

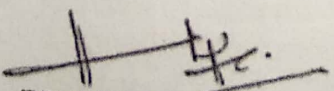
APPENDIX
(See Rule 6)
FORM - 'A'

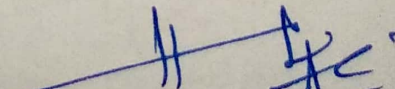
**Form for seeking prior approval under section 2 of the proposals
by the State Governments and other authorities**

PART-I

(to be filled up by user agency)

S.No.	Project Details	NHAI, PIU-Nirmal
1.	(i) Short narrative of the proposal and project/scheme for which the forest land is required.	Diversion of forest land for four laning of NH 363 Hyderabad-Karimnagar-Chanda road from Km 0.000 (Km.251.900) to Km 94.602 (Km 342.000) (from Mancherial to Maharashtra State border) in the state of Telangana. A note of the project and proposal for requirement of forest land is enclosed.
	(ii) Map showing the required forest land, boundary of adjoining forest on a 1:50,000 scale map.	Original Map in SI sheet showing the location of the exsisting & proposed road passing through Reserve Forest area are enclosed DGPS surveyed map duly authenticated by the Geomatics cell of Prl. Conservator of forest Office is enclosed.
	(iii) Cost of the project	<ol style="list-style-type: none"> 1) Package-1 covering Mancherail and Bellampalli division with a length of 42 Km and cost of project 865 Cr. 2) Package-2 covering Asifabad division with a length of 52.6 Km and cost of project 677 Cr.
	(iv) Justification for locating the project in forest area.	<ul style="list-style-type: none"> • There was existing 2-lane road State Highway No.2 connecting Mancherial town of Telangana state and Chandrapur town of Maharastra state. Which is passing through the forest areas of Mancherial, Bellampalli and Asifabad forest Divisions. This state highway has been declared has national Highway vide G.I NO: 3055 dated 27/12/2016 • Due to increases in traffic levels the existing 2-lane road has to be widened and had made 4-lane


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configuration National Highway
And accordingly forest area on either side of the existing road passing through the forest areas of Mancheri, Bellampalli & Asifabad divisions are required for widening of National highway

Further to make the green field road to bypass the Mancheri town and to reduce the road length by 4.0 Km and to connect to NH 63 and SH 1 the bypass road is also passing through in two stretches of forest areas in Mancheri division and area required for is minimum and no alternate route is found feasible.

(v) Cost-benefit analysis (to be enclosed).

Cost benefit analysis report is enclosed.

(vi) Employment likely to be generated.

800 peoples during construction period and approx. 100 daily employments during operation phase.

2

Purpose-wise break-up of the total land required:

- Land required for widening of existing road, new alignment formation and drains = 35.85 Ha
- Land required for construction of bridges and culverts = 1.2 Ha
- Land required for laying of electrical lines, OFC cables, Water pipe lines and other utilities = 25.2 Ha @ 62.5749
- Total land required = 62.25 Ha.
- Complying the NH standards as per MoRT&H guidelines, 45m RoW is proposed in Built-up (Villages and Town portion) and 60 m RoW in rural areas (other than built-up).

3

Details of displacement of people due to the project, if any:

- Number of families.
- Number of Scheduled Castes/Scheduled Tribe families
- Rehabilitation plan. (to be

Nil

Nil


Not applicable

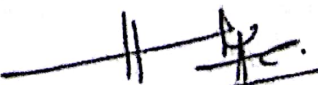
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enclosed)

4	Whether clearance under Environment (Protection) Act, 1986 required? (Yes/No).	Not required. Certificate is enclosed.
5	Undertaking to bear the cost of raising and maintenance of compensatory afforestation and/or penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone, etc. as per the scheme prepared by the State Government (undertaking to be enclosed).	Undertaking to bear the cost of raising and maintenance of compensatory afforestation is enclosed. Penal compensatory afforestation as well as cost for protection and regeneration of Safety Zone are not applicable for the project.
6	Details of Certificates/documents enclosed as required under the instructions.	<ol style="list-style-type: none"> 1. Undertaking to bear the cost of NPV 2. Undertaking to bear the cost of addl. NPV 3. Undertaking to bear the cost towards compensatory afforestation charges. 4. Undertaking to bear the cost extraction of tree growth. 5. Cost benefit analysis report in the prescribed format is enclosed. 6. The location of newly proposed bridges and culverts are shown on the location map. 7. Cross section indicating dimensions of proposed and widening of road are enclosed. 8. Undertaking indicating to submit certificate a,b,c,d,g & h under RoER Act is enclosed 9. Original map in SI sheet showing the location of exsisting road passing through reserve forest area is enclosed. 10. DGPS surveyed map dully authenticated by Geomatics cell of Prl. Chief Conservator of forest office is also enclosed.


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