

FORM - A

Form for seeking prior approval under section 2 of the proposals by the State Government and other authorities

(For Improvement of Existing Road EARTHEN/GSB Surface to BT Standard)

PART - 1

(To be filled up User Agency)

1 Project Details	The Road from SH1 to Bugga Temple of Bellampally Mandal is about 4338.65 KM length proposed with existing earthen surface to BT Standard road.		
a. Short narrative of the proposal and project / scheme for which the forest land is required	<p>The proposed work for Road from SH1 to Bugga Temple has been very important Road to take up under (CRR). The existing road surface is earthen and the road serves the total population of 738 . (: , : , : , Kannal : 468, Laxmipur : 270, : , : , : , :)</p> <p>There is no other route not involving Forest area to reach these habitations. The buses and commercial vehicles are not playing on this road due to improper geometry and varies other streams crossing the road. The people are facing lot of problems to meet to their needs of Education, Health, Transportation of Agricultural products etc. Hence The road is proposed to improvement the road to Block topping standards so as to make the road traffic worthy.</p> <p>Hence Forest clearance is needed in the reaches from 1.26 KM to 5.6 KM for Improvement earthen surface road to BT Standards.</p>		
b. Map showing the required forest land boundary of adjoining forest on a 1:25000 scale map	The existing road to be improvement from 1.26 KM to 5.6 KM . Where existing earthen surface road width is 4.00m and required improvement the road 5.00mtrs top width and 6.00 mtrs of bottom width.		
Purpose-wise breakup of the total land required.	1.26 to 5.60 = 4338.65 x 6.00 / 10000 =	2.6032	Hectares
	Total	2.6032	Hectares
c. Cost of the Project	300.00 Lakhs	(One road work)	
d. Justification for locating the project in forest area.	The Existing road passes through the Reserve Forest Area from 1.26 KM to 5.6 KM having length of 4.33865KM. This is the only road for the peoples of Kannal of Bellampally Mandal.		
	There is no other route not involving Forest area to reach these habitations. The buses and commercial vehicles are not plying on this road due to improper geometry and varies other streams crossing the road. The people are facing lot of problems to meet to their needs of Education, Health, Transportation of Agricultural products etc. Hence The road is proposed to up grade the road to Block topping standards so as to make the road traffic worthy.		

e. Cost-Benefit analysis (to be enclosed)	:	The Cost of the Project = 300 lakhs		
		Population benefitted out of this road = 738 Personnels		
		Cost - Benefit Ratio = 300 /738 =	0.407	Lakhs / Personnel
f. Employment likely to be generated	:	15000 Mandays		
II. Purpose-wise break-up of the total land required	:	The total land required in Reserve Forest for widening of 6.00 mtrs bottom width from 1.26 KM to 5.6 KM is 2.6032 hectares.		
III. Details of displacement of people due to the project if any	:	N I L		
a. Number of Families.	:	Not Applicable		
b. Number of Scheduled Castes / Scheduled Tribe families	:	Not Applicable		
c. Rehabilitation plan (to be enclosed):	:	Not Applicable		
IV Whether clearance under environment (Protection) Act 1986 required?(Yes/No)	:	Not Applicable		
V. Undertaking to bear the cost of raising and maintenance of compensatory forestation and / or penal compensatory forestation as well as cost of protection and regeneration of safety Zone, etc as per the scheme prepared by the State Government	:	The Panchayat Raj Engineering Department does not have the provisions for making the payments for compensation and the roads are developed for the socio-economic development of the poor and Tribal people of the region. It is a practice that the works are taken up only with the willingness of the people whose land is going to be affected. For State Government works under Panchayati Raj Engineering department compensatory land can not be provided.		
(Undertaking to be enclosed)	:			
VI Details of Certificates documents enclosed as required under the instructions.	:	1. Map showing the required Forest land in 1 in 50000 scale (IS Topo sheet Nos : E44B8 (56-M8))		
		2. Plan showing dimensions of the existing road and proposed widening (Not to Scale)		
		3. Cross Section showing dimensions of the existing and proposed road (Not to Scale)		

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