per Standard Drawing.
4. Toe Wall as per Standard Drawing.
5. Section of Earthen Drain as per Engineer Advice.



Government of Uttar Pradesh
Public Works Department

CONSULTANT -

egis India
consulting engineers pvt. ltd.

PROJECT -

Uttar Pradesh Core Road Network
Development Program (UPCRNDP)
Part-A: Project Preparation
(Rath-Garauttha Section of SH-42)

SCALE -

N.T.S.

Prepared by: Maninder Vashishth
Designed by: Nitesh Kumar
Checked by: Sanjay Kumar
Approved by: Mohamed Azziz Beg
Date: Apr 2021

Revisions

Rev.	Date	Description
R0	Apr 2021	FOR TENDER PURPOSE

TITLE

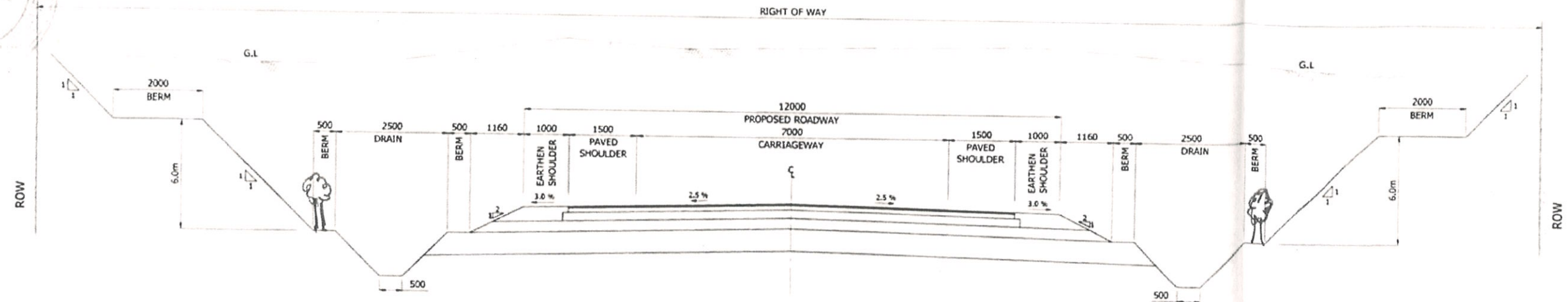
TYPICAL CROSS SECTIONS

DRG. NO.

EGIS/DPR/EIRH1UP020/DPR/TCS- 001

for
(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

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TCS-1D - NEW CONSTRUCTION + REALIGNMENT / BYPASS IN CUT SECTIONS (RURAL SECTION)

Design Chainage (Km)		Cross section
Start	End	Type
98700	99080	1D
99420	100020	1D
100460	100680	1D
105700	106600	1D
106280	106380	1D
106860	107730	1D
107860	108080	1D

Notes: -

1. Not to Scale
2. All dimensions are in mm unless otherwise mentioned.
3. Safety Barrier as per Standard Drawing
- Toe Wall as per Standard Drawing
- Section of Earthen Drain as per Engineer Advice



Government of Uttar Pradesh
Public Works Department

CONSULTANT:



PROJECT:-

Uttar Pradesh Core Road Network
Development Program (UPCRNDP)
Part-A: Project Preparation
(Rath-Garautha Section of SH-42)

SCALE:-

N.T.S

Prepared By	Maninder Vashishth
Designed By	Nitesh Kumar
Checked By	Sansay Kumar
Approved By	Muhammed Ayaaz Beg
Date	Apr 2021

Revisions

Rev.	Date	Description
RD	Apr 2021	FOR TENDER PURPOSE

TITLE

TYPICAL CROSS SECTIONS

DRG. NO.

EGIS/DPR/EIRH1UP020/DPR/TCS-004

(RAKESH VERMA)
Superintending Engineer
World Bank Project Circle
P.W.D., Kanpur

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