

No. JRT/NHIDCL/GM/DPR/VSPL/PKG-II/72/Part-I/2020/176

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PROPOSAL FOR FOREST CLEARANCE FOR THE UPGRADATION OF NH-29 FROM 2 LANE TO 4-LANE NATIONAL HIGHWAY FROM DABOKA TO LAHORIJAN (HOJAI DISTRICT)

PROJECT BACKGROUND

The National Highways & Infrastructure Development Corporation Limited (hereinafter referred to as "NHIDCL") has been constituted through an Act of Parliament for faster, economical and quality Road Construction work throughout India. NHIDCL has been entrusted with the assignment of development of Economic Corridors, Inter Corridors and Feeder Routes to improve the efficiency of freight movement in India under Bharatmala Pariyojana. The Project road stretch is a part of Package II under Lot-1 (One), Bharatmala Pariyojana, and falls under Nagaon – Dimapur Economic Corridor. Details of stretch is mentioned as below:

Stretches	Description	Ground Length (Km)
1	Daboka(Km 38+500) – Lahorijan(km 157+460). section of NH-29	118.960

JUSTIFICATION:

The project road is covered under districts of Hojai and Karbi Anglong in Assam. **This proposal is made for the project road in Hojai District.**

Daboka Reserve Forest comes across the proposed route of the line and avoiding the same is not possible.

Since the project involves the widening and upgradation of existing 2-Lane NH to 4-lane configuration, alternative alignment in forest sections was not feasible. Moreover, since the forest sections are spanning mostly on either side of existing project road, creating alternate routes would be far away from the existing road thereby breaking the connectivity to the settlements along the project road. Efforts have been made to minimize the land requirement for development within the forest sections by utilizing maximum of existing road and reducing the proposed Right of Way to 35.5m for widening of the existing road to 4-lanes standard

National Highway except at Elephant Crossing locations (Detailed in subsequent paragraph) where Right of way is considered for 42.5 m to accommodate underpass structure and its approaches. Right of way of 42m has also been considered at the forest village locations near the start of the forest boundary for accommodating roadside utilities.

The project road for the mentioned stretch is 12.21 km from Daboka(Junction with NH27) to Parokhuwa (End of Hojai District) which is a part of Daboka to Lahorijan section of NH-29. **Joint visit held with the representatives of Forest department of Nagaon South Division, Hojai for identifying the extent of forest sections boundaries.**

During joint visit with the Forest Department, 7nos. Elephant crossing corridors were identified (Co-ordinates mentioned below). 6 nos. of Elephant Underpasses of 50m span each with vertical clearance of 6m have been proposed at chainages as mentioned below. ROW of 42.5m has been proposed at Elephant Crossing Locations.

Sl No.	Latitude	Longitude	EUP Design Chainage (km)	Span Arrangement (Nos. x Length in m)
1	N.26°08'34.6"	E.92°54'24.2"	42+800	1x50
2	N.26°08'34.8"	E.92°54'46"	44+150	1x50
3	N.26°09'03.9"	E.92°55'06.1"	44+760	1x50
4	N.26°09'29.7"	E.92°55'28.3"	45+965	1x50
5	N.26°09'35.3"	E.92°55'30.2"	46+565	1x50
6	N.26°09'45.8"	E.92°55'41.9"	47+085	1x50
7	N.26°09'57.0"	E.92°55'55.6"		

The proposals for Elephant Underpasses have been prepared with reference from document "Eco Friendly Measures to Mitigate Impacts of Linear Infrastructure on Wildlife"

Environmental Risk:

As per the assessment based on Detail survey in forest area and Topo-sheet reference, the project road is passing through Daboka RF, Dist. Hojai in the State of Assam. The extent of the forest area is completely unavoidable due to the location of the Project. However, the forest area involved is minimum extent required for the execution of the project in the state of Assam.

Social issues/R&R measures.

As per the prevailing law, only land for widening of the project road from 2-lane to 4-lane is required to be acquired. However, NHIDCL will pay the compensation of the damages as per prevailing guidelines and as per assessment of the State Govt.



(Col RR Katyal)

General Manager (P)

General Manager (Projects)
NHIDCL, PMU Diphu
Karbi Anglong, Assam