

### **Full Justification for locating the project in Forest Area**

Ministry of Road Transport & Highways, Govt. of India as part of NHDP-IV program in the State of Andhra Pradesh has established a "Project implementation Unit (PIU)" stationed at Machilipatnam, Krishna to oversee the execution of ***"Rehabilitation and up-gradation of Eppurupalem – Ongole section from Km.195.000 to Km.254.500 of NH-214A (New NH-216) to two lane with paved shoulders"*** that starts at Km.195.000 (Eppurupalem village) and ends at the Km.254.500 near Ongole on NH-5(New NH-16) junction on Chennai – Kolkata Corridor.

The entire project stretch is located in the district of Prakasam in Andhra Pradesh. A considerable length of the road passes through thickly populated and congested urban and semi urban areas viz. Chirala, Pandillapalli, Kadavakuduru, Chinaganjam, Uppugunduru, Maddiralapadu&Throvagunta, this results in congestion and delay to both through as well as local traffic. Further, this coastal highway acting as lifeline highway to the coastal belt to cater the needs of people transport, aqua culture produce export, sea-link connectivity, Agriculture produce transit etc.,

Now, to improve the traffic flow and reduce accidents besides ushering large scale economic development the road is being proposed to be upgraded to NH standards and with the proposal of RoB, vehicular underpasses, bypasses & realignments shall facilities the smooth and easy flow of traffic for the present and more so for the future requirement based on the traffic forecast and other technical considerations. Ministry has engaged expert consultant and approved the best alignment that caters with the existing topography and also improving geometrics as per NH standards after duly considering all other relevant aspects including the future traffic growth on this corridor.

The proposed alignment passes through "kadavakuduru RF, Compt No: 381 of Motupalli Beat, Ongole Range, Giddaluru forest division in a linear length of about 2.365Kms in a width of 45mts requiring forest land diversion of about 10.64Hc and the forestland proposed for diversion is the minimum required for formation of bypasses to urban habitations of Pandillapalli and kadavakuduru villages to avoid existing congestion, sharp bends etc., and to improve the road to NH standards along with construction of new Road over Bridge in lieu of existing level crossing on busy Madras-Bezawada main electrified railway line(thus avoiding major inconvenience being caused hitherto to road traffic) and the proposed alignment chosen is the only best alternative available and any other alternative chosen for the project shall involve acquisition of more private, government and forestlands.

  
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