

অসম চৰকাৰ



GOVERNMENT OF ASSAM



ASOM MALA PROGRAM
Government of Assam
Public Works Roads Department (PWRD)



Project Title: Improvement and Upgradation of
A22 Dhakuakhana Butikar Tinali Telijan under Asom Mala
[From Ch. 0+000 to Ch. 32+735]

Detailed Project Report
Environmental Impact Assessment and
Environmental and Social Management Plan
(Draft)
(Revision 2)

September, 2021



ABBREVIATIONS

AADT	-	Annual Average Daily Traffic
AAQM	-	Ambient Air Quality Monitoring
AiIB	-	Asian Infrastructure Investment Bank
BDL	-	Below Detectable Limit
BOD	-	Biological Oxygen Demand
CGWA	-	Central Ground Water Authority
CO	-	Carbon monoxide
CPCB	-	Central Pollution Control Board
CSC	-	Construction Supervision Consultant
DFO	-	Divisional Forest Officer
DG	-	Diesel generating set
DO	-	Dissolved oxygen
DPR	-	Detailed Project Report
EA	-	Executing Agency
EAC	-	Expert Appraisal Committee
EIA	-	Environmental Impact Assessment
EFP	-	Environment Focal Person
EMOP	-	Environmental monitoring plan
ESMP	-	Environmental and Social Management Plan
EPC	-	Engineering Procurement Construction
FHWA	-	Federal Highway Authority
GHG	-	Greenhouse gas
GIS	-	Geographic information system
GOI	-	Government of India
GRC	-	Grievance redress committee
GRM	-	Grievance redress mechanism
IA	-	Implementing Agency
IMD	-	Indian Meteorological Department
IRC	-	Indian Road Congress
IUCN	-	International Union for Conservation of Nature
MDR	-	Major District Road
MOEF&CC	-	Ministry of Environment, Forests and Climate Change
MORTH	-	Ministry of Road Transport and Highways
NH	-	National Highway
NGT	-	National Green Tribunal
NOC	-	No Objection Certificate
NO ₂	-	Nitrogen Dioxide
PAH	-	Project Affected Households
PAP	-	Project Affected Persons
PAs	-	Protected Areas
PCR	-	Public Community Resources
PCU	-	Passenger Car Units



PD	-	Project Director
PM	-	Particulate Matter
PIU	-	Project Implementation Unit
PMC	-	Project Management Consultant
PMU	-	Project Management Unit
PPM	-	Parts per million
PPTA	-	Project Preparedness Technical Assistance
PUC	-	Pollution under Control
PWRD	-	Public Works Roads Department
R & R	-	Rehabilitation and Resettlement
ROB	-	Road Over Bridge
ROW	-	Right of Way
RSPM	-	Respiratory suspended particulate matter
SEIAA	-	State Environmental Management Unit
SH	-	State Highway
SO ₂	-	Sulphur Dioxide
SOE	-	Safeguard Officer Environment
SOI	-	Survey of India
SPCB	-	State Pollution Control Board
SPL	-	Sound Pressure Level
SPM	-	Suspended Particulate Matter
TA	-	Technical assistance
TDS	-	Total dissolved solids
TSS	-	Total suspended solids
ZSI	-	Zoological survey of India

WEIGHTS AND MEASURES

dB (A)	-	A-weighted decibel
ha	-	hectare
km	-	kilometer
µg	-	microgram
m	-	meter
MW	-	megawatt
PM 2.5 or 10	-	Particulate Matter of 2.5 micron or 10-micron size



Table of Contents

Executive Summary	1
1. Introduction.....	7
1.1 Sub-Project Background and Rationale	7
1.2 Nature, Size and Location of the Project	10
1.3 Objectives and Scope of the Study	10
1.4 Methodology Adopted for EIA Study.....	11
1.5 Structure of the Report	13
2. Policy, Legal and Administrative Framework	15
2.1 National (India) Environmental Policies and Regulatory Framework.....	15
2.2 Social Regulatory Requirements of India and State	24
2.3 International Treaties and Relevance to the Sub-Project	24
2.4 AIIB Environmental & Social Framework Requirements	25
2.5 Category of the Project as per AIIB's Framework & MOEF&CC Notification 2006 and amended.....	26
3. Project Description	28
3.1 The Sub-Project	28
3.2 Location and Features of the Sub-Project Road	28
3.3 Engineering Surveys & Investigations.....	29
3.4 Current and Projected Daily Traffic	30
3.5 Proposed Improvement.....	32
3.6 Analysis of Alternatives	53
3.7 Construction Material and Source.....	60
3.8 Construction Camps	64
3.9 Manpower Required.....	64
3.10 Land Requirement	65
3.11 Project Cost	66
3.12 Implementation Schedule	66
3.13 Sub-Project Benefits	76
4. Description of the Environment.....	77
4.1 Introduction.....	77
4.2 Physical Environment	78
4.3 Biological Environment.....	118
4.4 Socio-economic Environment.....	144
5. Anticipated Environmental Impacts and Mitigation Measures.....	151
5.1 Introduction.....	151
5.2 Positive Environmental Impacts due to the improvement of Sub-Project road	156
5.3 Adverse Environmental Impacts due to Improvement of sub-project road	157
5.4 Impacts Related to Sub-project Location, Preliminary planning, and Design	157
5.5 Environmental Impacts – Construction Stage	160
5.6 Environmental Impacts – Operational Phase	176



5.7	Cumulative and Induced Environmental Impacts.....	184
5.8	Potential Environmental Enhancement/ Protection Measures	185
6.	Climate Change Impacts and Risks	195
6.1	Climate Change Mitigation	195
7.	Public Consultation	204
7.1	Objectives of the Consultations.....	204
7.2	Methodology for consultation.....	204
7.3	Stakeholder Consultations.....	205
7.4	Public Opinion/views survey	219
7.5	Disclosure	222
8.	Grievance Redress Mechanism	223
9.	Environmental and Social Management Plan	228
9.1	Introduction.....	228
9.2	Objectives of the Environmental and Social Management Plan	228
9.3	Impacts and Mitigation Measures.....	228
9.4	Chance Find Procedures	254
9.5	Environmental and Social Monitoring and Reporting Program	254
9.6	Environmental and Social Reporting System.....	256
9.7	Institutional Arrangement	258
9.8	Capacity Building and Training	261
9.9	Environmental and Social Management Budget	262
10.	Conclusions and Recommendations	270



List of Tables

Table 1: Project Road Corridors proposed under ASRIP for AIIB Financing.....	8
Table 2: Primary and Secondary Information Sources	12
Table 3: Summary of Relevant Environmental Legislation	16
Table 4: Permissions/Clearances Required for the Subprojects.....	22
Table 5: Applicable MEAs Related to Nature Conservation for the Asom Mala Project	25
Table 6: Summary of Road Components, Design Standard and Associated Facilities	29
Table 7: Traffic Volume/Day: (Base Year 2019-2020).....	30
Table 8: Present and Projected Traffic in the road section	31
Table 9: Bus Bay Details.....	53
Table 10: Bus Shelter Details	53
Table 11: Details of Realignment.....	56
Table 12: Location of Sand Quarry Site	61
Table 13: Details of Quarry Material Sources along the Project Corridor	62
Table 14: Details of Source and Quantity of Borrow Earth.....	63
Table 15: Estimated Quantities of Materials for Project	64
Table 16: Proposed Land Acquisition	65
Table 17: Soil sampling locations along the project road	78
Table 18: Soil Quality along the Project road	80
Table 19: Meteorological Data Parameters at Dibrugarh (Nearest IMD from the project road)	90
Table 20: Details of Hydrogeology in Project State	91
Table 21: Sampling location for collection of Groundwater Samples	92
Table 22: Sampling location for collection of Surface Water Samples	93
Table 23: Groundwater quality results along the project road	94
Table 24: Surface Water Quality results for project road.....	100
Table 25: Techniques Used for Ambient Air Quality Monitoring.....	106
Table 26 : Sampling location for Ambient Air quality monitoring	107
Table 27: Ambient Air Quality along the Project Road	109
Table 28: Sampling location for noise Level monitoring	112
Table 29: Present Noise Levels in the study area	114
Table 30: Land Use Pattern Abutting Project Road	116
Table 31: Present Species in Evergreen forests of Assam	120
Table 32: Present Species in Deciduous forests of Assam.....	121
Table 33: Present Species in Swamp forests of Assam	122
Table 34: Present Species in Grasslands of Assam	122
Table 35: Plants of medicinal importance to the state.....	124
Table 36: List of Wildlife Sanctuary & National Parks in the State of Assam.....	127
Table 37: Important Bird Area in Lakhimpur and Dhemaji District	131
Table 38: Identified Heritage Trees	135
Table 39: Location of Nesting Tree Along project road	139
Table 40: Sericulture along the Project Road	140
Table 41: Black Rice Cultivation along the project road	142
Table 42: Demographic profile of Assam, Lakhimpur District, and Dhemaji District.....	145
Table 43: Important Settlements Abutting Project Road.....	147
Table 44: List of religious structures along the project road	148
Table 45: Sensitive receptors along the project road.....	148
Table 46: Total Displaced Persons Age wise.....	149
Table 47: Social Category of the Displaced Families.....	149
Table 48: Educational Status	150
Table 49: Employment Status.....	150
Table 50: Project Attributes and Impact Marks.....	153



Table 51: Proposed Land Acquisition	158
Table 52: Impact on Structures	159
Table 53: Sensitive Structures along the project road.....	162
Table 54: Typical noise levels of principal construction equipment (Noise Level in dB (A) at 50 Feet)	162
Table 55: Noise Limits for different working Environment	164
Table 56: OSHA Daily Permissible Occupational Noise Level Exposure.....	164
Table 57: Predicted Traffic Volume Per Hour	177
Table 58: Meteorological Data for CALINE 4	177
Table 59: Emission factors for different types of Vehicle (ARAI, 2007).....	178
Table 60: Predicted Concentrations of CO in the study location (ppm).....	179
Table 61: Predicted Concentrations of PM _{2.5} in the study location (µg/m ³)	179
Table 62: Predicted Concentrations of NO ₂ in the study location (ppm)	180
Table 63: Anticipated Noise Levels due to projected traffic.....	182
Table 64: Traffic Composition.....	196
Table 65: CO ₂ Emission Factors.....	196
Table 66: Emission Standards of Fleet (%).....	197
Table 67: Estimated Total CO ₂ Emissions during Road Construction	197
Table 68: CO ₂ emissions prediction using TEEMP.....	198
Table 69: Project CO ₂ Emissions Intensity Indicators	198
Table 70: Climate trends in Assam between 1951 and 2010	199
Table 71: Possible Climate Events, Risks, and Adaptation Measures.....	202
Table 72: Identified Stakeholders.....	205
Table 73: Consultation at Office of Divisional Forest Officer, Dhemaji	206
Table 74: Consultation at Office of Divisional Forest Officer, Lakhimpur.....	206
Table 75: Consultation Conducted on Proposed Road	208
Table 76: Details of Public Consultation at Hatigarh gaon	208
Table 77: Details of Public Consultation at Halaipara.....	209
Table 78: Details of Public Consultation at Begana Gaon.....	210
Table 79: Details of Public Consultation at Dhakuakhana	211
Table 80: Details of Public Consultation at Deoliya Gaon.....	213
Table 81: Details of Public Consultation at Kothalguri Gaon	215
Table 82: Details of Public Consultation at Machkowa	217
Table 83: Details of Public Consultation at Hatigarh	218
Table 84: People's Perception of Environmental Scenario.....	221
Table 85: Environmental, Social, Health & Safety Management Plan	229
Table 86: Environmental Monitoring plan.....	251
Table 87: Detailed stage-wise reporting system	257
Table 88: Environmental and Social Training Modules	261
Table 89: Environment and Social Management Costs (Civil Cost)	263
Table 90: Environment and Social Management Costs (Non-Civil Cost)	266



List of Figures

Figure 1: Location of Project Road Corridors proposed under ASRIP for AIIB Financing.....	9
Figure 2: Map of Dhakuakhana to Telijan road	28
Figure 3: Typical Cross Section (Type-I)	34
Figure 4: Typical Cross Section (Type-II)	35
Figure 5: Typical Cross Section (Type-III)	36
Figure 6: Typical Cross Section (Type-IV)	37
Figure 7: Typical Cross Section (Type-V)	38
Figure 8: Typical Cross Section (Type-VI)	39
Figure 9: Typical Cross Section (Type-VII)	40
Figure 10: Typical Cross Section (Type-VIII)	41
Figure 11: Typical Cross Section (Type-IX)	42
Figure 12: Typical Cross Section (Type-X)	43
Figure 13: Typical Cross Section (Type-XI)	44
Figure 14: Typical Cross Section (Type-XII)	45
Figure 15: Typical Cross Section (Type-XIII)	46
Figure 16: Typical Cross Section (Type-XV)	47
Figure 17: Typical Cross Section (Type-VXI)	48
Figure 18: Typical Cross Section (Type-VXII)	49
Figure 19: Typical Cross Section (Type-VXIII)	50
Figure 20: Soil sampling locations along the project road.....	79
Figure 21 : Soil sample collection at Hatigarh.....	83
Figure 22 : Soil sample collection at Begena Gara.....	83
Figure 23 : Soil sample collection at Thekeraguri	83
Figure 24: Soil Map of India showing the project road.....	84
Figure 25: Seismic Zone Map of India showing the project road	85
Figure 26: Mean Monthly Temperature Distribution details – Lakhimpur.....	86
Figure 27: Mean Monthly Temperature Distribution details – Dhemaji	87
Figure 28: Annual Rainfall details – Lakhimpur	88
Figure 29: Annual Rainfall details – Dhemaji	88
Figure 30: Site-Specific Wind rose diagram of Dibrugarh district (Nearest IMD station from the project road)	90
Figure 31: Sampling location for collection of Groundwater Samples	92
Figure 32: Sampling location for collection of Surface water Samples	93
Figure 33: Groundwater sample collection at Kachoiting	98
Figure 34: Groundwater sample collection at Begena Gara.....	98
Figure 35 : Groundwater sample collection at Thekeraguri	99
Figure 36: Surface water sample collection at Hatipara.....	104
Figure 37 : Surface water collection at Kachari Pathar	104
Figure 38: Surface water collection at Hilai Para.....	105
Figure 39: Sampling location for Ambient Air quality monitoring.....	108
Figure 40 : Ambient air quality monitoring at Hatigarh.....	110
Figure 41 : Ambient air quality monitoring at No. 3 Begena Gera	110
Figure 42: Ambient air quality monitoring at No. 2 Thekeraguri.....	110
Figure 43: Sampling location for noise Level monitoring	113
Figure 44 : Noise Levels monitoring at Hatigarh.....	115
Figure 45 : Noise levels monitoring at No.3 Begena Gara	115
Figure 46 : Noise level monitoring at No.2 Thekeraguri.....	116
Figure 47: Land use Pattern in Lakhimpur District.....	117
Figure 48: Land use Pattern in Dhemaji District	117
Figure 49: Forest Map of Assam	119
Figure 50: Wildlife Sanctuary and National Park of Assam.....	129



Figure 51: Map showing the Boundary of Nearest Wildlife Sanctuary and Alignment	130
Figure 52: Trees along Project Road	134
Figure 53: Location of Heritage tree along the project road	135
Figure 54: Heritage tree at Ch. 4+630.....	136
Figure 55: Heritage Tree at Ch. 7+700	136
Figure 56: Heritage tree at Ch. 14+040	137
Figure 57: Heritage tree at Ch. 14+070	137
Figure 58: Heritage tree at Ch. 17+130	138
Figure 59: Heritage tree at Ch. 21+270	138
Figure 60: Location of Nesting Tree along the project road	139
Figure 61: Nesting Trees along the project road	139
Figure 62: Identified Sericulture Locations.....	140
Figure 63: Sericulture at Ch. 4+820	141
Figure 64: Sericulture at Ch. 5+360	141
Figure 65: Black Rice Cultivation along the project road at Ch. 21+300.....	142
Figure 66: Black Rice Cultivation farm along the project road	143
Figure 67: Chari Karia river	144
Figure 68: Road Map of Lakhimpur district	146
Figure 69: Road map of Dhemaji district	146
Figure 70: Graph representing Predicted Concentrations of CO in the study location (ppm)	179
Figure 71: Graph representing Predicted Concentrations of PM _{2.5} in the study location (µg/m ³).....	180
Figure 72: Graph representing Concentrations of NO ₂ in the study location (ppm)	180
Figure 73: Traffic Management Diagram.....	186
Figure 74: Traffic Control Devices at traffic diversion locations.....	187
Figure 75: Consultation with Divisional Forest Officer, Dhemaji.....	206
Figure 76: Consultation at Office of Divisional Forest Officer, Lakhimpur	207
Figure 77: Public consultation at Hatigarh Gaon	209
Figure 78: Public consultation at Halaipara	210
Figure 79: Public consultation at Begana Gaon	211
Figure 80: Public Consultation at Dhakuakhana	213
Figure 81: Public Consultation at Deoliya Gaon	215
Figure 82: Public Consultation at Kothalguri Gaon	216
Figure 83: Public Consultation at Machkowa	218
Figure 84: Public Consultation at Hatigarh	219
Figure 85: Public Consultation Questionnaire	220
Figure 86: Environmental and Social Grievance Redressal Process.....	226
Figure 87: Implementation Arrangement for Environmental and Social Safeguards.....	258



List of Annexures

Annexure 1: Ambient Air Quality Standards.....	273
Annexure 2: Ambient Noise Level Standards	276
Annexure 3: Indian Standard Drinking Water Specification IS: 10500-2012	277
Annexure 4: Record of Public Consultation	279
Annexure 5: GRM Information Sheet	293
Annexure 6: Guidelines for Borrow Area Management	297
Annexure 7: Guidelines for Emergency Management System	301
Annexure 8: Guidelines for Waste Disposal and Management.....	305
Annexure 9: Outline of an Environmental Monitoring Report	307
Annexure 10: Impacts of Climate Change on Road Transport in the state of Assam.....	311
Annexure 11: Tree Inventory.....	315
Annexure 12: For Workers Health & Safety in Common Operation and During Construction	397
Annexure 13: Guidelines for Siting, Management and Redevelopment of Construction Camps	407
Annexure 14: Site Selection, Layout Plan and Basic Amenities at Labour Camp.....	413
Annexure 15: Generic Guidelines for Environment Friendly Construction Methodology.....	418
Annexure 16: Guidelines for Stripping, Stocking, Preservation of Top Soil.....	425
Annexure 17: Baseline Monitoring Results	426
Annexure 18: Prediction of Air Quality along the Project Road	447
Annexure 19: Prediction of Noise Levels along the Project Road	478
Annexure 20: Tree Cutting Evaluation from Forest Department	484
Annexure 21: Pond Enhancement Plan	487
Annexure 22: Letter from PCCF, Assam providing GIS Maps of Protected Areas and Reserve Forests	488
Annexure 23: Biodiversity Assessment Report.....	490



Executive Summary

A. Introduction

This report summarizes the findings and results of the Environmental Impact Assessment (EIA) study carried out for the **A22 (Dhakuakhana Butikar Tiniali Telijan)** road under Axom Mala Program. The report describes existing environmental conditions in the project area, anticipated environmental and social impacts and corresponding mitigation measures, public consultation process, environmental and social management plan (ESMP) and its monitoring plan.

The program is envisaged to improve the SH & MDR network in the next 15 years for fuelling economic growth and bringing the state road infrastructure at par with Southeast Asian countries; provide quality inter-linkage roads between the National Highways and the rural roads network as well as facilitate seamless multi-modal transportation; interconnect economic growth centres with quality developing quality transportation corridors and improve inter-state connectivity. The proposed project is designed to improve transport connectivity in Assam by rehabilitating and upgrading 1268 Km of State Highways and Major District Roads, out of which 8 project road corridors of length of 245.7 Km is proposed under ASRIP for AIIB financing.

The project road is located in Lakhimpur and Dhemaji District and proposed for improvement and upgradation by GoA under Asian Infrastructure Investment Bank (AIIB) funding. It is an important road connecting NH 52 (at Telijan), Dhakuakhana, Dhemaji, Majuli and other important towns and settlements. The project road provides connectivity to Dhemaji which has good educational and healthcare facilities, market places, and railway station. The road further from Dhakuakhana leads to Majuli island and is the only road connectivity to the Majuli island. The project road is important for socio-economic development of the region, connectivity with districts of Lakhimpur and Dhemaji. The project road is related to overall objectives of Asom Mala Program and AIIB financing. It is proposed for geometric improvements and widening to two lanes. The roads will have a top width of 12m, consisting of 7m carriageway with 1.5m paved shoulder on either side, along with 1m earthen shoulder on each side.

This EIA report has been prepared to meet requirements of Asian Infrastructure Investment Bank (AIIB) for financing the project road and in compliance with AIIB's Environmental and Social Policy (ESP) and Environmental and Social Standards (ESS).

B. Description of Project

The Project Road **A22 (Dhakuakhana to Telijan)** is located in the district of Lakhimpur and Dhemaji, passes through various junctions, and spreads over various locations of the district. As per the topographic survey and alignment design, the total length of the road is 32.735 km. Lakhimpur and Dhemaji is the administrative district in the state of Assam. Lakhimpur is bounded on the East by Dhemaji District and Subansiri River whereas Majuli District stands on the Southern side and Biswanath District is on the West. Dhemaji is located to the north of the river Brahmaputra. and to the west is Lakhimpur, a district of Assam.



Several Common Property Resources (schools, colleges, temples, and hospitals), anganwadi centres and rice mills were observed along the project road. Water bodies (ponds) were also observed along the project corridor. The project road has a single lane configuration with conditions varying from poor to fair and certain sections of the road has non-motorised roads.

C. Categorization of Project

The Project is categorized as Category “B,” in accordance with the Bank’s Environmental and Social Policy (ESP) and Environmental and Social Standards (ESS). The potentially adverse environmental and social impacts are limited in number and they are limited to the Project area, and can be successfully managed using good practice in an operational setting. As per AIIB ESP for Category B project an Environmental and Social Impact Assessment (ESIA) and Environmental and Social Management Plan (ESMP) is required. However, in this case an Environmental Impact Assessment (EIA) Report and Environmental and Social Management Plan (ESMP) has been prepared since a separate Social Impact Assessment (SIA) is prepared. The EIA report will examines the Project’s potentially negative and positive environmental impacts and recommends any measures needed to avoid, minimize, mitigate, or compensate for adverse impacts and improve environmental performance of the Project. The Social Impact Assessment (SIA) Report will be prepared separately.

D. Description of Environment

Meteorological Conditions: Lakhimpur has a humid subtropical climate with extremely wet summers and relatively dry winters. Rainfall starts normally in June and continues up to October. As per Statistical Handbook, 2012 it is seen that total rainfall is recorded as 2809.90 mm as against the state total rainfall of 2296.3 mm. The coldest month is January, with an average low-temperature of 13°C. The warmest month in Dhemaji is June, with an average high-temperature of 34°C. January is the month with the least rainfall. The rainfall is recorded as 1884.20 mm as against the state total rainfall of 2296.3 mm.

Topography: The area comprises mainly of plain areas dotted by small hillocks in the extreme southern end. There is no such high hill in the mainland of the region. The land which was very much abundant once is now shrinking with the increase of population.

Soil: The district consists of Lakhimpur district is alluvial soil. The rivers have played a domineering role in respect of soil composition. The soil in most places is the mixture of sand and clay on a variegated proposition. The riverbeds are full of rocks and pebbles. The soils of the district, as classified by NBSS and ICAR are Udalfs Orchapts Acquents, Fluvent Aquepts, Aquepts Aqualfs Fluvent.

The general and average soil character of cultivable land in this district is mainly alluvial and composed of a mixture of sand (coarse to fine) and clay in varying proportions. The general geochemical characteristic of the soil is highly acidic. However, new alluvial soils formed due to the inundation of land by the river at intervals contain more percentages of fine sand fine silt and are less acidic. Such soils are often neutral and even alkaline. The soil type in the areas is mainly Black soil. Soil is mostly found as sandy clay loam soil in the sampling locations and it is loaded with a sand percentage which varies from 46.45% to 48.45%.



Nitrogen content varies from 1890 mg/1000g to 1940 mg/1000g and is poor in organic carbon content.

Land use: The existing land use along the subproject road is mostly semi built-up and patches of rural residential areas. The land use abutting the project road is majorly semi built-up (56.06%). The Built-up and agricultural area is 4.41% and 39.53% respectively.

Water Resources and Hydrology: The whole of the drainage of the district ultimately finds its way into the Brahmaputra which flows along the northern boundary of the district. The river is very wide and remains navigable throughout the year. A large number of rivers and their tributaries, streams and streamlets, locally called Jans flow through the district. The Brahmaputra, Buridihing, Disang with its tributaries Sessa and Dimna are the important rivers of the district. The Chari Karia river flows adjacent to the project road on the right side near Dhakuakhana.

Air Quality: The maximum concentration of PM₁₀ is 48.3 µg/m³ found at No. 3 Begena Gara, whereas the maximum concentration of PM_{2.5} is 17.8 µg/m³ found at No.2 Thekeraguri. Ambient air quality parameters are well within the NAAQ standards prescribed by MoEF&CC for residential areas and WHO Ambient Air Quality Guidelines (IFC EHS). Other parameters monitored i.e., NO_x, SO₂, and CO were found within the permissible limits (NAAQS & IFC EHS). Overall, the air quality along the subproject road is not an issue.

Noise Quality: The maximum recorded day time noise level is 50.2 dB(A) at No. 3 Begena Gara and the night time noise level is 36.5 dB(A) recorded at No. 3 Begena Gara. The monitored noise levels are well within the permissible limits for residential areas prescribed by CPCB and also by World Bank EHS standards of 55 dB(A) and 45 dB(A) for day time and night time respectively.

Water Quality: The pH of the drinking water in the region is well within permissible limits (6.5–8.5). The level of total dissolved solids is found well within permissible limits, which varies from 131.58 mg/l to 177.01 mg/l at Kachoiting and Begena Gara respectively. Iron content for the analyzed groundwater sample is higher than the permissible standards at Thekeraguri. Other parameters analyzed like chloride, sulphate, fluorides are found well within standards. Overall, the groundwater and surface water quality in the project area is good.

Biological Environment: The subproject districts, in general, have a moderate to low percentage of forest cover. Field surveys have been carried out to identify the number and type of trees to be affected by the proposed improvement work. It is envisaged that **1233** trees existing within the proposed formation width of the subproject road will be felled. Subproject road sections do not pass through any protected area such as Wildlife Sanctuary, National park, or bio-reserve. There is no wildlife sanctuary, national park, or bio-reserve within 10 km from the subproject roads. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road. No rare or endangered species found in the corridor of impact along the subproject roads.



Socio-economic Environment: As per details from Census 2011, Assam has a population of 3.12 Crores, an increase from figure of 2.67 Crore in the 2001 census. The total population of Assam as per the 2011 census is 31,205,576 of which males and females are 15,939,443 and 15,266,133 respectively. Dibrugarh district has a population of 1,326,335; out of which male constitutes 676,434 and female 649,901 of the total population.

The project road traverses through the settlements of Huzgaon, Jiamoria, Amaloguri Gaon, Malokhuti, Gorapara Miri Gaon, Kothalguri Gaon, Nemutengani Gaon, Borpak Miri, Borpak Gaon, Bengenagarha, Butikur, Hathipara, Badgharia, Singimari, Nalanipam Gaon. Agriculture is the mainstay of the people. No archaeological and historical monuments are located along the project roads. 9 schools, 2 hospitals, and 11 religious structures lie in the vicinity of the project road, however, these structures will not be affected due to proposed improvement activities under the project.

E. Key Environmental Impacts

- It is envisaged that 1233 trees within the proposed formation width of the subproject road need to be felled.
- The project road runs along the Chari Karia river which may get polluted to some extent during the construction stage.
- The project road passes through settlement areas which may cause minor disturbance to the local public due to construction activities.
- There are several sensitive receptors along the project road which may face minor inconvenience due to increased noise because of construction activities.
- The Proposed road widening activities will have an impact on 1389 structures.
- The number of projects affected people are 6458 out of which 3365 are male and 3093 are female.

F. Public Consultation

In accordance with AIB's ESP and ESS and Environment Impact Assessment Notification of GoI (2006), public consultations were conducted, as part of the environmental impact assessment study. Public Consultations were carried out at **Hatigarh, Begena gaon, and Halaipara** on **20th January 2020** and at **Dhakuakhana, Deoliya Gaon, Kothalguri Gaon, Machkowa, and Hatigarh** on **6th November 2020** along the proposed road alignment. A total of **50** participants (**36 Male** and **14 Female**) attended the consultation sessions.

Public consultation has been conducted in the project area during the feasibility study as well as during the detailed design stage details is given in Chapter 7. Key issues raised during the consultation are:

- Effect of road on the adjacent land and compensation to the land owners
- Safety measures to be taken for accident prevention
- Tree cutting activities along the project road
- No wild animal crossing observed along the project road
- Provision of bus stops along the project road
- Road diversion and traffic management during the construction phase of the project
- No migratory birds observed along the project road and near vicinity



- Provision of speed breakers and safety signs near schools
- Employment opportunities for the locals
- Road maintenance activities in the future

Most of the people interviewed strongly support the project. The people living in the entire project area expect the different project elements to facilitate transport, employment, boost economic development, and thereby provide direct, or indirect, benefits to themselves. The Draft EIA will be disclosed publicly and communicated to the communities.

G. Environmental and Social Management Plan

The project road-specific Environment Management Plan has been formulated which consists of mitigation, monitoring measures, and training to effectively execute the management plan. The detailed ESMP is given in **Chapter 9** of this report. An ESMP budget of **INR 22,848,694** has been estimated in **Table 90 & Table 91** for the implementation of the environmental and social management plan. The project will have one grievance redressal mechanism for social and environmental issues comprising a village level and district level committee. The nodal officer under a project implementation unit will be the key person to coordinate the receiving of complaints and addressing them.

Road aesthetics will be improved after tree plantation, landscaping of embankment slopes, improving the road cross-sections, side drains, installation of safety signage, crash barriers, and road markings. The aesthetics will further be improved due to the enhancement of ponds and a few schools and hospitals along the road.

Environmental Monitoring Programme (EMoP)

A comprehensive monitoring plan has been prepared for all stages of the project. This includes parameters to be measured, methods to be used, sampling locations, frequency of measurements, detection limits, cost, and responsibility for implementation and supervision. Construction Stage Monitoring to be carried out by the contractor under the supervision of the Authority Engineer (AE).

Monitoring will focus on air, water, noise and soil erosion, drainage congestion, and compensatory tree plantation. For tree plantation, the survival rate of re-plantation shall be monitored for one year of the operation phase.

Institutional Arrangement and Capacity Building

The Government of Assam's Public Works Roads Department (PWRD) will be the executing agency. The Chief Engineer (EAP) will be the Project Director (PD) of state level Project Management Unit (PMU). PD PMU will be assisted by an Assistant Executive Engineer as Nodal Officer of Asom Mala Program.

The PMU will oversee overall execution and technical supervision, monitoring, and financial control of the project. The PMU will be supported by AE and/ or Program Coordination and Management Consultant (PCMC). The institution Arrangement and Capacity building is discussed in Chapter – 9, Section 9.6.



To enable PWRD officials to implement environmental safeguard requirements effectively, a training program will be conducted for the PWRD Environmental and Social Safeguard expert to improve environmental and Social awareness, construction practices, legislative compliance requirements, ESMP, and EMoP requirements, and roles and responsibilities.

H. Conclusions and Recommendation

The findings of the Environment Impact Assessment (EIA) show that overall, the project has limited and short term adverse Environmental Impacts. Effective ESMP implementation will ensure the elimination and minimization of identified adverse impacts. PWRD shall ensure that ESMP and EMoP are included in the Bill of Quantity (BOQ) and will form a part of the bid document and works contract. If there is any change in the project design the ESMP and EMOP will be accordingly modified. PWRD official & shall need capacity building and practical exposure. Adequate training shall be imparted as proposed under the environmental and social management plan to enhance the capability of concerned PWRD officials.



1. Introduction

1.1 Sub-Project Background and Rationale

The state of Assam is one of the seven North-eastern states of India located at the south of eastern Himalayas along the Brahmaputra and Barak river valleys. Assam has an area of about 78,443 sq. km and a population of about 3.09 crores. The state of Assam has about 2,530 km of State Highways (SH) and 4,379 km of Major District Roads (MDR) which are being maintained and managed by the Public Works Roads Department (PWRD), Government of Assam (GOA). The GOA has embarked upon the ASOM MALA to objectively develop the SH & MDR network of the State and is planned to be an umbrella program that would have several projects under it funded from various sources.

Public Works Roads Department, Assam has undertaken the project for improvement of State Highways and Major District Roads in the next 15 years under Asom Mala. The road network development work will involve reconstruction and widening of roads with long design life, geometric improvement to bring it to proper standards, improved drainage along the roads, improving shoulders and providing paved shoulders wherever necessary, road safety improvement, etc.

The proposed project is designed to improve transport connectivity in Assam by rehabilitating and upgrading 1268 Km of State Highways and Major District Roads, out of which 8 project road corridors of length of 245.7 Km is proposed under ASRIP for AIIB financing.

The Public Works Roads Department has started the up-gradation works of State Highways and Major District Roads network for meeting the supply-demand gap of the traffic in the near future. The present sub-project is aimed at widening and improving the **A22** corridor (**32.735 km** length) of **Group 3**. The stretch is located in the Lakhimpur and Dhemaji district connecting **Dhakuakhana** to **Telijan**. It has been proposed for expansion to two lanes between chainages 0+000 to 32+735. The project road is major connectivity to Majuli, Dhakuakhana Dhemaji and other nearby villages. The project road is aimed at improving connectivity facilitating safer and more efficient access to livelihood and socio-economic opportunities for the local communities in the region. The rehabilitation and up-gradation of project road will promote equitable growth through sustainable agriculture and rural development. Existing single lane facility is inadequate to cater to the traffic demand and satisfactory user experience. The project road will provide connectivity to NH 52. The project road will provide connectivity between Dhemaji and Lakhimpur district. The project road provides connectivity to Dhemaji which has good educational and healthcare facilities, market places, and railway station. The road improvement work will promote better access to Tourist locations like Majuli which is the largest river island in the world. Majuli is located at a distance of approx. 50 km from the start point of the project road. From the start point at Dhakuakhana, the Dhakuakhana road connects to Jengraimukh road which further leads to Majuli. The stretch passes through Dhakuakhana, Jiamoria, Deolia, Napani gaon, Amulguri, Kathalguri, Borak gaon, Bejenagara, Butikur, Hatigarh, and Telijan.



The project road corridors proposed under ASRIP for AIIB financing is given in **Table 1** and the location of these project road corridors is shown in **Figure 1**.

Table 1: Project Road Corridors proposed under ASRIP for AIIB Financing

Sr. No.	Corridor	Road improvement and upgradation works	District Name	Length (km)
1	A31	Balichapori, Majuli to Bhogalmara, Lakhimpur, including 2 RCC bridges over Subansiri and Luit river	Lakhimpur & Majuli	19.2
2	A15	Dhodar Ali (Kamargaon to Kamarbandha)	Golaghat	42.1
3	A07	Sarthebari Rampur Pathsala Raipur Road	Barpeta & Bajali	17.7
4	A22	Dhakuakhana Butikur Tiniali Telijan	Lakhimpur & Dhemaji	32.7
5	A30_1	Moran Naharkatia Road (Moran to Deesang Kinar Bangali)	Dibrugarh	46.6
6	A30_2	Moran Naharkatia Road (Deesang Kinar Bangali to Kathalguri)	Dibrugarh	24.0
7	A20_1	Sivasagar to Chumoni	Sivasagar	18.4
8	A20_2	Balighat Tiniali to Nakachari	Sivasagar & Jorhat	45.0
Total (km)				245.7



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

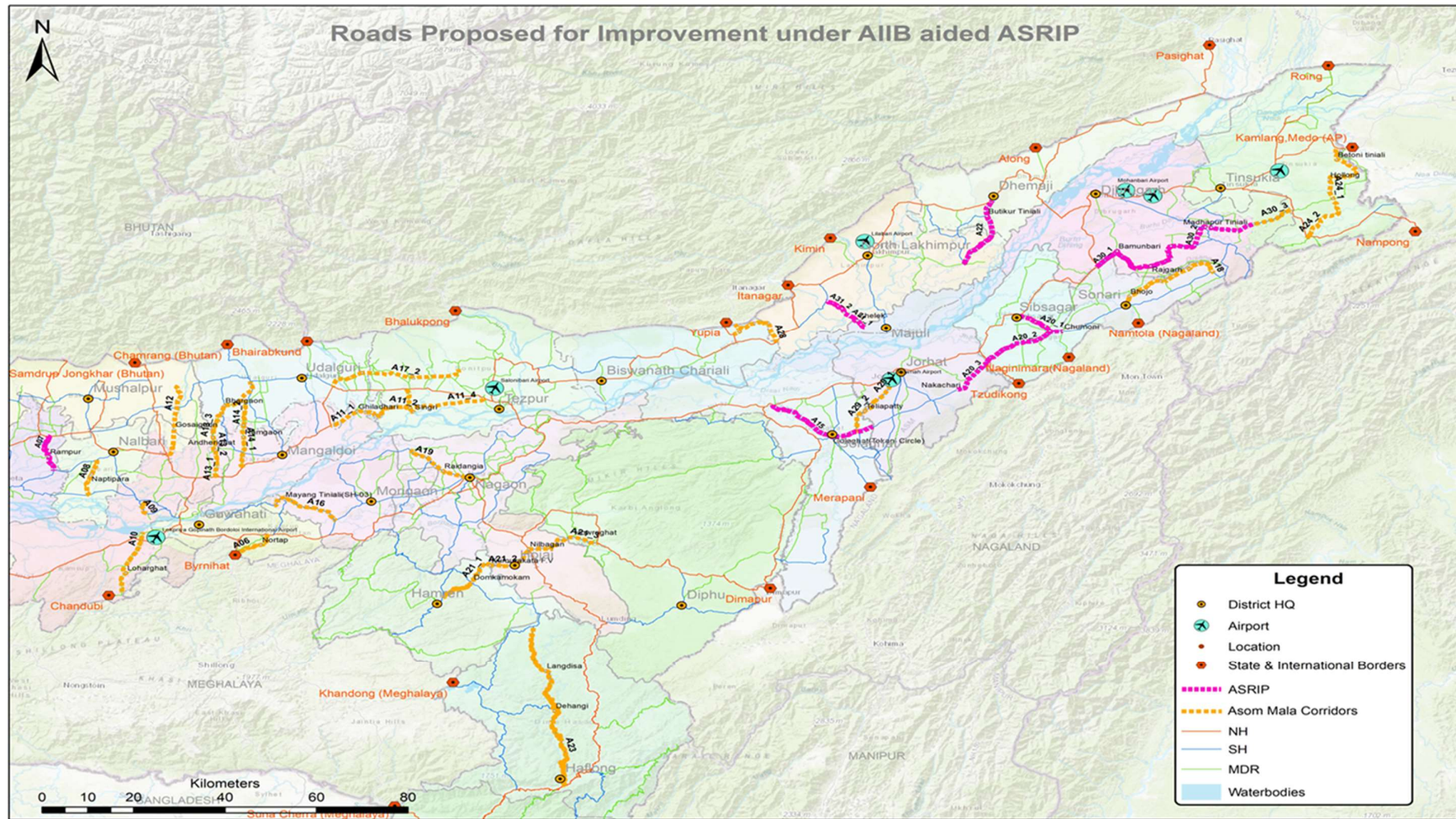


Figure 1: Location of Project Road Corridors proposed under ASRIP for AIIB Financing



1.2 Nature, Size and Location of the Project

The project road **A22 (Dhakuakhana to Telijan)** initiates from Dhakuakhana. Then the project road moves in the south-east direction and turns in north west direction where it meets SH-22. Roads coming from nearby villages meet the route. The maximum project length is having an intermediate lane with earthen Shoulder. The project road then passes through Butikar village and ends at the Telijan.

The alignment experiences moderate agricultural activities throughout its stretch. The land use pattern of the project road is Built-up and Agricultural type.

The existing carriageway is intermediate lane having flexible pavement with a width of 3.5 m. The Existing RoW varies between 10 meters to 60 meters. The proposed RoW varies between 15 to 42 meters with proposed widening 2-lane with unpaved shoulder, Earthen Shoulder. In the built-up area footpath and concrete drains has been proposed within the PROW.

1.3 Objectives and Scope of the Study

Development of any road requires land acquisition, mainly forest or agricultural land needs to be diverted for such projects. Therefore, any such change in land use patterns may result in deterioration of soil, water, and other environmental aspects. Such projects also cause air and noise pollution especially during the construction stage on account of heavy machinery and haul vehicles. The loss of ecology is an important impact of such projects.

The Environmental Impact Assessment (EIA) Report consists of the study, describing the current status of the environment in the project area (before the commencement of project), identification of potential impacts and its mitigation methods and formulation of an environmental and social management plan to be followed during construction and operation phase of the project. An Environment Impact assessment study is hence an important tool to identify and handle the issues concerned with the environment that would arise due to such projects.

Preparation of EIA reports and implementation of all environment safeguards requirement is in accordance with relevant policies and regulation of the Government of India, Government of Assam, and the AIIB's Environmental and Social Framework.

This EIA addresses the environmental management requirements of the Government of India (GOI) and the Asian Infrastructure Investment Bank. Various agendas covered in this study are as follows.

- Provides information about the baseline environmental setting of the subproject;
- Provides information on potential environmental impacts of the proposed subproject activities with its magnitude, distribution, and duration.
- Provides information on required mitigation measures with cost to minimize the impacts.



- Analyses the alternative options considering alternative locations, designs, management approaches for selection of most feasible and environmentally acceptable options.
- Provides details of stakeholder's consultations.
- Designs an environmental and social management and monitoring plan with institutional measures for effective implementation of mitigation measures proposed and addressing grievances.

The environmental studies have been limited to the situation around the deemed areas of direct influence caused by constructional and operational facilities along the proposed road sections. The EIA was based on proposed road alignment and key construction activities such as site clearing, removal of trees, excavation, filling, grading and embankment formation, excavation for utility trenches, subgrade preparation, base course and asphalt overlay, shoulder, and construction of permanent structures like retaining walls, culverts, and drains. The EIA also covered ancillary activities like campsite establishment and maintenance, sourcing of materials, and operation of equipment like rock crusher and hot mix plant. The corridor of impact is taken as 10 meters on either side of the alignment. However, the study area impact zone is considered up to 5 km on both sides of road alignment to allow for coverage of indirect and induced impacts and a larger analysis of land use and other environmental features. Assessment is carried out on the following environment components: terrestrial and aquatic ecology, soil, water, air, noise, and socio-economic aspects.

1.4 Methodology Adopted for EIA Study

The methodology for EIA adopted complies with the Asian Infrastructure Investment Bank Environmental and Social Framework. The study was carried out using reconnaissance surveys, field visits, consultation with stakeholders, review of existing data, identification of adverse impacts, and preparation of environmental and social management and monitoring plans. The stepwise activities carried out include:

- Review of legal requirements
- Review of the feasibility study
- Reconnaissance survey for identification of key issues data requirement and preliminary consultation
- Primary and secondary data collection
- Consultation with stakeholders
- Identification of impacts and mitigation measures

1.4.1 Data Collection

Primary and secondary data on the Physical, Ecological, and Socio-economic resources were collected to provide baseline conditions to be used in impact assessment and monitoring plan design. The type and source of information compiled in this EIA are given in the following **Table 2**.



Table 2: Primary and Secondary Information Sources

Information	Sources
Technical information on existing road features and proposed Rehabilitation work. Inventory of road features; viz. water bodies community structures, environmentally sensitive location areas, congested locations, etc.	PWRD, Design Consultant, Ground physical surveys and graphics Consultants
Climatic Condition	Indian Meteorological Department, ENVIS Website, NIC, Primary data Collection
Geology, Seismicity, Soil, and Topography	Geological Survey of India, SOI Toposheets, Primary data collection
Land Use/ Land Cover	Survey of India (Sol) Toposheet, Observation during the survey.
Drainage Pattern	Survey of India Topo sheet and field Observation
Status of forest areas, Compensatory afforestation norms, etc.	Divisional Forest Office Lakhimpur and Dhemaji District
Status of Fishing Activity	District Fisheries Offices at Lakhimpur and Dhemaji District
Air quality Noise, Soil, and Water	Onsite monitoring and Analysis of Field samples during the field visit
Borrow Areas, Quarries and other construction material source	Observations from site inspection surveys, PWRD
River geomorphology, hydrology, drainage, flood Patterns	Feasibility report, field observations.
Social Survey	The Secondary data collected for the project and the project influence area are from reliable secondary sources such as websites of central and state government; published documents from various departments. Initial social screening was conducted to identify the likely impacts and identify the potential impacted families and persons,



Information	Sources
	<p>Common Property Resources, agriculture land, access to services, etc.</p> <p>Using available RoW records with Revenue Department, the social team plotted the boundaries of private properties within the proposed RoW. A structured questionnaire was prepared to carry out the census survey covering all (100%) of the families displaced as a result of development of the project within the proposed RoW/ Col. To collect the information of socio-economic profile of the affected population, conventional sample of 25 percent of project displaced families was covered. Representativeness of the sample was ensured through random sampling method</p>

1.4.2 Public Consultation

Extensive consultations were held during different stages (reconnaissance, detailed design, and design review) with key stakeholders that includes local and beneficiary population, government departments/agencies, road users, and project-affected persons. These consultations allowed the interaction between the stakeholders and road designers to identify road features and construction methods that will enhance road upgrading and minimize potential impacts. Information gathered was integrated into the project design and formulating mitigation measures and environmental and social management plan. A detailed description of public consultation is presented in **Chapter 7**.

1.5 Structure of the Report

This EIA report has been prepared as per requirements of the AIIB’s Environmental and Social Framework. The report will be organized into the following ten chapters, a brief of each chapter is described below:

- **Chapter 1 - Introduction:** This section describes the background information about the project and the EIA study.
- **Chapter 2 - Policy, Legal, and Administrative Frameworks:** This section summarizing the national and local legal and institutional frameworks that guided the conduct of the assessment.
- **Chapter 3 - Project Description:** This section presents the key features and components of the proposed project.



- **Chapter 4 - Description of the Environment:** This section discussing the relevant physical, biological, and socioeconomic features that may be affected by the proposed project.
- **Chapter 5 - Anticipated Environmental and Social Impacts and Mitigation Measures:** This section presents the environmental and social assessment of likely positive and adverse impacts attributed to the proposed project and concomitant mitigation measures.
- **Chapter 6 – Climate Change Impacts and Risks:** This section presents the impact of project road on climate change and relevant mitigation measures.
- **Chapter 7 – Consultation, Participation and Information Disclosure:** This section describes the consultation process undertaken during the environmental examination and its results, their consideration in the project design, and manner of compliance to the AIIB’s policy.
- **Chapter 8 - Grievance Redress Mechanism:** This section describing the formal and informal redress procedures for registering, resolving, and reporting complaints.
- **Chapter 9 - Environmental and Social Management Plan:** This section discussing the lessons from the impact assessment and translated into action plans to avoid, reduce, mitigate, or compensate for adverse impacts and reinforces beneficial impacts. This plan is divided into three sub-sections; mitigation, monitoring, and implementation arrangements.
- **Chapter 10 - Conclusion and Recommendation:** This section stating whether there is a need for further detailed environmental studies/assessments and highlights key findings and recommendations to be implemented by the borrower.



2. Policy, Legal and Administrative Framework

India has well defined institutional and legislative framework. The legislation covers all components of environment viz. air, water, soil, terrestrial and aquatic flora, and fauna, natural resources, and sensitive habitats. India is also a signatory to various international conventions and protocols. The environmental legislation in India is framed to protect the valued environmental components and comply with its commitment to the international community under the above conventions and protocols. Asian Infrastructure Investment Bank has also defined its Environmental and Social Safeguard Policies. This assessment is about the applicability of the above laws and regulations, conventions, protocols, and safeguards. This section summaries the following:

- National (India) Environmental Legislation and Legal Administrative Framework,
- Social Safeguard Regulatory Requirements,
- AIIB's policies and categorization of the project,
- Summary of international treaties and applicability to the project

2.1 National (India) Environmental Policies and Regulatory Framework

The Government of India's Environmental Legal Framework comprises a set of comprehensive acts and regulations aimed at conserving various components of the biological and physical environment including environmental assessment procedures and requirements for public consultation. The policies and requirements which are most relevant in the context of this project are provided in **Table 3**.



Table 3: Summary of Relevant Environmental Legislation

Sr. No.	Act/ Rules	Objectives/Relevance	Authority	Applicable	Reason for Application
1	Environment (Protection) Act (1986) and Rules (1986)	To protect and improve the overall environment	MoEF&CC	Yes	It is umbrella legislation and notifications, rules and schedules are promulgated under this act.
2	The 14 th September 2006 EIA notification, under sub-rule (3) of Rule 5 of the Environment (Protection) Rules, 1986. And amendment made on 22nd August, 2013; S.O. 2559 (E).	Environmental clearance for proposed project prior to starts of construction work	MoEF&CC/ SEIAA/ SEAC	No	The project road does not require Environmental Clearance as it is neither a new State Highway nor a State Highway Expansion project in hilly areas (above 1000 AMSL) and or ecologically sensitive area. The maximum altitude of the project road is 105.16m.
3	The 14 th September 2006 EIA notification, under sub-rule (3) of Rule 5 of the Environment (Protection) Rules, 1986. Environmental Clearance under EIA notification dated 15th January 2016 issued by MoEF&CC, Letter No. 125, S.O 141E.	Permission will be required for opening new quarry or for extraction of river bed sand	0-5 Ha. Category (B2) – DEAC/DEIAA >5 Ha and <25 Ha (B2) – SEAC/SEIAA ≥25 Ha and <50Ha. Category (B1) – SEAC/SEIAA ≥50 Ha. Category	Yes/No	Yes: if the contractor open quarries site/ Borrow Earth Mining site to meet the Material Requirement. No: If the source of construction material is from authorized vendor. Environmental Clearance is exempted for sourcing or



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Act/ Rules	Objectives/Relevance	Authority	Applicable	Reason for Application
			(A) – MoEF&CC		borrowing of ordinary earth for linear projects as per notification S.O. 1224 (E) dated 28 th March, 2020
4	Wildlife Protection Act (1972 and amended in 1993)	To restrict project activities within National Park/ Wildlife Sanctuary/ Game Reserve/ Conservation Reserve or within its Eco Sensitive Zone (ESZ) which are declared protected under the WLPA-1972.	SBWL	No	The project road does not pass through any notified protected area or lies within a 10 km radius of any protected area. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road.
5	The Water (Prevention and Control of Pollution) Act 1972 (Amended 1988) and Rules 1974	Establishment/Operation of stone crusher, Hot Mix Plant, RCC Plant and D.G sets	Consent to Establish (CtE) and Consent to Operate (CtO) under water Act 1974 from SPCB	Yes	This act will be applicable during construction for establishments of hot mix plants, construction camps, workers' camps, etc.
6	The Air (Prevention and Control of Pollution) Act, 1981(Amended 1987) and Rules 1982	Establishment/Operation of stone crusher, Hot Mix Plant, RCC Plant and D.G sets	Consent to Establish (CtE) and Consent to Operate	Yes	To control the emission and air pollutants which might be expected during



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Act/ Rules	Objectives/Relevance	Authority	Applicable	Reason for Application
			(CtO) under Air Act 1981.		operation of stone crusher, Hot Mix Plant, RCC Plant and D.G sets.
7	Noise Pollution (Regulation and Control) Act, 2000	Establishment/Operation of stone crusher, Hot Mix Plant, RCC Plant and D.G sets	Consent to Establish (CtE) and Consent to Operate (CtO) under Noise Rules, 2000. Authority SPCB	Yes	To control the noise emission generated from operation of D.G sets, Hot Mix Plant, Stone crushers, WMM Plants etc.
8	Hazardous Waste (Management, Handling and Trans-boundary Movement) Rules 2008 (Amended 2009)	To protection the general public against improper handling, storage, and disposal of hazardous wastes	SPCB	Yes	Used of Hazardous material and handling for construction of roads
9	The Forest (Conservation) Act 1980 (Amended 1988) and Rules 1981 (Amended 2003)	To protect and manage notified forests	MoEF&CC	No	No diversion of forest land is required for the sub-project road.
10	Central Motor Vehicle Act (1988) and Rules (1989)	To control vehicular air and noise pollution. To regulate the development of the transport sector, check and control vehicular air and noise pollution.	State Transport Department	Yes	These rules will apply to road users and construction Machinery.
11	Ancient Monuments and Archaeological Site and Remains Act,	For construction of road falling within prohibited or regulated	Archaeological Dept. GOI/State	No	No monuments and archaeological sites as listed



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Act/ Rules	Objectives/Relevance	Authority	Applicable	Reason for Application
	(1958)	area of notified Ancient Monuments and Archaeological Site and Remains Act.			by Central Government & State Government is reported within 100 meters (restricted Zone) and beyond 200 meters (Regulated Zone) from PROW Boundary
12	Building and Other Construction Workers (Regulation and the Employment and conditions of service) Act, 1996	To regulate the employment and conditions of service of building and other construction workers and to provide for their safety, health and welfare measures	Ministry of Labour and Employment	Yes	A large number of construction workers skilled, semiskilled or unskilled will be employed temporarily during Construction Phase of the project
13	Child labour (Prohibition and Regulation) Act, 1504	To regulate the employment of children including age limits, type of employment, the timing of work, information disclosure, and health and safety.	Ministry of Labour and Employment	Yes	This act will be applicable to prohibit employment to children below the age of 14.
14	Public Liability & Insurance Act, 1991	Regulate the employment and conditions of construction workers and provide for their safety, health and welfare measure and other matters incidental thereto.	District Collector	Yes	The contractor needs to stock hazardous materials like diesel, Bitumen, Emulsions, etc.



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Act/ Rules	Objectives/Relevance	Authority	Applicable	Reason for Application
15	Chemical Accidents (Emergency Planning, Preparedness, and Response) Rules, 1996	To prevent the occurrence of a chemical accident involving a fortuitous, or sudden or unintended occurrence while handling any hazardous chemical resulting in continuous, intermittent or repeated exposure to death, or injury to, any person or damage to any property	MoEF&CC	Yes	This law will be applicable as the project will involve transport and storage of hazardous chemicals.
16	Fly Ash Notification, 25th January, 2016.	Use of fly ash for road filling and for other construction works if Thermal Power Plant are located within 300 km from PROW.	MoEF&CC	No	The project road is not located within 300 km from any Coal based Thermal Power Plant.



1. Requirement of Environmental Clearance

As per provisions of Environmental Impact Assessment Notification 2006 amended (2009, 2011 and 2013), and its amendments, vide notification S.O.3067(E), dated 1st December 2009 and S.O. 2559 (E), dated 22nd August 2013; all New State Highway Projects and State Highway expansion projects in hilly terrain (above 1000 m above AMSL) and/or ecologically sensitive areas require Environmental Clearances from MoEF&CC.

Since the project road is neither an existing State Highway nor proposed as a New State Highway Environmental Clearance from MoEF&CC is not required.

2. Forests Clearance

As per the Indian Forests Conservation Act (1980), any project requiring diversion of forest land for non-forestry purposes require forest clearance from MoEF&CC for the same.

As per the approved Protected areas and Reserve Forests maps received from the PCCF office, Guwahati vide Letter No. FG 69/REWP/GIS/PART-1/7032 (Annexure 22) during the initial survey, no diversion of forestland is involved in the Dhakuakhana to Telijan road. As per the Assam (Control of Felling and Removal of trees from Non-forest lands) Rules, 2002, the felling of trees from the Non-forest area will require prior approval of the Forest Department.

3. Wildlife Clearance

As per the approved Protected areas and Reserve Forests maps received from the PCCF office, Guwahati vide Letter No. FG 69/REWP/GIS/PART-1/7032 (Annexure 22) during the initial survey, the project road does not pass through any notified protected area or lies within a 10 km radius of any protected area. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road.

4. Permission to Withdraw Ground Water

As per the power Granted under Environmental Protection Act, 1986, Permission from Central Ground Water Authority is required for extracting groundwater for construction purposes, from areas declared as critical or semi-critical from groundwater potential prospective point of view.

5. Required Clearances/Permissions

For up-gradation of the subproject road section, required clearances/ permissions related to environment and forests have been summarized in **Table 4**.



Table 4: Permissions/Clearances Required for the Subprojects

Sr. No.	Permissions/Clearances	Acts/Rules/Notifications/Guidelines	Concerned Agency	Responsibility	Time required
A. Pre-Construction Stage					
1	Permission for cutting of trees	Forest Conservation Act (1980) Procedural Guidelines developed by the Department of Environment, Government of Assam under the orders of the Honorable High Court Tree removal will be guided as per state government rules	State Forest Department for trees felling in forest areas and non-forest Areas (Compensatory tree plantation to be done as per the direction of Forest Department)	Public Works Roads Department, Assam	Permission has been granted by DFO Lakhimpur & Dhemaji
B. Implementation Stage					
2	Consent to establish and operate hot mix plant, Crushers, Batching plant	Air (Prevention and Control Pollution) Act of 1981	Assam State Pollution Control Board (To be obtained before installation)	Contractor	Approx. 3 months
3	Authorization for disposal of hazardous waste	Hazardous Waste (Management and Handling) Rules 1989	Assam State Pollution Control Board (To be obtained before installation)	Contractor	Approx. 3 months
4	Consent for Disposal of sewage from labor camps	Water (Prevention and Control of Pollution) Act 1974	Assam State Pollution Control Board (Before setting up the camp)	Contractor	Approx. 3 months
5	Pollution Under Control Certificate	Central Motor and Vehicle Act of 1988	Department of Transport, Government of Assam authorized testing centers	Contractor	Can be obtained instantly from verified PUC centers



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

EIA & ESMP

Sr. No.	Permissions/Clearances	Acts/Rules/Notifications/Guidelines	Concerned Agency	Responsibility	Time required
6	Employing Labour/ Workers	The Building and Other Construction Workers (Regulation and Employment Conditions of Service) Act, 1996	District Labour Commissioner	Contractor	Approx. 3 months



2.2 Social Regulatory Requirements of India and State

There are many rules and regulations framed by the Government of India for the protection of workers. Most of these legislations will apply to contractors in charge of construction. The executing agency will ensure compliance with these social legislations through contractual obligations and regular checks & penalties. Applicable Acts and Policies relevant in the context of the project have been reviewed and their relevance to the project are listed down below which will ensure that project activities implemented are consistent with the following regulatory/legal framework.

- Code of Social Security, 2020
- The Occupational Safety, Health and Working Conditions Code, 2020
- Child Labour (Prohibition and Regulation) Act, 1986
- Minimum Wages Act, 1948
- Workmen Compensation Act, 1923
- Payment of Gratuity Act, 1972
- Employee State Insurance Act; Employees P.F. and Miscellaneous Provision Act, 1952
- Maternity Benefit Act, 1951
- Payment of Wages Act, 1936
- Equal Remuneration Act, 1979
- Inter-State Migrant Workmen's (Regulation of Employment & Conditions of Service) Act, 1979
- Equal Remuneration Act, 1979, Factories Act 1948 (including rules for health and safety of workers), etc.
- Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act (RFCTLARR), 2013, Govt. of India
- RFCTLARR (Removal of Difficulties) Order, 2015
- The Assam Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Rules, 2015
- Scheduled Caste and Scheduled Tribes Orders (Amendment) Act, 2002
- The Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006
- National Tribal Policy, 2006
- The Assam Panchayat Act, 1994
- The Right to Information Act, 2005

2.3 International Treaties and Relevance to the Sub-Project

India has signed most international treaties, conventions and protocols on environment, pollution control, bio-diversity conservation and climate change, including the RAMSAR Convention, the Rio de Janeiro Convention on Biodiversity Diversity, and the Kyoto Protocol on Climate Change. There are 20 major global Multilateral Environmental Agreements (MEAs) to which India is a signatory. There are three MEA related to Nature Conservation that are applicable to the project as listed in **Table 5**.



Table 5: Applicable MEAs Related to Nature Conservation for the Asom Mala Project

Sr. No	Nature Conservation	Relevancy to Project
1	Ramsar Convention on Wetlands	Yes, Protection of significant wetland and prevention of draining or filling during construction
2	CBD (Convention on Biological Diversity)	Yes, Conservation of biological diversity (or biodiversity) and sustainable use of its components.
3	IUCN (International Union for Conservation of Nature)	Yes

2.4 AIIB Environmental & Social Framework Requirements

The Bank determines the Project's category by the category of the Project's component presenting the highest environmental or social risk, including direct, indirect, cumulative and induced impacts, as relevant, in the Project area. The Bank conducts a review of environmental and social risks and impacts associated with the Project, regardless of the categorization being considered. As an element of the categorization process, the Bank may conduct field-based review of the Project to provide for a refined understanding of the environmental and social risks and impacts and support the Client's preparation of a site-specific approach to assessment of these risks and impacts. The Bank may adjust the categorization during the life of the Project, if warranted by changes in the environmental and social risks and impacts.

- **Category A:** A Project is categorized A if it is likely to have significant adverse environmental and social impacts that are irreversible, cumulative, diverse or unprecedented. These impacts may affect an area larger than the sites or facilities subject to physical works and may be temporary or permanent in nature. The Bank requires the Client to conduct an environmental and social impact assessment (ESIA) or equivalent environmental and social assessment, for each Category A Project and to prepare an ESMP or ESMPF, which is included in the ESIA report for the Project. The ESIA for a Category A Project examines the Project's potentially negative and positive environmental and social impacts, compares them with those of feasible alternatives (including the "without Project" situation), and recommends any measures needed to avoid, minimize, mitigate, or compensate for adverse impacts and improve environmental and social performance of the Project.
- **Category B:** A Project is categorized B when: it has a limited number of potentially adverse environmental and social impacts; the impacts are not unprecedented; few if any of them are irreversible or cumulative; they are limited to the Project area; and can be successfully managed using good practice in an operational setting. The Bank requires the Client to conduct an initial review of the environmental and social implications of the Project. On the basis of this review, the Bank, in consultation with the Client, determines the appropriate instrument for the Client to assess the Project's environmental and social risks and impacts, on a case-by-case basis. The Bank may determine that an environmental and social assessment or another similar instrument is appropriate for the Project. The scope of the assessment may vary



from Project to Project, but it is narrower than that of the Category A ESIA. As in the case of a Category A Project, the assessment examines the Project's potentially negative and positive environmental impacts and recommends any measures needed to avoid, minimize, mitigate, or compensate for adverse impacts and improve environmental performance of the Project.

- **Category C:** A Project is categorized C when it is likely to have minimal or no adverse environmental and social impacts. The Bank does not require an environmental and social assessment, but does require the Client to conduct a review of the environmental and social implications of the Project.
- **Category FI:** A Project is categorized FI if the financing structure involves the provision of funds to or through a financial intermediary (FI) for the Project, whereby the Bank delegates to the FI the decision-making on the use of the Bank funds, including the selection, appraisal, approval and monitoring of Bank-financed subprojects. The Bank requires the FI Client, through the implementation of appropriate environmental and social policies and procedures, to screen and categorize subprojects as Category A, B or C, review, conduct due diligence on, and monitor the environmental and social risks and impacts associated with the Bank-financed subprojects, all in a manner consistent with this ESP. A Project categorized as FI is also subject to: (a) the Environmental and Social Exclusion List and applicable host country national laws for all the Bank-financed subprojects; and (b) the applicable ESSs for the Bank-financed subprojects that are classified as Category A subprojects (and if the Bank so determines, some or all of the Bank-financed subprojects that are classified as Category B subprojects).

2.5 Category of the Project as per AIB's Framework & MOEF&CC Notification 2006 and amended

As per provisions of Environmental Impact Assessment Notification 2006 amended (2009, 2011 and 2013), and its amendments, vide notification S.O.3067(E), dated 1st December 2009 and S.O. 2559 (E), dated 22nd August 2013; all New State Highway Projects and State Highway expansion projects in hilly terrain (above 1000 m above AMSL) and/or ecologically sensitive areas require Environmental Clearances from MoEF&CC.

The proposed project is widening and curve improvement road project of total length 32.735 km. Based on the contour findings it has been reported that the maximum elevation is 105.160 meters above mean sea level (AMSL).

The project road has been evaluated and categorized as Category B project in accordance with the Bank's Environmental and Social Policy (ESP) and Environmental and Social Standards (ESS). This categorization was primarily based on the following considerations:

- Project road is an existing road and upgrading activities are limited to the available RoW with minimum land acquisition at some locations,
- Anticipated impacts from road upgrading on relatively flat terrain along agricultural land are mostly site-specific and easily mitigated through proper design and good



construction practices, majority of the activities have short-term duration co-terminus with the construction phase, and

- Project road does not pass through or located within a 10 km radius from any Critical Habitats (wildlife sanctuary, national park, or any other environmentally sensitive area), Protected Area (Forests), Natural Habitats, impact on land and water resource, etc. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road.
- Impact on local and regional biodiversity i.e habitat fragmentation, degradation and loss, endemic and invasive species, over exploitation of biological resources, hydrological changes, increase in pollution load in water bodies, tree felling involve and induced climate impact.
- Impact involving social issues i.e. involuntary resettlements, loss of livelihoods, impact on indigenous peoples, impact on community and households, Vulnerable groups, etc
- Impact on land and natural resource, change in land-use patterns, Cultural resource, land acquisition, structure affected, etc.

3. Project Description

3.1 The Sub-Project

The Project Road A22 (Dhakuakhana to Telijan) is located in the district of Lakhimpur and Dhemaji, passes through various junctions, and spreads over various locations of the district. As per the topographic survey and alignment design, the total length of the road is 32.735 km. Lakhimpur and Dhemaji is the administrative district in the state of Assam. Lakhimpur is bounded on the East by Dhemaji District and Subansiri River whereas Majuli District stands on the Southern side and Biswanath District is on the West. Dhemaji is located to the north of the river Brahmaputra and to the west is Lakhimpur, a district of Assam.

Several Common Property Resources (schools, colleges, temples, hospitals), anganwadi centres and rice mills were observed along the project road. Water bodies (ponds) were also observed along the project corridor. The project road has a single lane configuration with conditions varying from poor to fair and certain sections of the road has non-motorised roads.

3.2 Location and Features of the Sub-Project Road

The project road originates at Dhakuakhana and traverses through a number of settlements like Huzgaon, Jiamoria, Deolia Govindapur, Harhi Dimoruguri Gaon, Amaloguri, Heraipowa, Kothalguri, Borak miri, Borak Gaon, Bege Nagarha before ending at Telijan on NH-15 making T-Junction where the left side of the junction goes towards Lakhimpur and right side goes towards Dhemaji. The roads coming from nearby villages namely Kamagaon, Bhogamukh, Khopagua, Thekeraguri, Shimaludunga, Machkhowa Bathamari meet the project road. Also, it joins to the railway stations like Dhemaji. **Figure 2** shows the location map and alignment plotted on Google earth.



Figure 2: Map of Dhakuakhana to Telijan road



The Salient features of the project road are given in **Table 6** below:

Table 6: Summary of Road Components, Design Standard and Associated Facilities

Road Length	32.735 Km.
Alignment	Following the existing road alignment. Except some of the locations where geometric improvements are required.
Flyovers/overpasses/ROB	00 Nos. of ROB.
Bridges	02- Major Bridge, 05- Minor Bridges
Other Structures	<ul style="list-style-type: none"> • Pipe Culverts : 11 nos. • Slab Culverts: 10
Embankment Design	Embankment height established is having a 1m freeboard on 20 years frequency HFL Embankment height up to 3.0 m with 2H: 1V slope for embankment height from 3.0 m to 6.0 m with 1.5H: 1V slope. Construction of embankment of height more than 3.0 m, using borrow soil is recommended. However high embankment has been restricted within Row by providing retaining walls
Design Standard	As per IRC Codes and MORTH Guidelines. Vertical Clearance 0.60 m above HFL for bridges up to 30 m length 0.90m above HFL for bridges above 30 m length the discharges for which the bridge has been designed is maximum flood discharge on record for 100 years for major bridges and 50 years for minor bridges.
Speed	65Kmph to 80Kmph.
	Permissible: 80 km/h
Horizontal Curves	As per IRC: 73 -1980
Super Elevations	The maximum value of 7% for superelevation and 15% for side friction factor, the minimum radius for horizontal curves is 230m for design speed 80Km/hr.
Vertical Curves	Grade break of 0.5%, vertical curves will be provided. Length of the vertical curve will be restricted to minimum 50m
Carriageway	3.50 m wide carriageway with 0.20 m to 4 m Earthen Shoulder.
Associated/Linked Facilities	4 - Bus Bay, 4 - Bus Shelter with Rest area

Source: Detailed Project Report

3.3 Engineering Surveys & Investigations

Following surveys and investigations had been carried out on the subproject road for collection of data for incorporation in the Detailed project report (DPR) and evolve the design for improvement and up-gradation.

- Topographic surveys;



- Traffic surveys;
- Road and pavement condition survey and inventory;
- Culverts and bridges condition survey and inventories;
- Material surveys;
- Hydrology studies for new bridge structures;
- Geotechnical investigations & subsoil exploration for structures; and
- Existing utility surveys.

These surveys had been carried out in accordance with the guidelines in IRC: SP:19 to fulfill the requirement in the TOR.

3.4 Current and Projected Daily Traffic

Based on the Classified Volume Count (CVC), Turning Movement Count (TMC), Origin-Destination, and Axle Load Surveys conducted for the project and consistent with applicable IRC Guidelines the average annual daily traffic at the monitoring stations is shown in the table below. The Traffic Volume/Day (Base Year 2019-2020) data has been provided in **Table 7**. The present and projected traffic for future years is shown in **Table 8**.

Table 7: Traffic Volume/Day: (Base Year 2019-2020)

Sr. No.	Types of Vehicles	Annual Average Daily Traffic (AADT) (in Vehicles)	Annual Average Daily Traffic (AADT) (in PCU's)
1	Two Wheelers	2399	1200
2	3 Wheelers	339	339
3	Car/ Vans/ Jeeps	712	712
4	Mini Buses	026	039
5	Standard Buses	027	081
6	Tempo	120	180
7	LCV's (Goods)	001	002
8	2-Axle Trucks	015	045
9	3-Axle Trucks	003	009
10	Multi-Axle Trucks	002	009
11	Tractors with Trailer	019	086
12	Tractors Without Trailer	002	003
13	Cycle	788	394
14	Cycle Rickshaw	009	018
15	Animal Drawn	000	000
16	Others	002	002



Sr. No.	Types of Vehicles	Annual Average Daily Traffic (AADT) (in Vehicles)	Annual Average Daily Traffic (AADT) (in PCU's)
	Total	4464	3118

Source: Traffic study

Table 8: Present and Projected Traffic in the road section

Sr. No.	Year	Total Vehicles	Total PCUs
1	2019-2020	4464	3118
2	2020-2021	4719	3303
3	2021-2022	4993	3501
4	2022-2023	5285	3713
5	2023-2024	5597	3940
6	2024-2025	6876	4842
7	2025-2026	7298	5146
8	2026-2027	7749	5472
9	2027-2028	8233	5821
10	2028-2029	8752	6194
11	2029-2030	9308	6593
12	2030-2031	9831	6968
13	2031-2032	10387	7366
14	2032-2033	10978	7788
15	2033-2034	11607	8237
16	2034-2035	12274	8713
17	2035-2036	12922	9174
18	2036-2037	13606	9660
19	2037-2038	14330	10174
20	2038-2039	15095	10717
21	2039-2040	15904	11291
22	2040-2041	16718	11866
23	2041-2042	17577	12473
24	2042-2043	18482	13112



Sr. No.	Year	Total Vehicles	Total PCUs
25	2043-2044	19437	13785
26	2044-2045	20445	14495
27	2045-2046	21507	15244
28	2046-2047	22627	16032
29	2047-2048	23809	16864
30	2048-2049	25055	17740
31	2049-2050	26369	18664
32	2050-2051	27755	19637

Source: Traffic study

3.5 Proposed Improvement

Project Road will receive the following up-gradation under the project:

- Curvature improvement and realignment
- Widening
- Flexible pavement
- Rearrangement of junctions
- Roadside drains
- Bridge and cross drainage structures
- User facilities
- Traffic control and safety measures

3.5.1 Realignment and Curvature Improvement

Based on approved geometric standards the alignment plan of the existing road requires correction of existing sub-standard geometry at various locations. In plain or rolling terrain, a minimum curve radius as per design has been attempted to achieve design speed, however, an absolute minimum radius as per design is used at a location with space constraints like urban areas, structure approach, and other areas.

On sections with substandard geometry, improvements will require merging two or more existing curves resulting in a minor geometric realignment to achieve the desired geometric standards. Horizontal will be modified to accommodate the required rate of super-elevation and provide smooth riding quality. However, at locations with space constraints design speed has been restricted as low as 65 km/h.

3.5.2 Proposed Cross Section Details

Carriageway Width: The carriageway configuration of two lanes with a paved and hard shoulder is proposed for the project road having a 7.0 m carriageway width.



Shoulder: Paved Shoulder and Earthen shoulders are proposed to be 1.5m and 1.0m respectively on both sides of the Carriageway.

Footpath: The minimum width of footpath in urban stretches is proposed to be 1.5m. The side drain in such stretches may be accommodated under the footpath.

Utility Corridor: The minimum width of the utility corridor will be 1.0m.

Embankment Slopes: Side slopes shall not be steeper than 2H:1V.

The typical Cross Sections for the proposed project road are shown in the following figures.



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

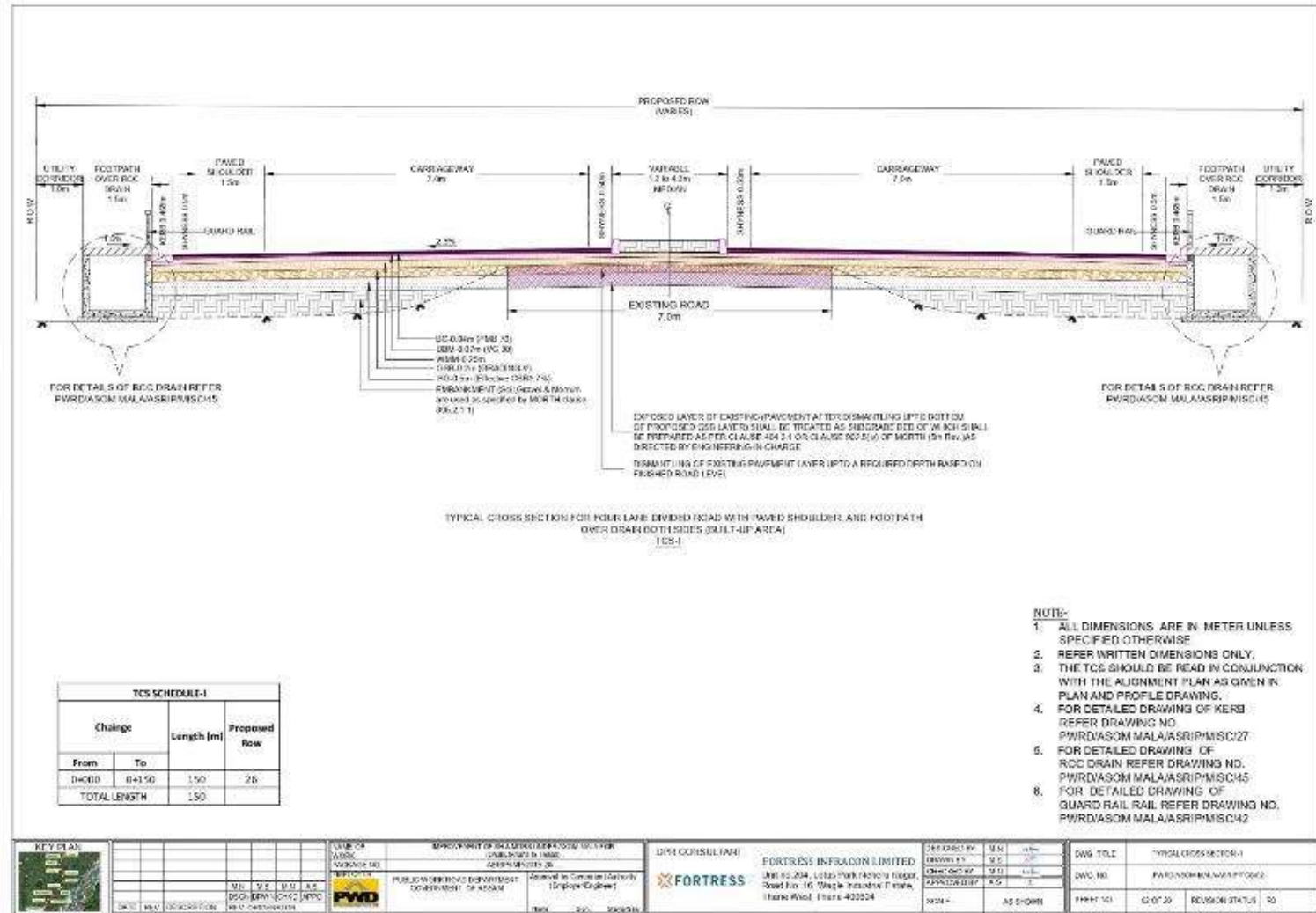


Figure 3: Typical Cross Section (Type-I)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

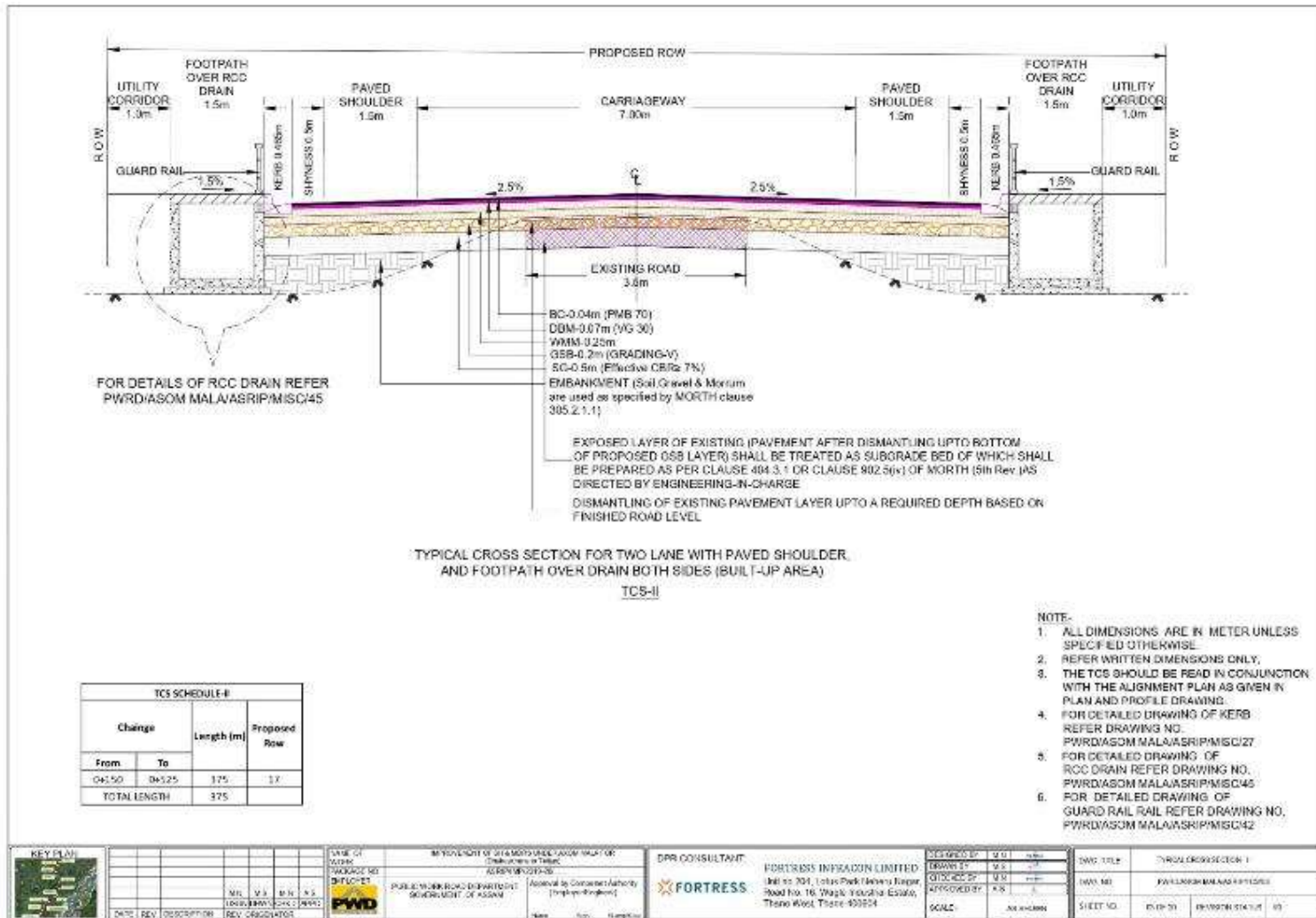


Figure 4: Typical Cross Section (Type-II)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

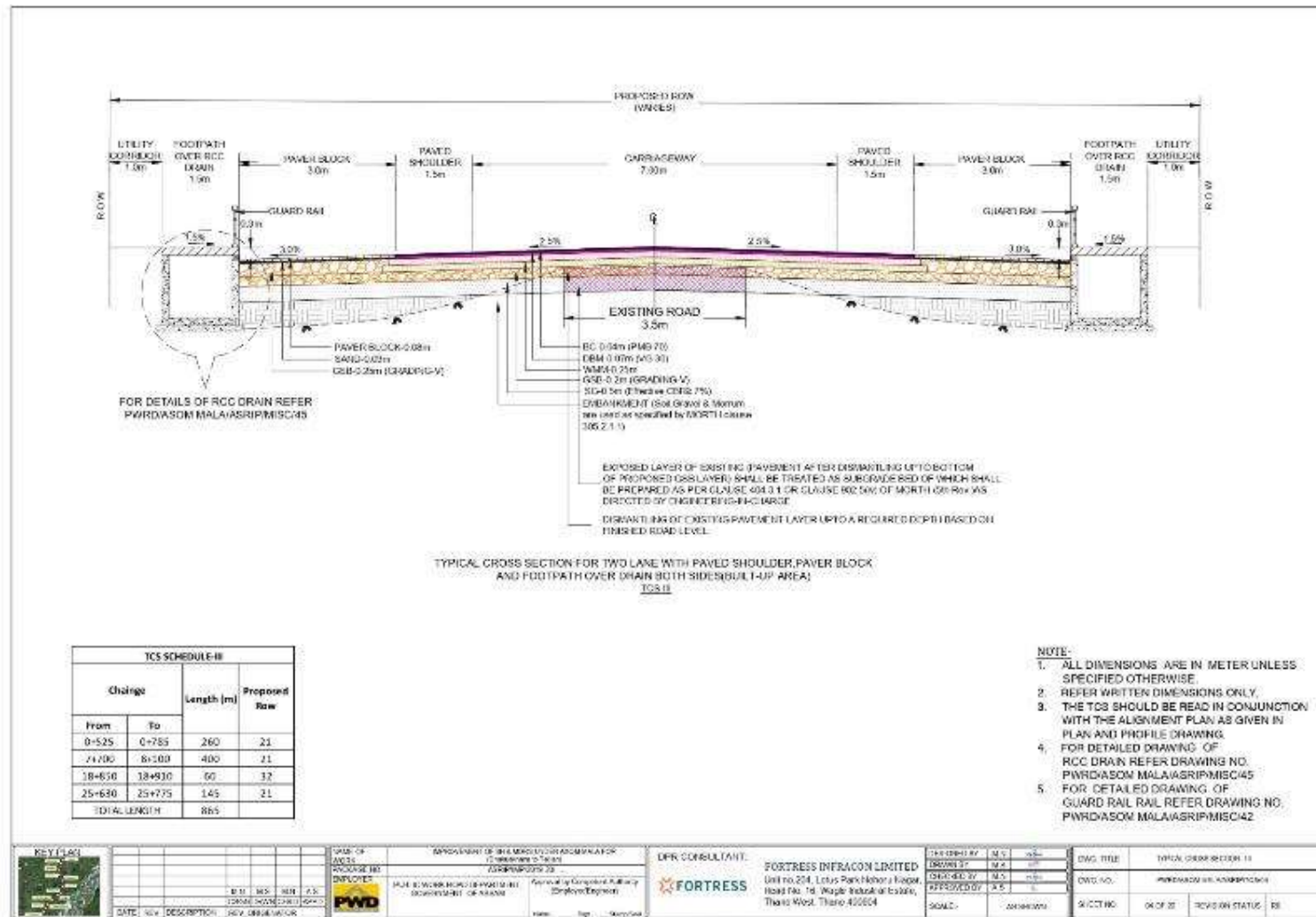


Figure 5: Typical Cross Section (Type-III)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

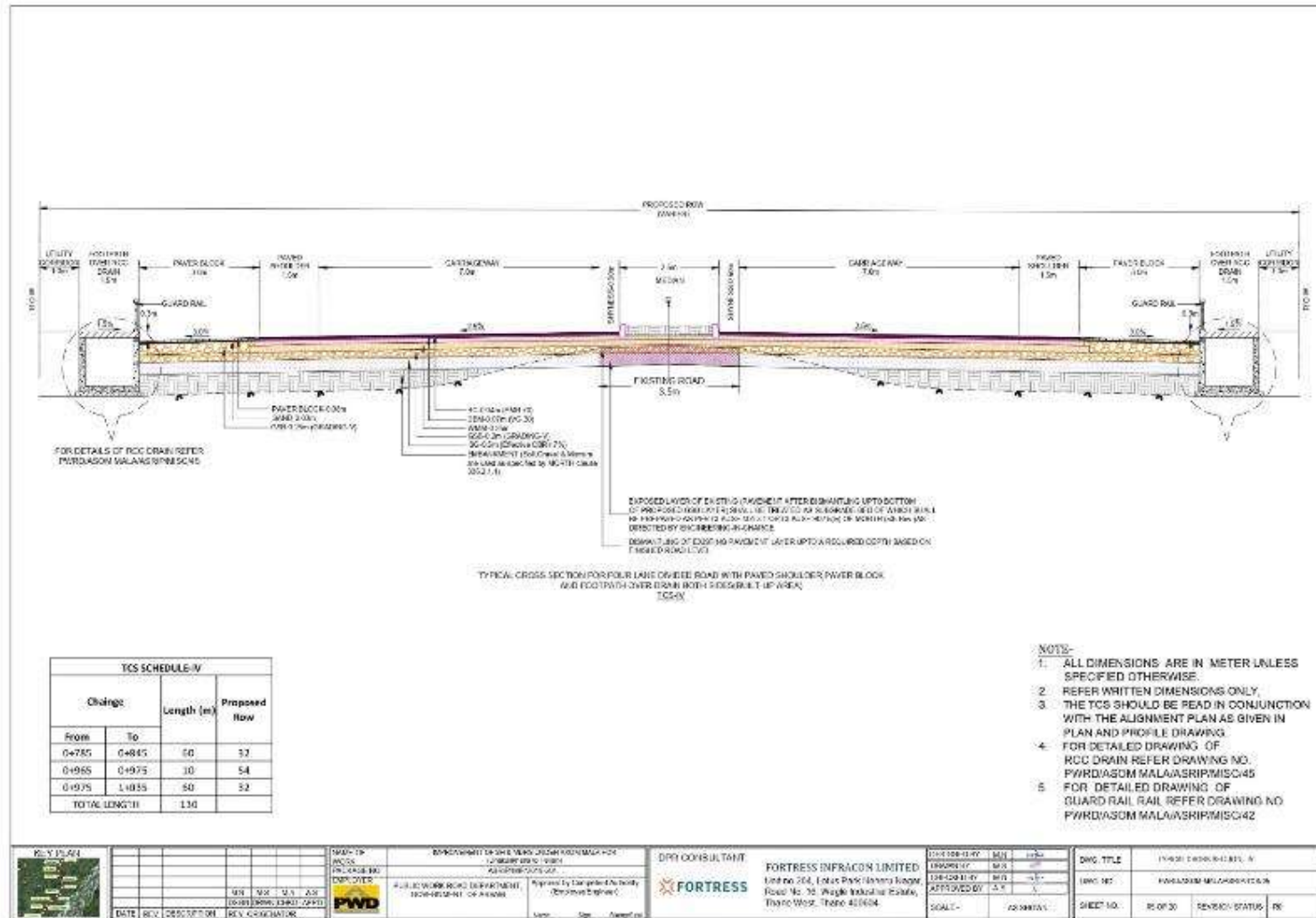


Figure 6: Typical Cross Section (Type-IV)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

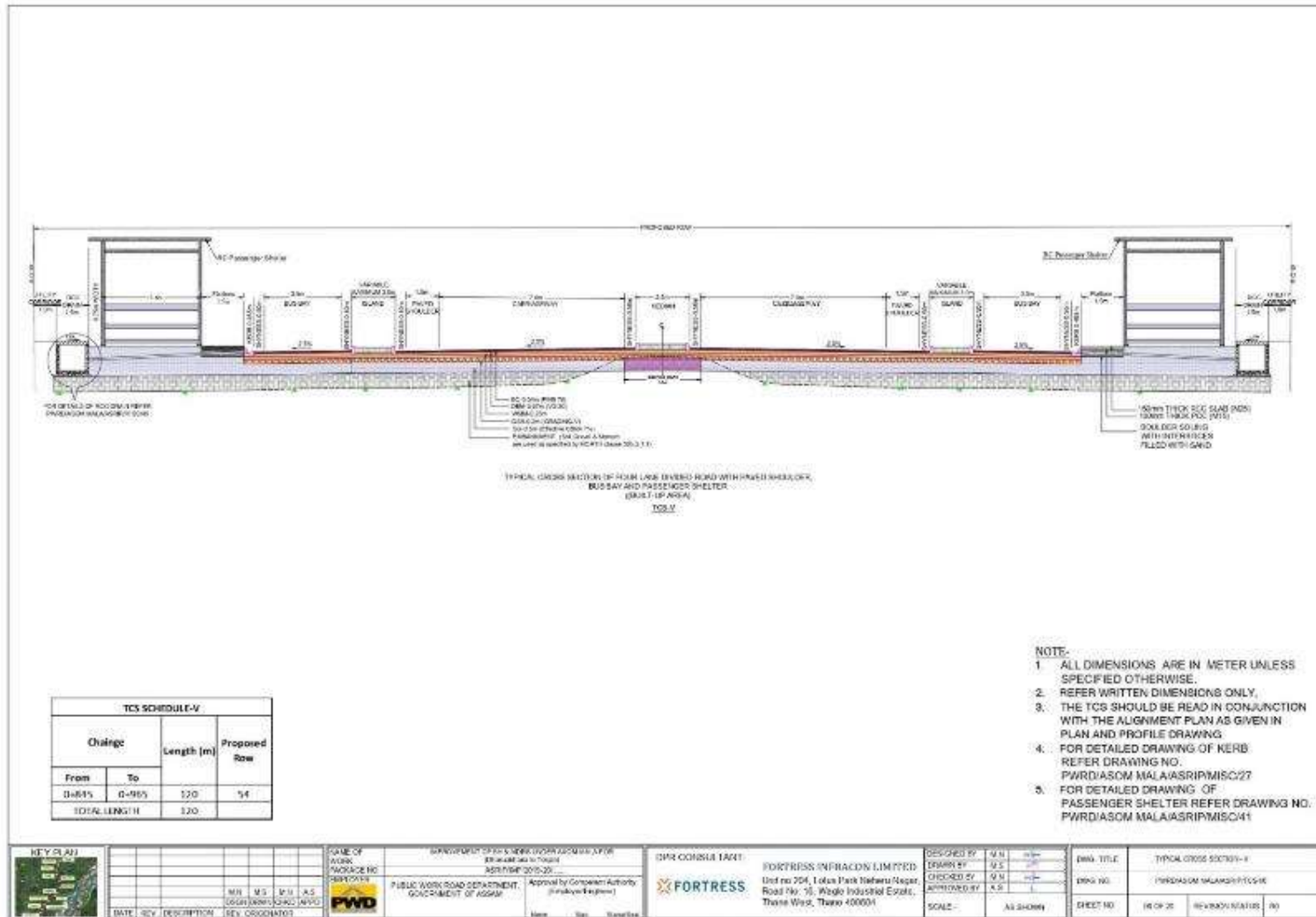


Figure 7: Typical Cross Section (Type-V)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

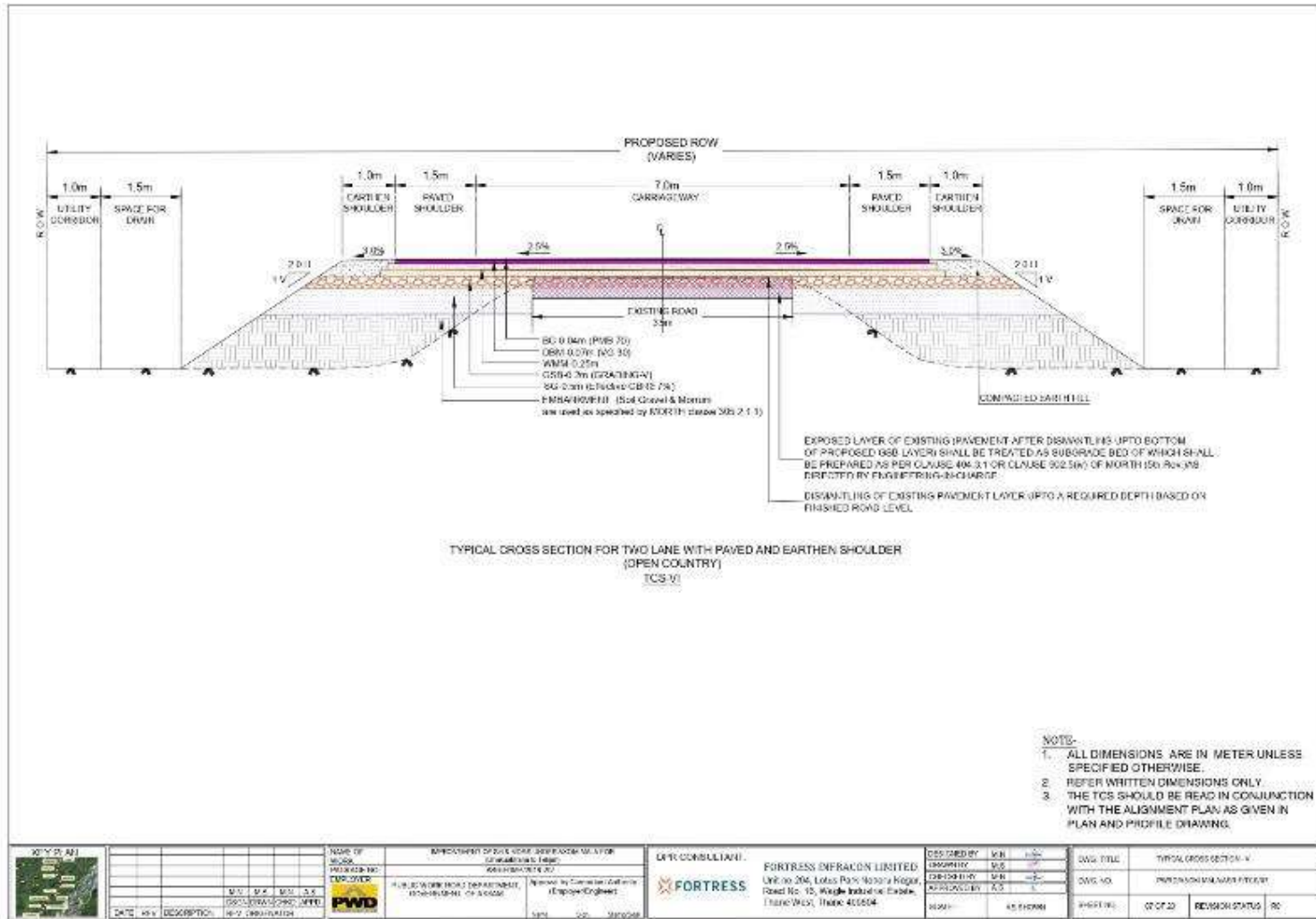


Figure 8: Typical Cross Section (Type-VI)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

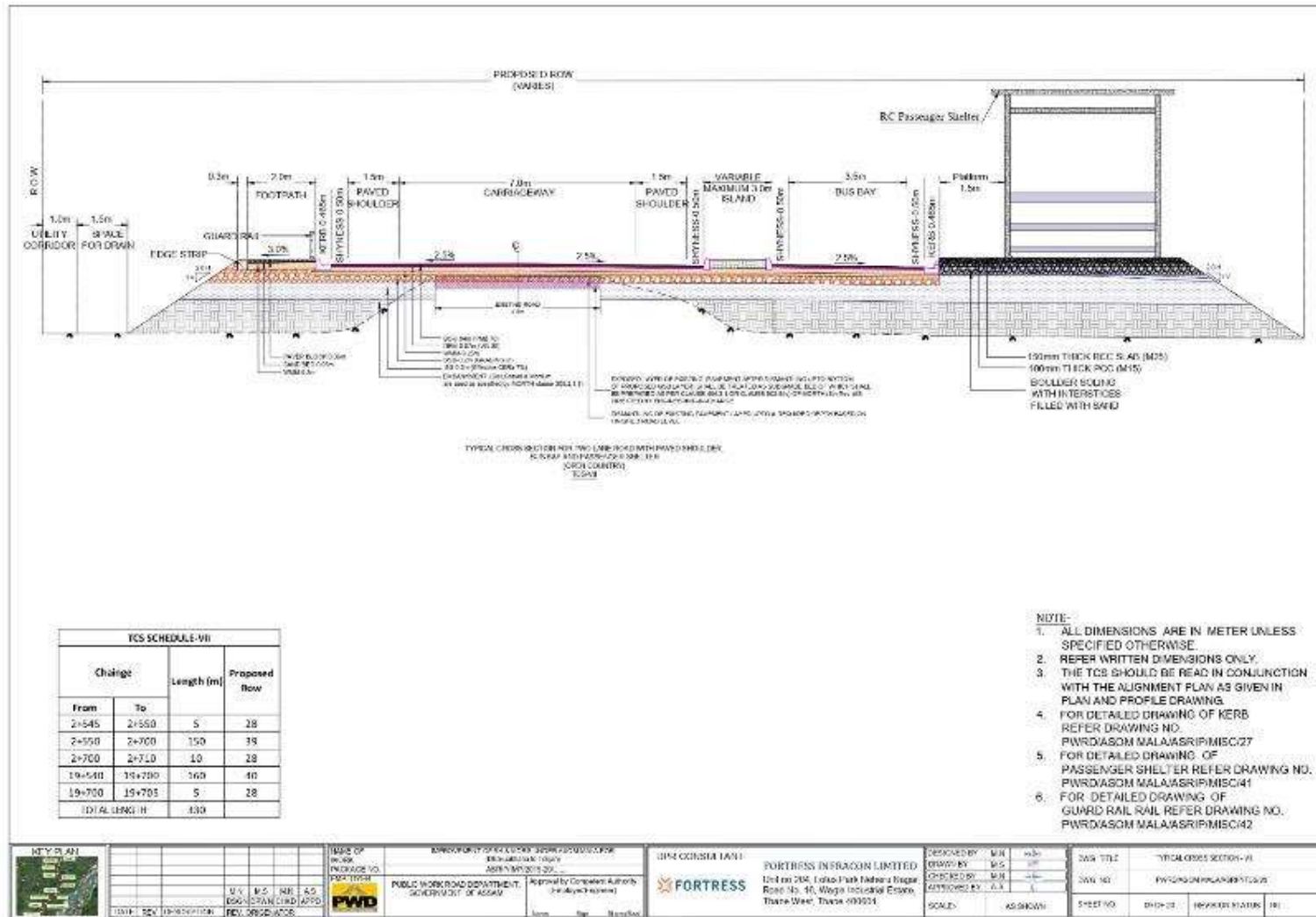


Figure 9: Typical Cross Section (Type-VII)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

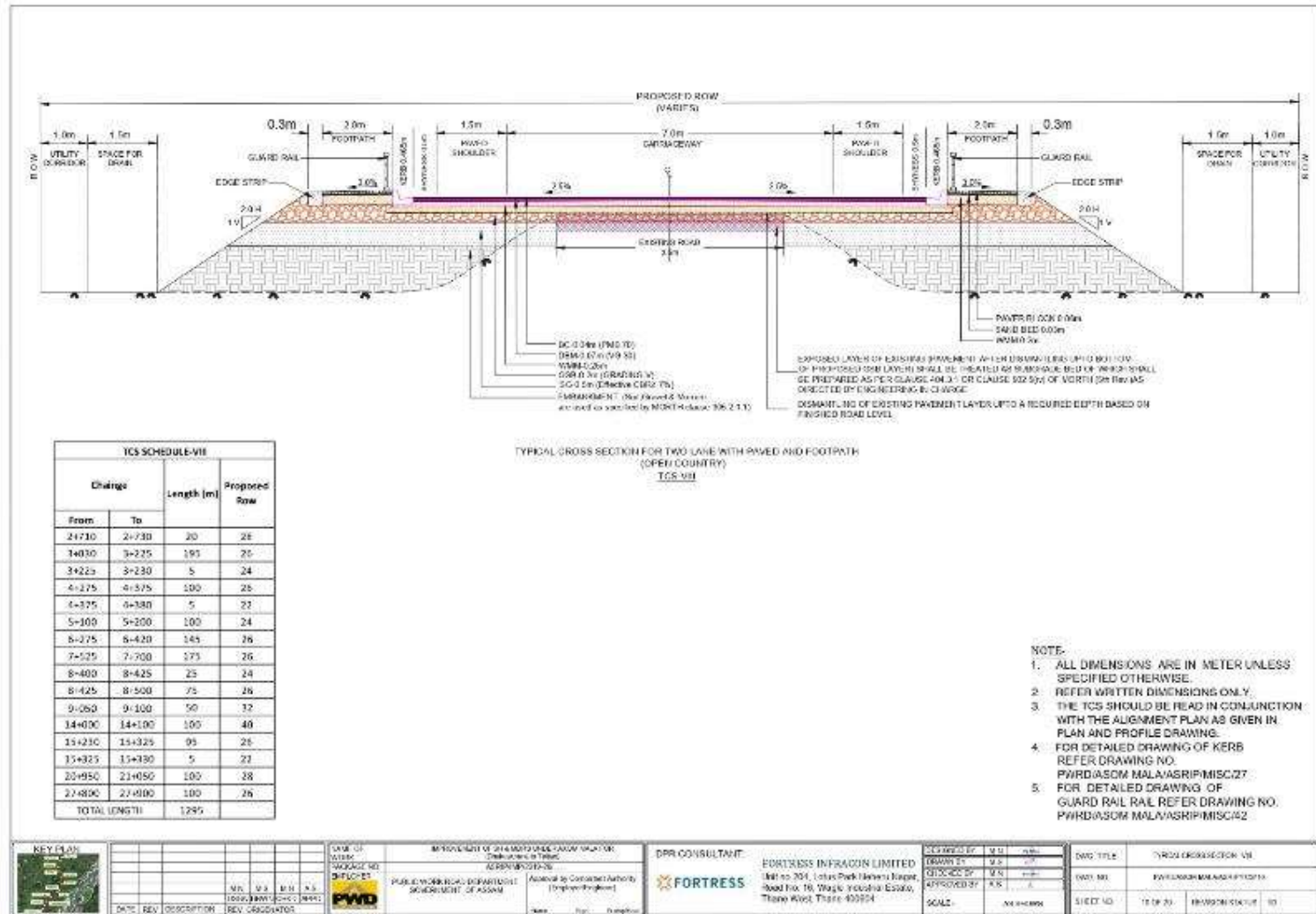


Figure 10: Typical Cross Section (Type-VIII)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

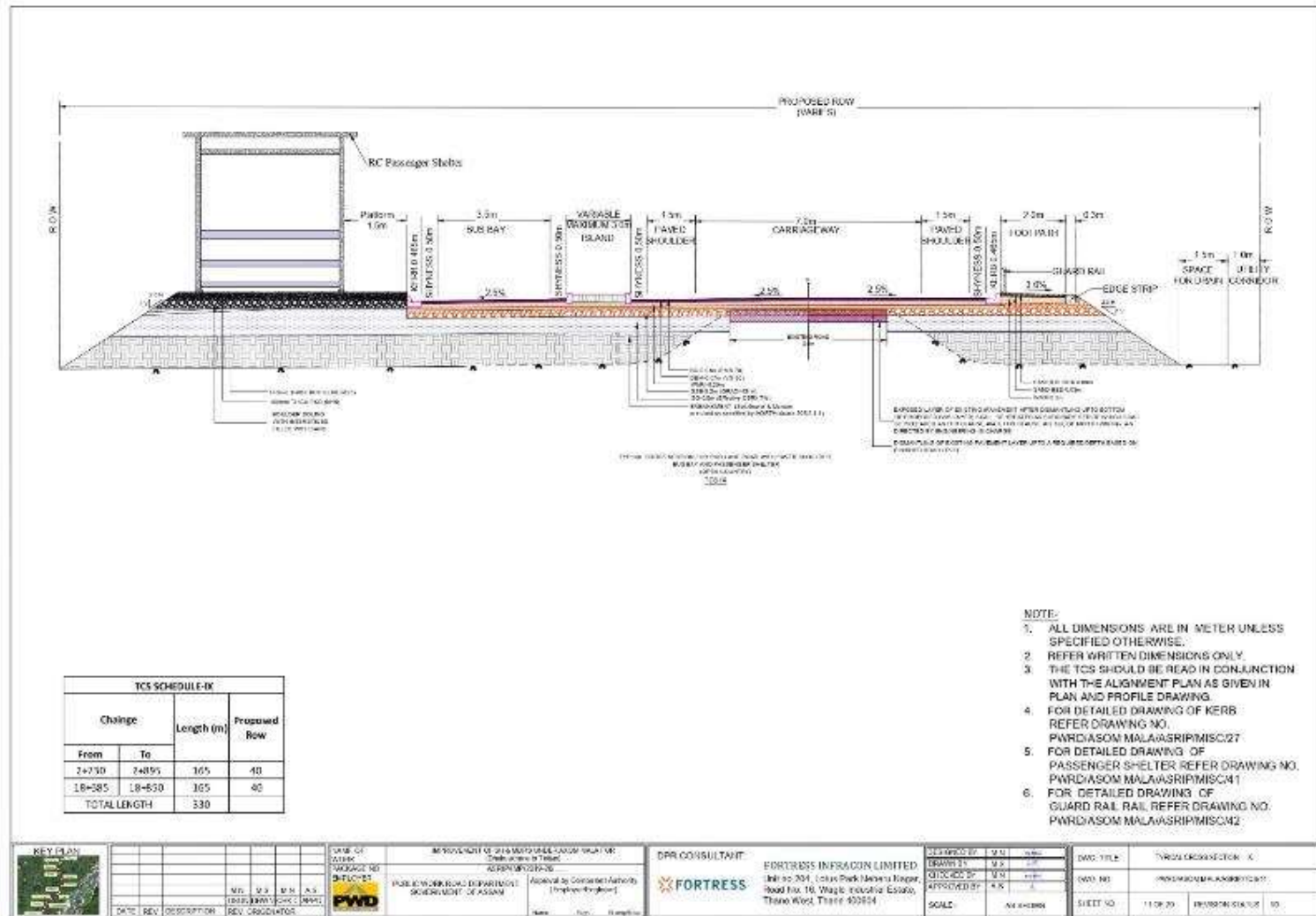


Figure 11: Typical Cross Section (Type-IX)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

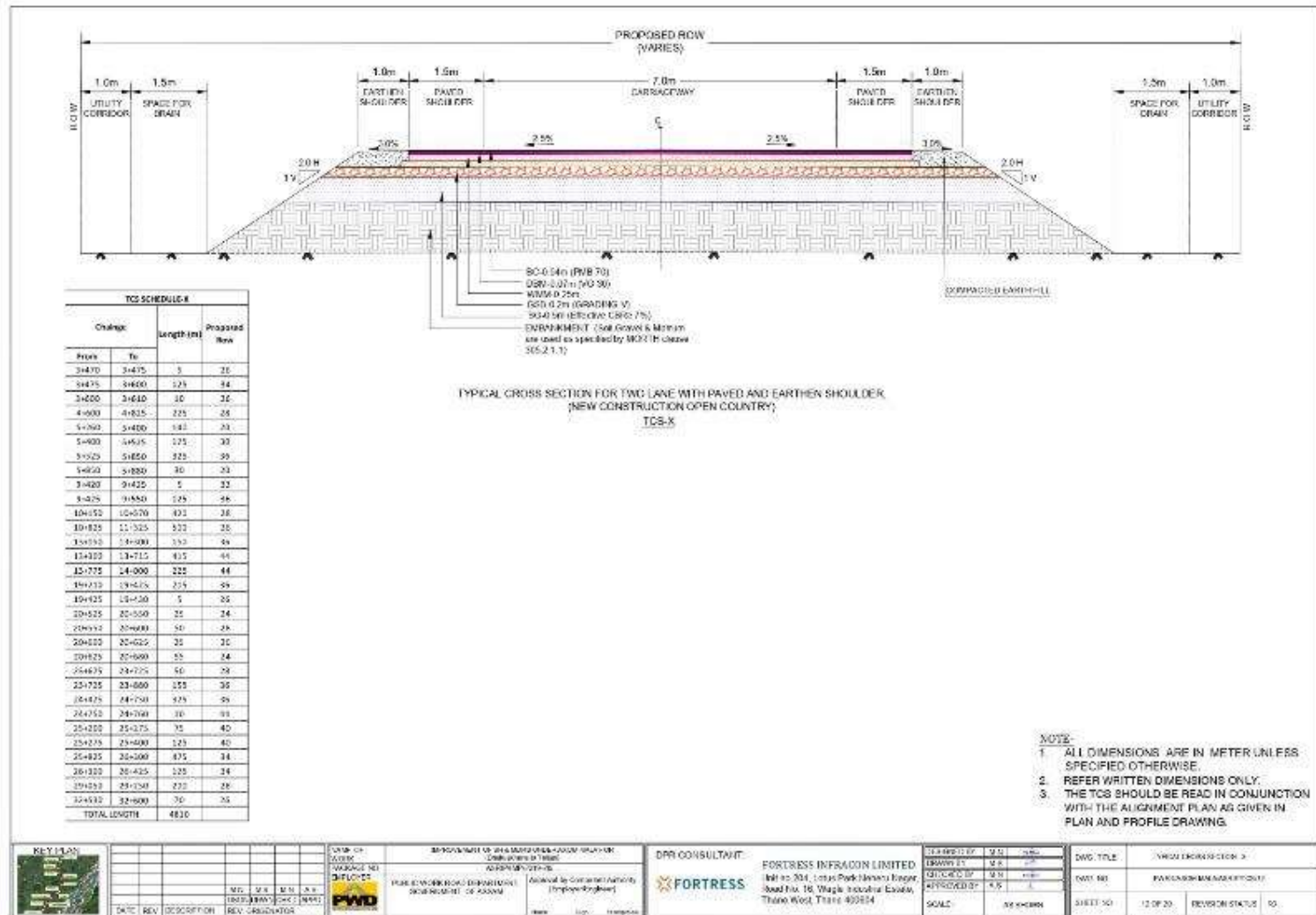


Figure 12: Typical Cross Section (Type-X)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

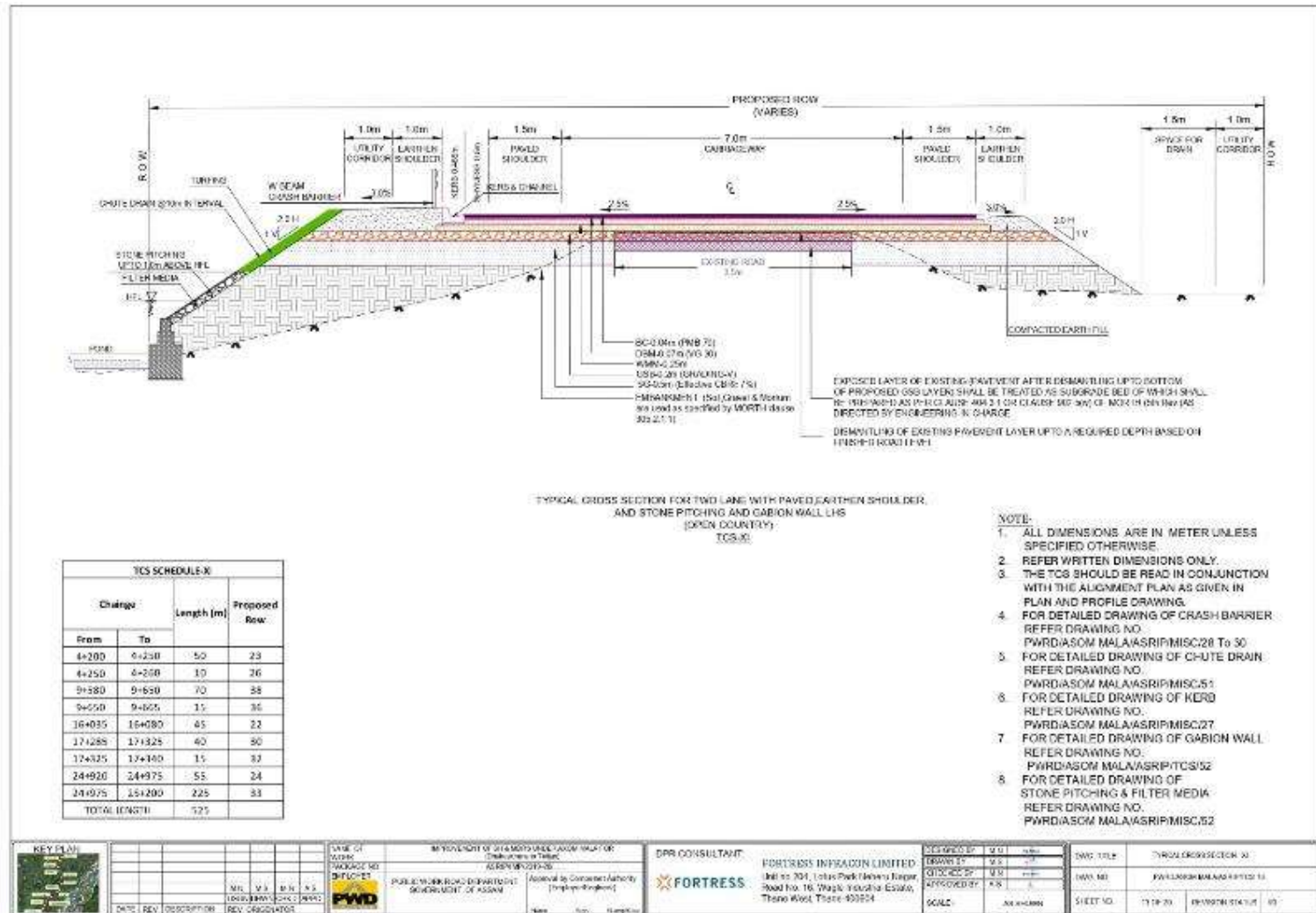


Figure 13: Typical Cross Section (Type-XI)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

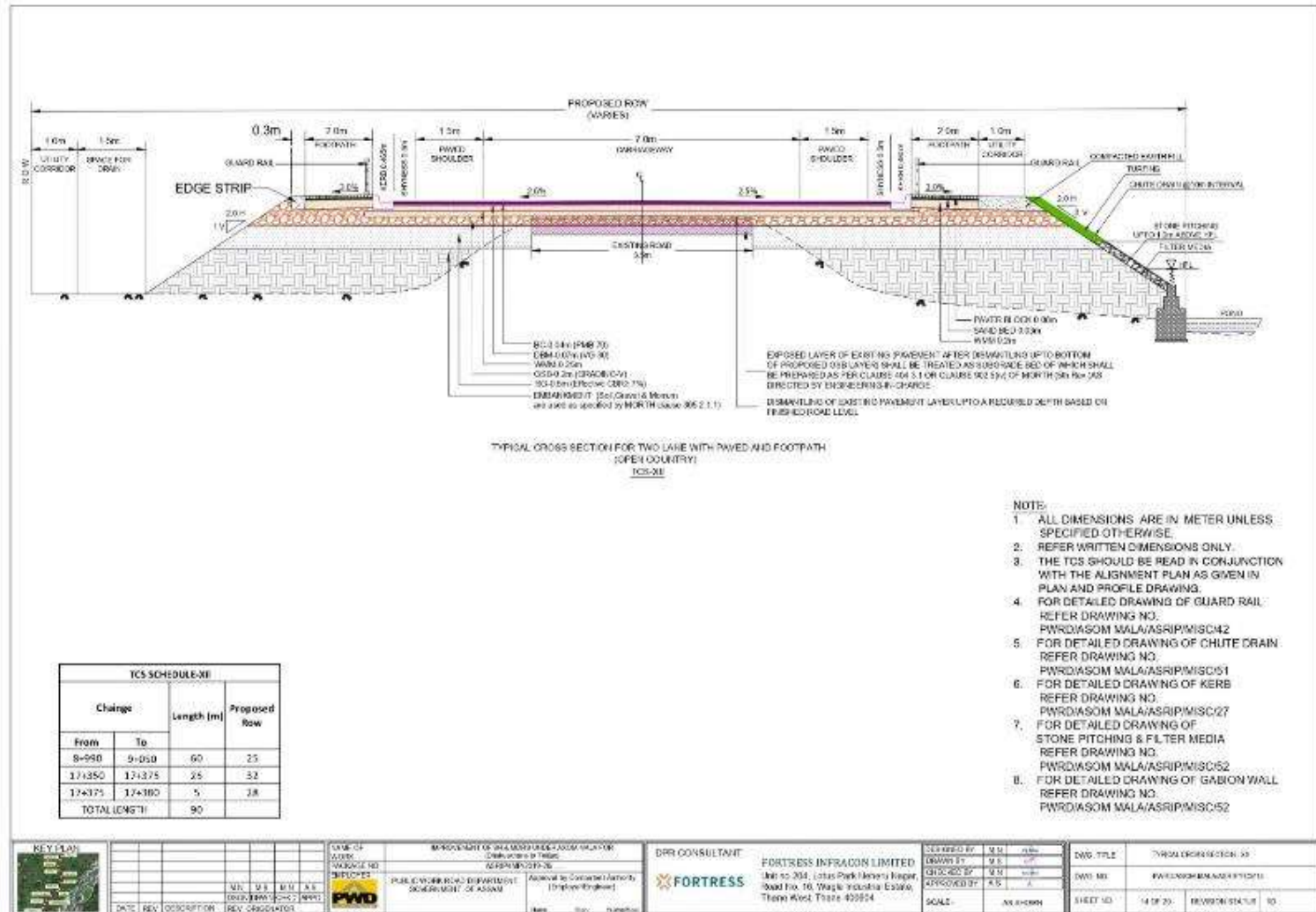


Figure 14: Typical Cross Section (Type-XII)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

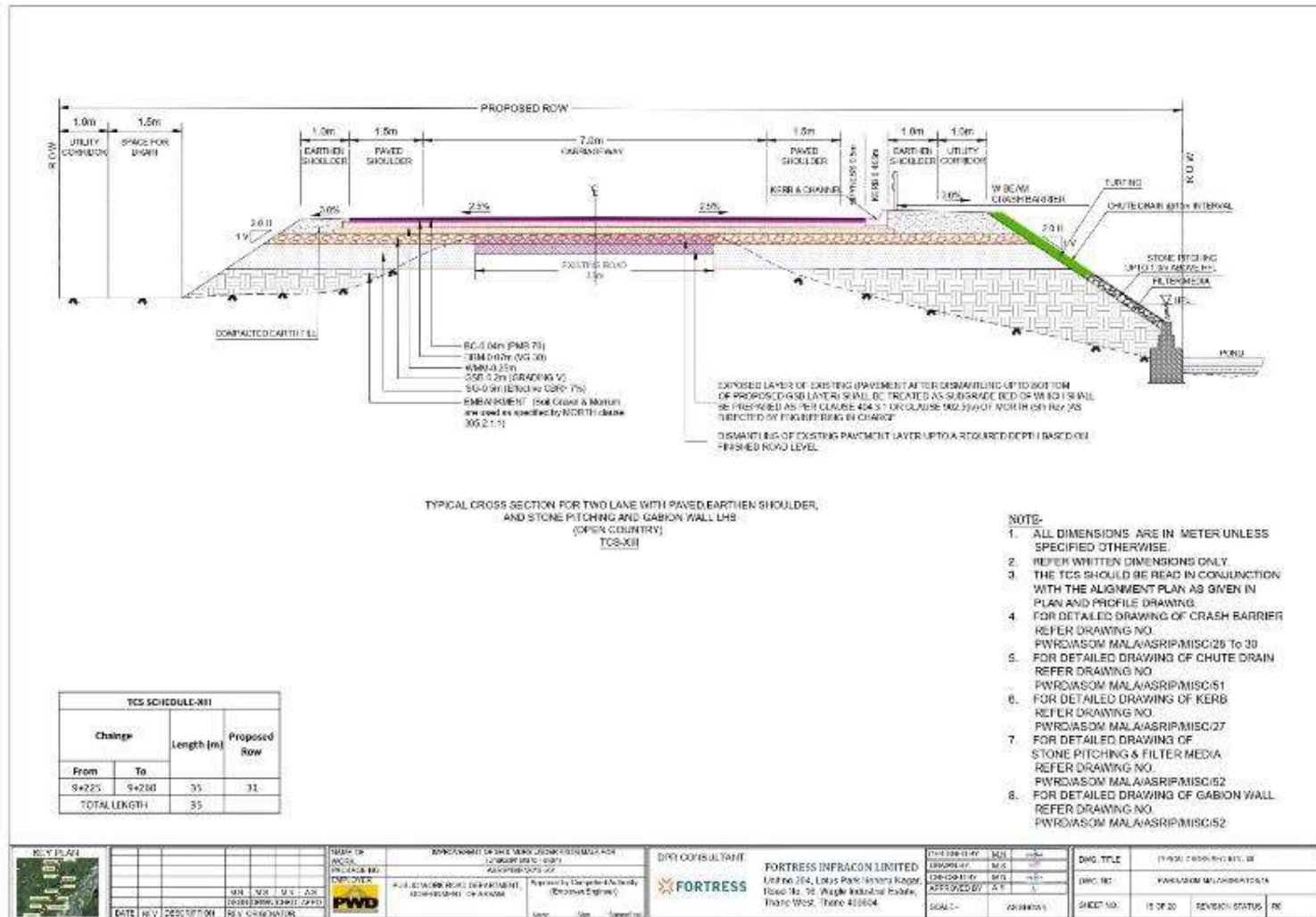


Figure 15: Typical Cross Section (Type-XIII)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

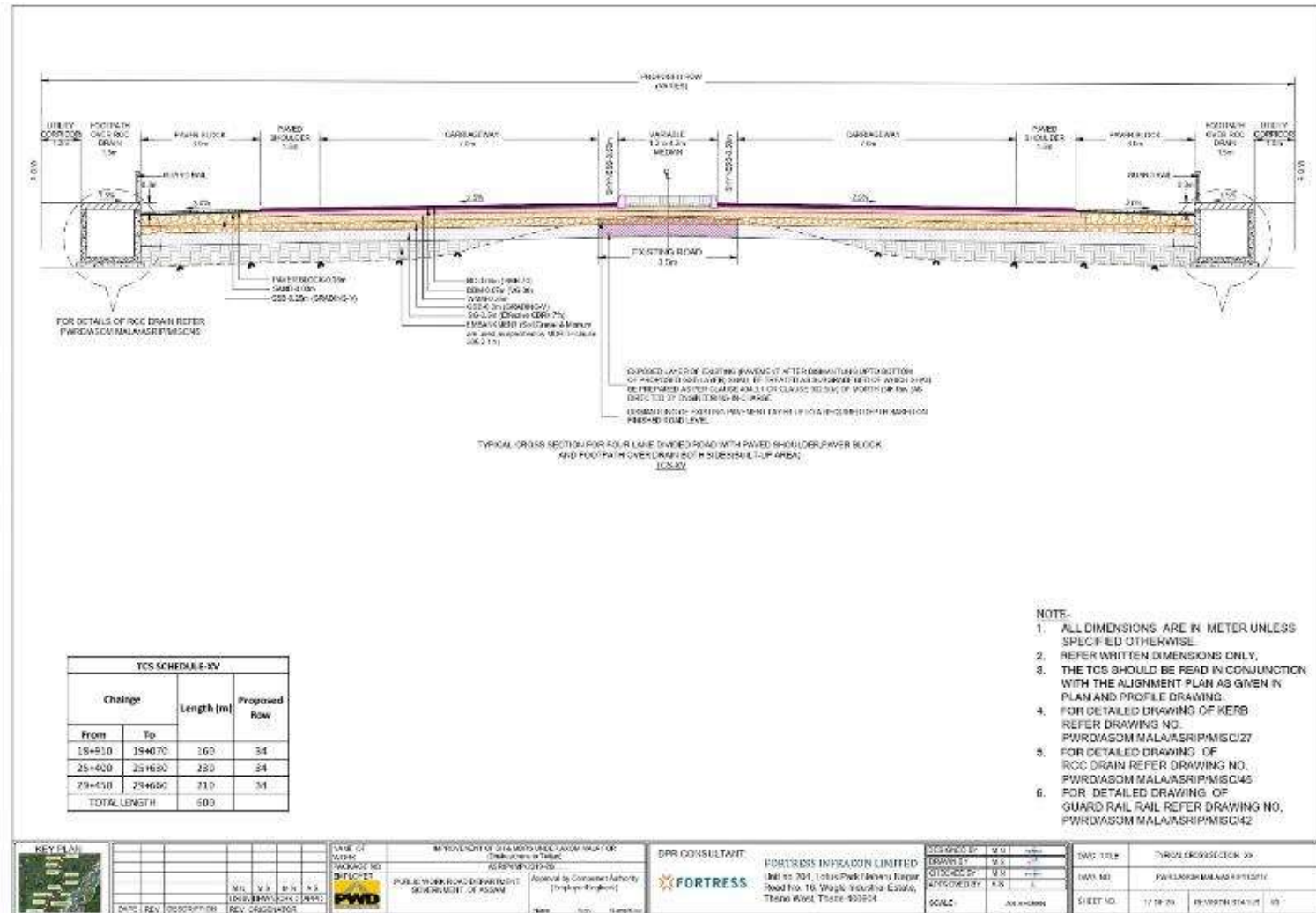


Figure 16: Typical Cross Section (Type-XV)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

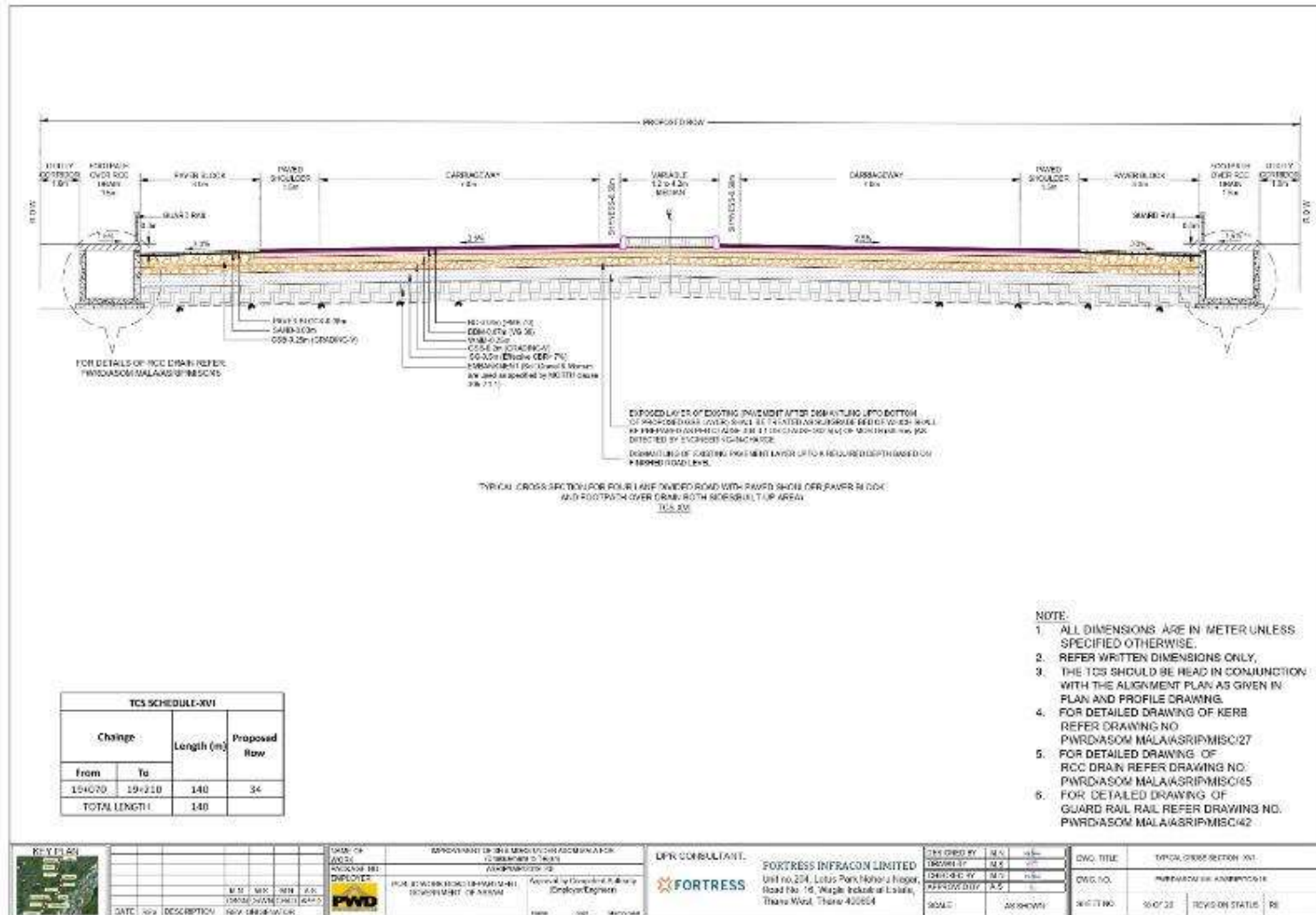


Figure 17: Typical Cross Section (Type-VXI)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

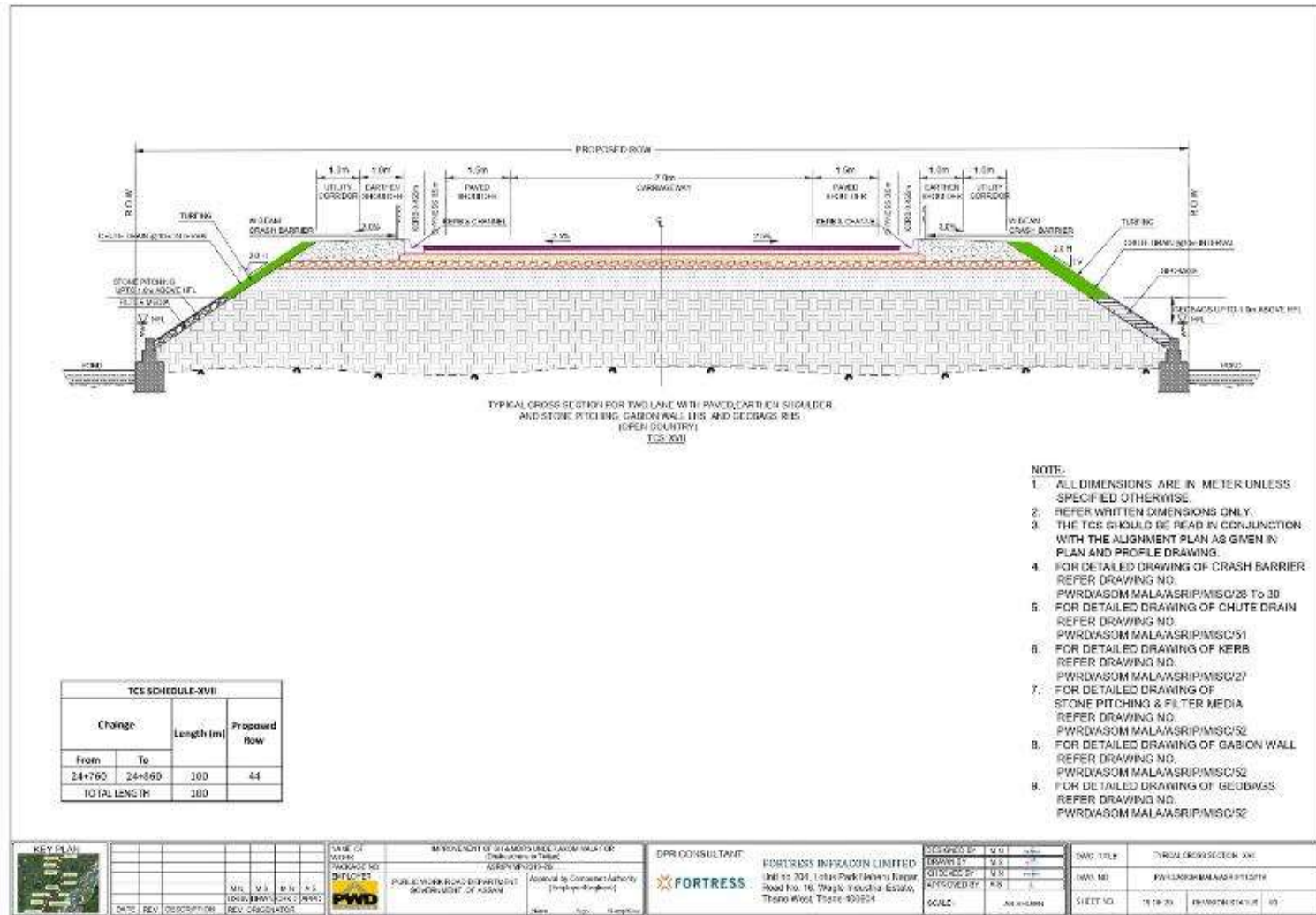


Figure 18: Typical Cross Section (Type-VXII)



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

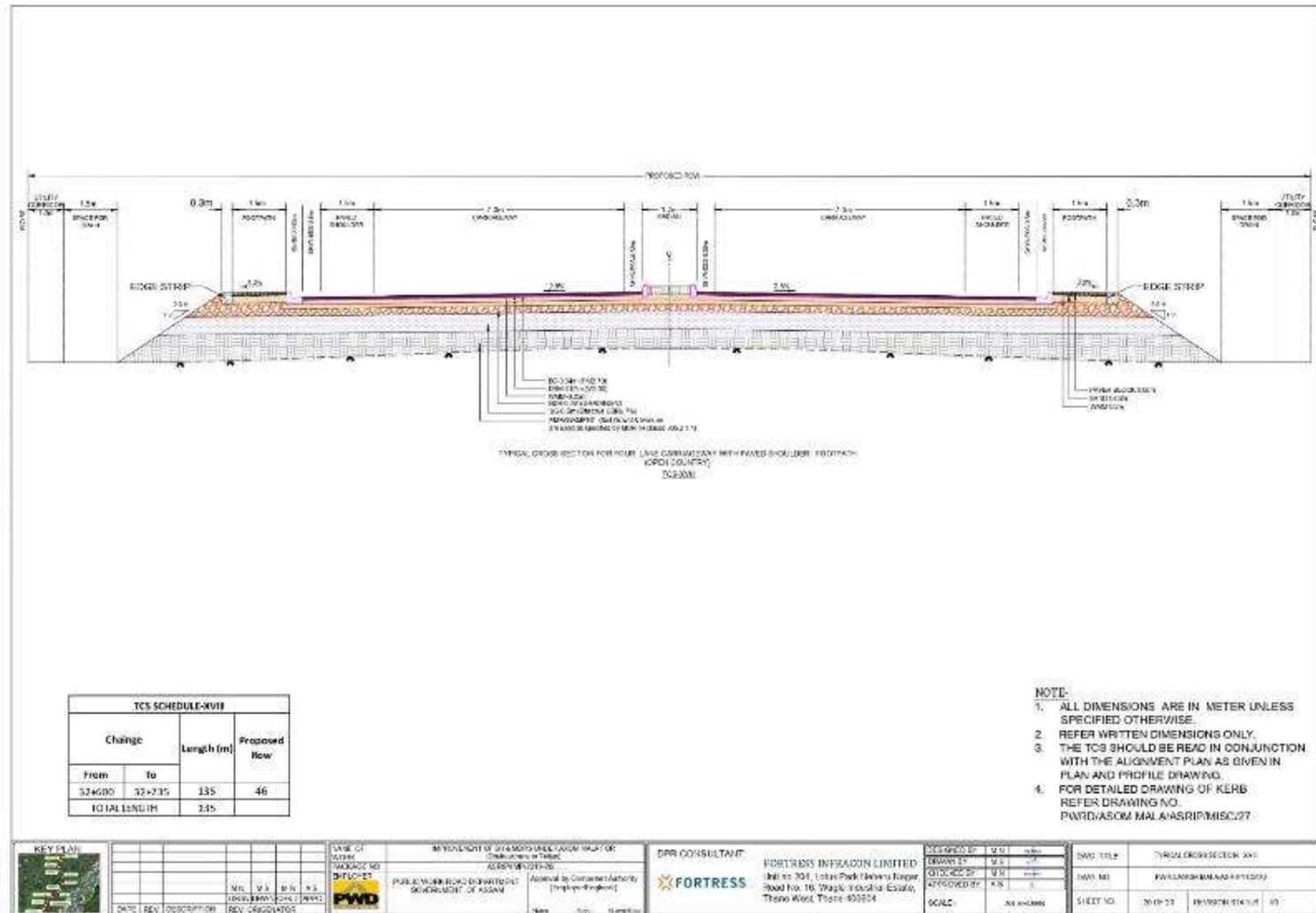


Figure 19: Typical Cross Section (Type-VXIII)



3.5.3 Design of Road Side Drains

In built-up areas, to facilitate proper drainage of surface run-off, road-side covered RCC drains will be constructed as per IRC guidelines.

3.5.4 Pavement Design

The project road envisages two-lane carriageways with hard shoulders and upgrading of the existing pavement to carry the anticipated traffic over the design period. This would involve the construction of new pavement on the widened side and strengthening and rehabilitation of the existing pavements. Flexible asphalt pavement is proposed for the major part of the project road. The applicable IRC Guidelines would be used for this purpose, but using another internationally accepted design method (s) to ensure that the recommended design is the most appropriate.

3.5.5 Traffic Control and Safety Measures

In addition to adequate provisions for roadway width, geometric elements, and junction improvement, the following provisions will enhance the safety of road users. Due consideration has been made for the provisions contained in IRC: SP 44-1996, "Highway Safety Code". Also, other various measures have been proposed to increase traffic control for the High-speed road.

3.5.5.1 Road Markings

Road markings perform the important function of guiding and controlling traffic on a highway. The markings serve as psychological barriers and signify the delineation of traffic paths and their lateral clearance from traffic hazards for safe movement of traffic. Road markings are therefore essential to ensure smooth and orderly flow of traffic and to promote road safety. The Code of Practice for Road Markings, IRC: 35-2015 will be used in the study as the design basis.

The location and type of marking lines, material and colour is followed using IRC: 35-2015 – "Code of Practice for Road Markings".

The road markings are carefully planned on carriageways, intersections, parking and bridge locations.

3.5.5.2 Road Signages- Cautionary, Mandatory and Informatory Signs

Cautionary, Mandatory and Informatory signs are provided depending on the situation and function they perform in accordance with the IRC: 67-2012 guidelines for Road Signs. Overhead and Cantilever gantry sign boards are proposed at appropriate locations.

3.5.5.3 Kilometre Stone Details

The details of kilometre stones are in accordance with IRC: 8-1980 guidelines. Kilometre stones are located on the left-hand side of the road as one proceeds from the station from which the Kilometre count starts. On divided roads with a central median, kilometre stones should be provided at the left on both sides of the road i.e., independently for each direction of travel. Kilometre stones shall be fixed at right angles to the centre line of the carriageway.



3.5.5.4 200 m Stones and Boundary Stones

The details of 200m stones and boundary stones conform to IRC: 26-1967 and IRC: 25-1967 respectively. 200m stones are located on the same side of the road as the kilometre stones. The inscription on the stones shall be the numerals 2,4,6 and 8 marked in an ascending order in the direction of increasing kilometrage away from the starting station. The numerals shall be 80mm high. The colour of the numerals shall be black on a white background. Boundary stones shall be located on either side of the road opposite every 200m stone and kilometre stone. In addition, these shall be fixed at all angular points of the boundary. Where the boundary is on a curve or the land is of significant value and likely to be encroached upon, the boundary stones, as required, shall be installed at closer intervals.

3.5.5.5 Crash Barrier

Metal Beam Crash Barrier is proposed at locations where the embankment height is more than 3.0m, at horizontal curves of radius less than 230m and also at major bridge approaches.

3.5.5.6 Rumble Strips

The Road Humps are formed by providing a rounded hump of 3.7m width (17m radius) and 0.15m height for the preferred advisory crossing speed of 25kmph for general traffic as per the IRC: 99-1988 guidelines. The basic material for construction is open premix bituminous surfacing on minor roads or perpendicular arms about 25m away from the inner edge of the carriageway. Proper signs boards and markings are provided to caution the drivers in advance of the situation. Road humps are extended across carriageway up to the edge of paved shoulder.

Rumble Strips are formed by a sequence of transverse strips laid across a carriageway. Maximum permitted height of 15mm provided no vertical face exceeds 6mm. These rumble devices produce audible and vibratory effects to alert drivers to take greater care and do not normally reduce traffic speeds in themselves. The typical design details of rumble strips proposed are transverse strips of open premix bituminous surfacing 500mm wide and overall thickness 15mm laid across a carriageway up to the end of paved shoulder. There will be 6 such transverse strips spaced at 1.0m c/c. Rumble strips are proposed in advance of:

- Sharp curves with radius less than 170m.
- Transition zones (speed limit zones).
- Village/urban approaches.

Proper sign boards and marking are proposed to advise the drivers in advance of the situation.

3.5.6 Wayside Amenities

Wayside Amenities like Bus Shelters, Bus Bays are provided as mentioned in **Table 9** and **Table 10**, Solar Street Lights are proposed at Major & Minor Junctions. Overhead Gantry is proposed at start and end of the project road and Cantilever Gantry are proposed at all the Major Junctions.



Table 9: Bus Bay Details

Sr. No.	Location	Design Chainage (km)	Side	Remarks
1	Machkhowa	18+690	LHS	-
2	Machkhowa	19+605	RHS	-
3	Butikur	25+190	LHS	-
4	Butikur	25+960	RHS	-

Source: Detailed Project Report

Table 10: Bus Shelter Details

Sr. No.	Location	Design Chainage (km)	Side	Proposal
1	Bengenagarha No. 1	21+520	RHS	Bus Stop with Signpost
2	Hathipara	27+050	LHS	Bus Stop with Signpost
3	Singimari	29+430	RHS	Bus Stop with Signpost
4	Singimari	29+900	LHS	Bus Stop with Signpost

Source: Detailed Project Report

3.5.7 Improvement Proposal for Cross Drainage Structure

Inventory details of existing cross drainage (CD) structures in all the stretches of the project road have been collected during the site visit. A total of 27 numbers of CD structures were observed in project road which needs to be reconstructed or widened. 1 new MNB will be constructed.

3.6 Analysis of Alternatives

The existing road section has poor riding conditions with poor drainage and poor geometry which are seriously impacting and deteriorating the road surface. The poor road conditions, population growth, increase in traffic volumes and the economic development along the project corridor would continue to occur and will exacerbate the already critical situation. The existing unsafe conditions and the adverse environmental consequences, in terms of the environmental quality along the roads, would continue to worsen in the absence of the proposed improvements.



3.6.1 With Project and Without Project Scenario

With Project Scenario: The “with project” scenario includes the widening of the existing road section to two-lane carriageways with paved and earthen shoulder configuration. The “with project” scenario has been assessed to be economically viable and will alleviate the existing conditions. To avoid the large-scale acquisition of land and properties, the project envisages the widening of the existing road alignment to minimize the loss of properties and livelihood of the PAPs. It would thereby, contribute to the development goals envisaged by the Government of India, and enhance the growth potential of the state as well as the project region.

Without Project Scenario: In the case of “without project” scenario, the existing road with single lane to intermediate carriageway width will be considered as it is. Considering the present traffic volume and potential for growth in the near future, the capacity of the present road is insufficient for handling expected traffic volume and calls in for immediate improvements.

The existing road section has poor riding conditions with poor drainage conditions and poor geometry. The poor road conditions, population growth, increase in traffic volumes and the economic development along the project corridor would continue to occur and will exacerbate the already critical situation. The existing unsafe conditions and the adverse environmental consequences, in terms of the environmental quality along the roads, would continue to worsen in the absence of the proposed improvements.

Therefore, the no-action alternative is neither a reasonable nor a prudent course of action for the proposed project, as it would amount to a failure to initiate any further improvements and impede economic development. Hence the “With” project scenario with minor reversible impacts is an acceptable option than the “Without” project scenario. The implementation of the project therefore will be advantageous to achieve the all-around development of the economy and progress of the State.

3.6.2 Bypass and Realignment Proposal

The road passes through semi built-up and built-up areas for most of its length and some agricultural areas are observed as well. The existing road section has poor riding conditions with poor drainage and poor geometry which are seriously impacting and deteriorating the road surface. The poor road conditions, population growth, increase in traffic volumes and the economic development along the project corridor would continue to occur and will exacerbate the already critical situation. The existing unsafe conditions and the adverse environmental consequences, in terms of the environmental quality along the roads, would continue to worsen in the absence of the proposed improvements.

Detailed analyses of the alternatives have been conducted taking into account both with and without project. The project road work involves improvement and up-gradation of the existing road. No alternate alignments were accessed for the Dhakuakhana to Telijan road. 6 realignment has been proposed in the entire project stretch. The realignments have been proposed to improve the geometric design of the road and to achieve the design speed. The project road will provide a better level of service in terms of improved riding quality and



smooth traffic flow. It will facilitate access to different parts of the region and improve the economic status of the region. The improvement of the existing road section is considered to be the best possible alignment. The proposed strengthening of the road is likely to have a positive impact on the economic value of the region. However, there is a certain environmental and social issue, these need to be mitigated for sustainable development.

The details of the realignment proposals for the project road are presented in **Table 11**.



Table 11: Details of Realignment

Sr. No.	Start Point		End Point		Length of Realignment (km)	Justification for Realignment
	Place	Existing Chainage	Place	Existing Chainage		
1. Realignment no. 1						
Existing Alignment	Deolia Govindpur	5+250	No. 1 Thekeraguri	5+825	0.575	i. The existing road alignment experiences a sharp curve at Ch. 5+800, making it an accidental spot which is subsequently removed after realignment. ii. Design speed with existing alignment would have been constricted to 20 kmph. However, with realignment, the design speed is increased to 80 kmph. iii. Realignment improves the approaches of the retained bridge. iv. After Realignment, comparatively a less number of trees will be cut.
New Alignment	Deolia Govindpur	5+250	No. 1 Thekeraguri	5+880	0.630	
2. Realignment no. 2						
Existing Alignment	Heraipowa	13+125	Heraipowa	13+650	0.525	i. The realignment follows the approaches of under construction bridge to maintain the requirements of a high-speed corridor. ii. Less number of existing structures are impacted due to realignment. iii. After Realignment, comparatively less number of trees will be cut.
New Alignment	Heraipowa	13+100	Heraipowa	13+715	0.615	



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Start Point		End Point		Length of Realignment (km)	Justification for Realignment
	Place	Existing Chainage	Place	Existing Chainage		
3. Realignment no. 3						
Existing Alignment	Machkhowa	19+075	Machkhowa	19+450	0.325	<ul style="list-style-type: none"> i. As the alignment passes through market area, the number of structures to be affected due to widening is reduced due to realignment which in turn reduces the R&R issues. ii. A major junction is proposed at Ch. 19+070 and to adhere to the Codal provisions for junction development, the realignment is proposed. iii. Following the existing alignment would have led to the demolishing of a Government building which is avoided due to realignment.
New Alignment	Machkhowa	19+200	Machkhowa	19+420	0.220	
4. Realignment no. 4						
Existing Alignment	Butikur	24+200	Butikur	25+650	1.45	<ul style="list-style-type: none"> i. Realignment undertaken for improvement in road geometry and removal of accidental spots ii. Design speed with existing alignment would have been constricted to 20-30 kmph. However, with realignment, the design speed is increased to 80 kmph. iii. Realignment is also adopted to match the
New Alignment	Butikur	24+200	Butikur	25+400	1.30	



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Start Point		End Point		Length of Realignment (km)	Justification for Realignment
	Place	Existing Chainage	Place	Existing Chainage		
						approaches of newly proposed minor bridge.
5. Realignment no. 5						
Existing Alignment	Butikur	26+075	Butikur	26+650	0.575	<ul style="list-style-type: none"> i. A number of S-curves are present on the existing alignment leading to a formation accidental spots which are subsequently removed after realignment. ii. Realignment undertaken for improvement in road geometry and removal of accidental spots iii. Design speed with existing alignment would have been constricted to 20-30 kmph. However, with realignment, the design speed is increased to 80 kmph. iv. After Realignment, comparatively less number of trees will be cut. v. As the realignment passes through Greenfield area, very less number of existing structures are affected.
New Alignment	Butikur	26+090	Butikur	26+500	0.41	
6. Realignment no. 6						
Existing Alignment	Nalanipam Gaon	32+725	Nalanipam Gaon	32+800	0.075	<ul style="list-style-type: none"> i. A major junction is proposed at Ch. 32+735 and to adhere to the Codal provisions for



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
 [DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
 [FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Start Point		End Point		Length of Realignment (km)	Justification for Realignment
	Place	Existing Chainage	Place	Existing Chainage		
New Alignment	Nalanipam Gaon	32+625	Nalanipam Gaon	32+735	0.152	ii. junction development, the realignment is proposed. The alignment connects NH15 at its end point. The existing alignment does not possess the required turning radius for the proposed junction and thus the realignment is proposed.



3.7 Construction Material and Source

3.7.1 Sand

The sand is found at Kananadi river which is at Chainage – 32+735 on the Left-hand side with an of Lead – 51Km. The sand available at this quarry location is classified to be Zone-III can be used for any construction works. Further it can also be used for concrete works, but the quality of concrete depends on various parameters.



Table 12: Location of Sand Quarry Site

Location and name of quarry if any (correlated with map)	Specimen No.	Location		Side	Natural Sand				
		km	Cut/Fill Existing Road		Sieve Size (mm)	Wt. of materials Retained (g)	Cum. Wt. Of materials Retained (g)	Cum. % materials of Retained	% Passing
1	2	3	4	5	6	7	8	9	10
Kananadi River Sand	1	51+000		RHS	10 mm	0.0	0.00	0.00	100.00
					4.75 mm	0.8	0.80	0.08	99.92
					2.36 mm	10.0	10.80	1.08	98.92
					1.18 mm	110	120.80	12.08	87.92
					600 microns	164	284.80	28.48	71.52
					300 microns	365	649.80	64.98	35.02
					150 microns	284	933.80	93.38	6.62
					Pan		933.80	93.38	6.62
							Total	200.8	
					Fineness Modulus				

3.7.2 Aggregate

Stone quarries have been primarily identified as stone aggregate source for construction of various components of road, namely, Bituminous Concrete (BC), Dense Bituminous Macadam (DBM), Wet Mix Macadam (WMM) as well as for the cement concrete works. Investigation for the stone quarries is done based on the existing licensed quarries authorized by government agency.

Table 13: Details of Quarry Material Sources along the Project Corridor

Sr. No.	Location	Ref. Chainage	Side of Road (LHS/RHS)	Distance from Existing Road (Km)	Type of Material Available
1	Dirpai Stone Quarry Gerukamukh 27.5274722,94.2610072	32+735	LHS	58.5	40mm, 20mm,10mm
2	Kana Nadi Stone Quarry Vill. Ananda Bagan 27.4480902,94.2210875	32+735	LHS	52	40mm, 20mm,10mm



3.7.3 Borrow Earth

The borrow earth selected for embankment construction comprises primarily classified as CS according to I.S. classification. The maximum dry unit (Heavy compaction) observed as 19.60 gm/cc satisfying the MoRTH requirements for embankment soil.



Table 14: Details of Source and Quantity of Borrow Earth

S. No.	Borrow Area number	Borrow Area village name	Location	Lead (km)	Area available for borrow material	Suitability for embankment/subgrade	Available quantity in Approx. cum.
1	BA-1	Naguli	Lat: 27.4340526, Long: 94.5338103	0.5	685099 sq m	Suitable for subgrade and embankment	1027648



3.7.4 Water Requirement

Location of water sources for the use in concrete works and for construction of road works have been identified in the vicinity of project road. Along the project road, streams / Nalas are in close proximity to some points of the alignment and cross the alignment at suitable intervals. However, to facilitate construction works it is always advisable to install deep tube wells at suitable places for obtaining water for construction purposes.

Source: Material Report

3.7.5 Materials Requirement

Total quantity of important materials required for the construction of the project is given in Table 15.

Table 15: Estimated Quantities of Materials for Project

Sr. No.	Material Type	Unit	Summary of Quantities
1	Embankment	Cum	631033.49
2	Sub-grade	Cum	211706.56
3	Shoulder	Cum	26966.53
4	WMM	Cum	94266.00
5	Granular Sub-base	Cum	92478.56

Source: Material Report

3.8 Construction Camps

Construction camp will be set up by the contractor at a suitable location along the project corridor which will be in consultation with the Project Director and Pollution Control Board Assam. As the Contractor is required to source labour from the local communities along the subproject road, the size of the construction camps will be relatively small. It is the responsibility of the Contractors to maintain a hygienic camp with adequate water and electric supply; toilet facilities should be located away from the water bodies and wells; proper disposability of domestic refuse; temporary medical facilities; pest control; clean and adequate food; and social security.

3.9 Manpower Required

The proposed project will involve 180 – 200 people comprising Skill, Semi-skill and unskilled labours.



3.10 Land Requirement

The proposed project will envisage 75.14 Acres of land, which comprise of 33.40 Acres Private Land, 13.97 Acres Government Land and 27.82 Acres where ownership could not be ascertained. The details of proposed land acquisition along the project road are given in Table 16.

Table 16: Proposed Land Acquisition

Village Name	Revenue Circle & District	Total Impacted Pvt Land (in acre)	Land Parcels where ownership could not be ascertained (in acre)	Government Land (in acre)	Total Land to be acquired (in acre)
Huj Goan	Circle: Dhakuakhana; District: Lakhimpur	4.08	0.27	0.01	4.36
Jiyamoriya		2.52	0.62	0	3.14
Deoliya Govindpur		2	0.66	4.91	7.57
1 No. Thekeraguri		1.02	0.06	1.56	2.64
2 No. Thekeraguri		0.86	0.63	0	1.49
Gorpara Miri		0.64	0.01	0.72	1.37
Harhi Dimaruguriya		0.54	0.34	0.03	0.91
Heraipowa		0.63	0	1.37	2
Roha Gaon		0.11	0.18	1.07	1.36
Kathalguri		0.01	0	0	0.01
Nemutengani		0.18	0	0.06	0.23
Borpak Gaon	Circle & District: Dhemaji	1.29	3.86	0.49	5.63
Pathalial		4.44	3.8	0.68	8.92
1 No. Phukhuwa		0.16	0.2	0	0.35
2 No. Bengenagaraha		0.2	0	0	0.2
3 No. Bengenagaraha		1.74	0	0.03	1.77
Butikar		1.33	5.4	0	6.73
Kachari Pathar		2.06	6.05	1.38	9.49
Batghoria		0.83	1.79	0.08	2.69
Bherekichuk		2.04	0.73	0.04	2.82
Singimari		3.3	0.11	0.61	4.02
Tarubeel		1.3	1.88	0.43	3.6



Village Name	Revenue Circle & District	Total Impacted Pvt Land (in acre)	Land Parcels where ownership could not be ascertained (in acre)	Government Land (in acre)	Total Land to be acquired (in acre)
Gheyari		0.12	0	0.07	0.19
Nalanipam Gaon		2	1.23	0.43	3.65
Total		33.40	27.82	13.97	75.14

Source: Social Impact Assessment Report

3.11 Project Cost

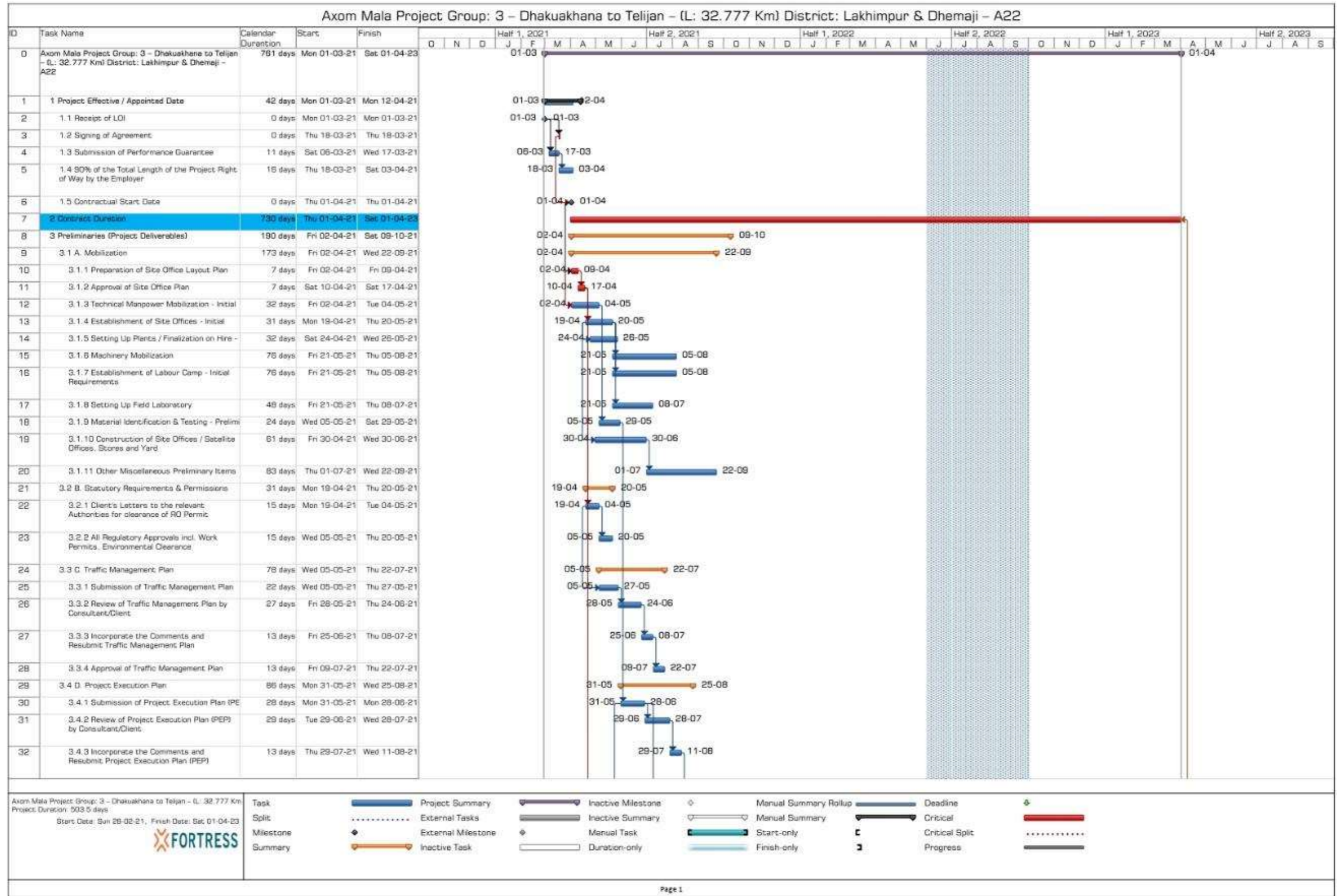
The Estimated total project cost is approximately **INR 2,829,769,554**. The per kilometer cost of the project road is **INR 52,843,273**.

Source: Cost Estimate

3.12 Implementation Schedule

The project construction period will be 36 months for the project-road. The concessionaire will be recruited for the construction and maintenance related works.

The Proposed Work Programme & Construction Schedule is given below:





3.13 Sub-Project Benefits

The implementation of various subproject items is predicted to have the following benefits:

- Project road will facilitate better access to Dhakuakhana, Dhemaji, and Machkhow which are prominent market place and major settlements along the project road.
- The project road improvement would improve connectivity to tourist places like Majuli which is the largest river island in the world.
- The project road will provide connectivity to NH 52.
- The project road will provide connectivity to well-developed education and healthcare facilities and railway station in Dhemaji.
- Better level of service in terms of improved riding quality and smooth traffic flow.
- Faster transportation will ultimately lead to massive savings in the form of reduced wear and tear of vehicles, reduced vehicle operating costs (VOCs), and total reduction in transportation costs, etc.
- With the improvement of the road surface, the traffic congestion due to obstructed movement of vehicles will be minimized and thus wastage of fuel emissions from the vehicles will be reduced.
- Increased road landscaping and safety features.
- Enhanced connectivity between rural & urban populations which will benefit all sections of the society like the general population, small-medium-large scale industries, farmers, businessmen, etc.
- Improved access to higher education facilities & modern health facilities.
- Strengthening both rural & urban economies which in turn will improve the economic scenario of the state and country.
- Improved road connectivity helps in better implementation and management of government schemes.
- With the improvement in the economy, more generation of employment opportunities.
- Overall Environment and social improvement of the region.



4. Description of the Environment

4.1 Introduction

To assess the impacts of the proposed improvement to the subproject road, field visits were undertaken to understand the environmental profile of the project influence area. This involved field inspections at all the sensitive locations, collection of secondary information for all the environmental components, and discussions with the officials and local populace. The profile presented below comprises of the following:

- Physical environmental components such as meteorology, geology, topography, soil characteristics, ambient air quality, noise levels, surface, and sub-surface water quality.
- Biological environmental components such as aquatic, biotic and marine flora, fauna and mammals, and
- Land environment in terms of land use, soil composition.
- Socio-economic environment in terms of demography, education, and health infrastructure.

4.1.1 Data Collection Methodology

4.1.1.1 Ambient Air Quality

Baseline data for the parameters - particulate matter size less than $10\mu\text{m}$ or PM_{10} $\mu\text{g}/\text{m}^3$, particulate matter size less than $2.5\mu\text{m}$ or $\text{PM}_{2.5}$ $\mu\text{g}/\text{m}^3$, sulphur dioxide ($\mu\text{g}/\text{m}^3$), nitrogen dioxide ($\mu\text{g}/\text{m}^3$) and carbon monoxide ($\mu\text{g}/\text{m}^3$) in the study has been generated for 24 hours for one season other than monsoon as per CPCB norms. While selecting the monitoring locations specific importance has to be given where ever sensitive environmental receptors and habitation exist.

4.1.1.2 Noise Levels

While selecting the monitoring locations specific importance has given to sensitive environmental receptors like thickly populated areas, hospitals, schools, etc. Hourly monitoring of noise levels (Leq) has been recorded for 24 hours by using an integrated noise meter. The results obtained are compared with Noise standards designated for different types of land use, i.e., residential, commercial, industrial areas, and silence zones as per the Noise Pollution (Regulation and Control) Rules 2000.

4.1.1.3 Water Quality

The monitoring of surface water and groundwater within the study area has been done. The sample collection, preservation, storage, transportation, and analysis were carried out as per the standard methods given in the manual of the American Public Health Association for the Examination of Water and Wastewater (APHA).

4.1.1.4 Soil

The suggested parameters for soil analysis are pH, Electrical conductivity, sand (%), silt (%), clay (%), texture, moisture retention capacity (%), infiltration rate (mm/hour), bulk density



(gm/cc), porosity (%), organic matter (%), nitrogen (mg/1000g), potassium (mg/1000g), phosphorous (mg/1000g), sulphates and sodium sulphates.

4.2 Physical Environment

4.2.1 Physiography and Soil Type

Lakhimpur:

The district is at the foothill of the Eastern Himalayas. The district is rich in the production of bamboos and reeds. The dense forests are found in a long stripe along the northern boundary. The Subansiri is the main river of the district with shallow beds and meandering courses. The river originates high on the mountains of Tibet and enjoys the continuous flow of water. Besides 'Ranga Nadi' flows through the district rising from the Dafla Hills. Dikrong, Ganga, Charikoria, etc. are the other important rivers of the district.

The district consists of alluvial soil. The rivers have played a domineering role in respect of soil composition. The soil in most places is the mixture of sand and clay on a variegated proposition. The riverbeds are full of rocks and pebbles. The soils of the district, as classified by NBSS and ICAR are Udalfs Orchapts Acquepts, Fluvent Aquepts, Aquepts Aqualfs Fluvent.

Source: District Census Handbook, Lakhimpur District

Dhemaji:

The general and average soil character of cultivable land in this district is mainly alluvial and composed of a mixture of sand (coarse to fine) and clay in varying proportions. The general geochemical characteristic of the soil is highly acidic. However, new alluvial soils formed due to the inundation of land by the river at intervals contain more percentages of fine sand fine silt and are less acidic. Such soils are often neutral and even alkaline. The large expanse of low-lying land characterized by heavy clayish soil with a high percentage of nitrogen is good for rice cultivation. Abundant rainfall and excessive humidity throughout the year also greatly favor the cultivation of rice in the district. The soil around the Subansiri and Ranganadi rivers are sandy coated with silt which is good for the cultivation of winter crops, such as raga, and mustard, potato, etc.

Source: District census handbook, Dhemaji District

The details of soil sample collection locations are given in **Table 17** and **Figure 20**.

Table 17: Soil sampling locations along the project road

Sampling Location	Date of Sampling	Name of place	Distance/ Direction	Coordinates	
				Latitude	Longitude
1	20-Jan -2020	Hatigarh	5m/ North	27.439065	94.538351
2	20-Jan-2020	Begena Gara	20m/ East	27.371145	94.535722
3	20-Jan-2020	Thekeraguri	15m/ South	27.252971	94.477364

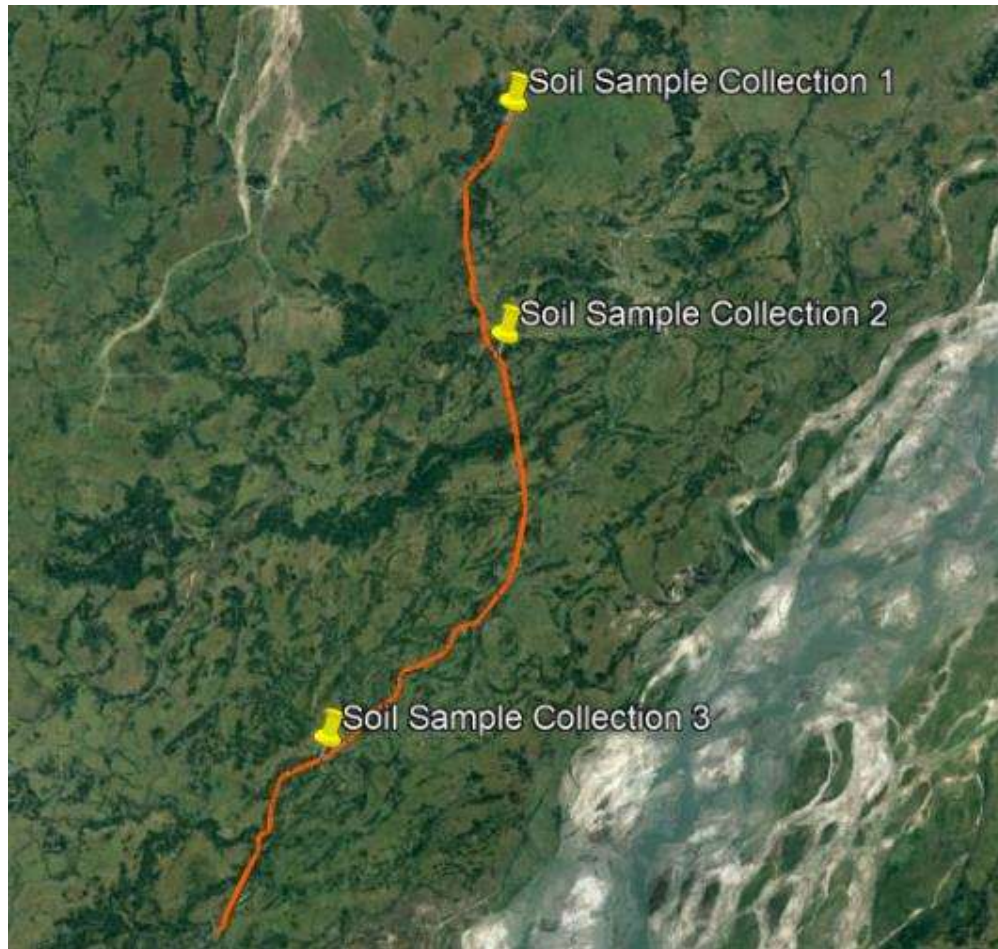


Figure 20: Soil sampling locations along the project road

The soil quality along the project road is given in the below **Table 18**. The soil map of India showing the project road is shown in **Figure 24**.



Table 18: Soil Quality along the Project road

Sr. No.	Parameters	Test Method	Unit	Results			Standards/ Permissible (<i>Limits Hand Book of Agriculture, ICAR, New Delhi</i>)
				Hatigarh	Begena Gara	Thekeraguri	
1	pH (1:5 suspension)	IS:2720 (Part-26)	-	7.24	7.21	7.16	<4.5 Extremely acidic 4.51- 5.50 Very strongly acidic 5.51-6.00 Moderately acidic 6.01-6.50 Slightly acidic 6.51-7.30 Neutral 7.31-7.80 Slightly alkaline 7.81-8.50 Moderately alkaline 8.51-9.00 Strongly alkaline >9.00 Very strongly alkaline
2	Electrical Conductivity at 25°C (1:5 suspension.)	IS:2720 (Part-21)	µmhos/cm	147	168	149	Upto 1.00 Average 1.01-2.00 harmful to germination 2.01-3.00 Harmful to crops (sensitive to salts)
3	Porosity	STP/SOIL	% by mass	24.66	25.79	24.58	-
4	Texture	STP/SOIL	-	Sandy Clay Loam	Sandy Clay Loam	Sandy Clay Loam	-
5	Sand	STP/SOIL	% by mass	46.45	47.24	48.45	-
6	Clay	STP/SOIL	% by mass	45.34	45.12	44.32	-
7	Silt	STP/SOIL	% by mass	8.21	7.64	7.23	-
8	Nitrogen	STP/SOIL	mg/1000g	1940	1890	1930	Upto 50 Very less 51-100 Less



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Parameters	Test Method	Unit	Results			Standards/ Permissible (<i>Limits Hand Book of Agriculture, ICAR, New Delhi</i>)
				Hatigarh	Begena Gara	Thekeraguri	
							101-150 Good 151-300 Better >300 Sufficient
9	Potassium (as K)	STP/SOIL	mg/1000g	91.18	90.45	94.11	Upto 15 Very less 16-30 Less 31-50 Medium, 51-65 On an avg. sufficient 66-80 Sufficient >80 More than sufficient
10	Phosphorus	STP/SOIL	mg/1000g	<5.0	<5.0	<5.0	0 -120 Very less 120-180 Less 181-240 Medium 241-300 Average 301-360 Better >360 More than sufficient
11	Organic Matter	IS:2720 (Part-22)	% by mass	0.92	0.89	0.85	Upto 0.20: Very less 0.21-0.40: Less 0.41-0.50: Medium, 0.51-0.80: On an avg. sufficient 0.81-1.00: Sufficient >1.00 : More than sufficient
12	Moisture Retention capacity	STP/SOIL	% by mass	35.8	36.7	36.2	-
13	Infiltration Rate	STP/SOIL	mm/hr	245	261	247	-
14	Sulphates	STP/SOIL	mg/100gm	25.22	24.52	25.14	-



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
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Sr. No.	Parameters	Test Method	Unit	Results			Standards/ Permissible (<i>Limits Hand Book of Agriculture, ICAR, New Delhi</i>)
				Hatigarh	Begena Gara	Thekeraguri	
15	Sodium Sulphates	STP/SOIL	mg/1000g	13.59	13.21	13.78	-
16	Calcium Sulphates	STP/SOIL	mg/1000g	BDL	BDL	BDL	-
17	Bulk Density	STP/SOIL	gm/cm ³	1.54	1.42	1.47	-



Figure 21 : Soil sample collection at Hatigarh



Figure 22 : Soil sample collection at Begena Gara



Figure 23 : Soil sample collection at Thekeraguri



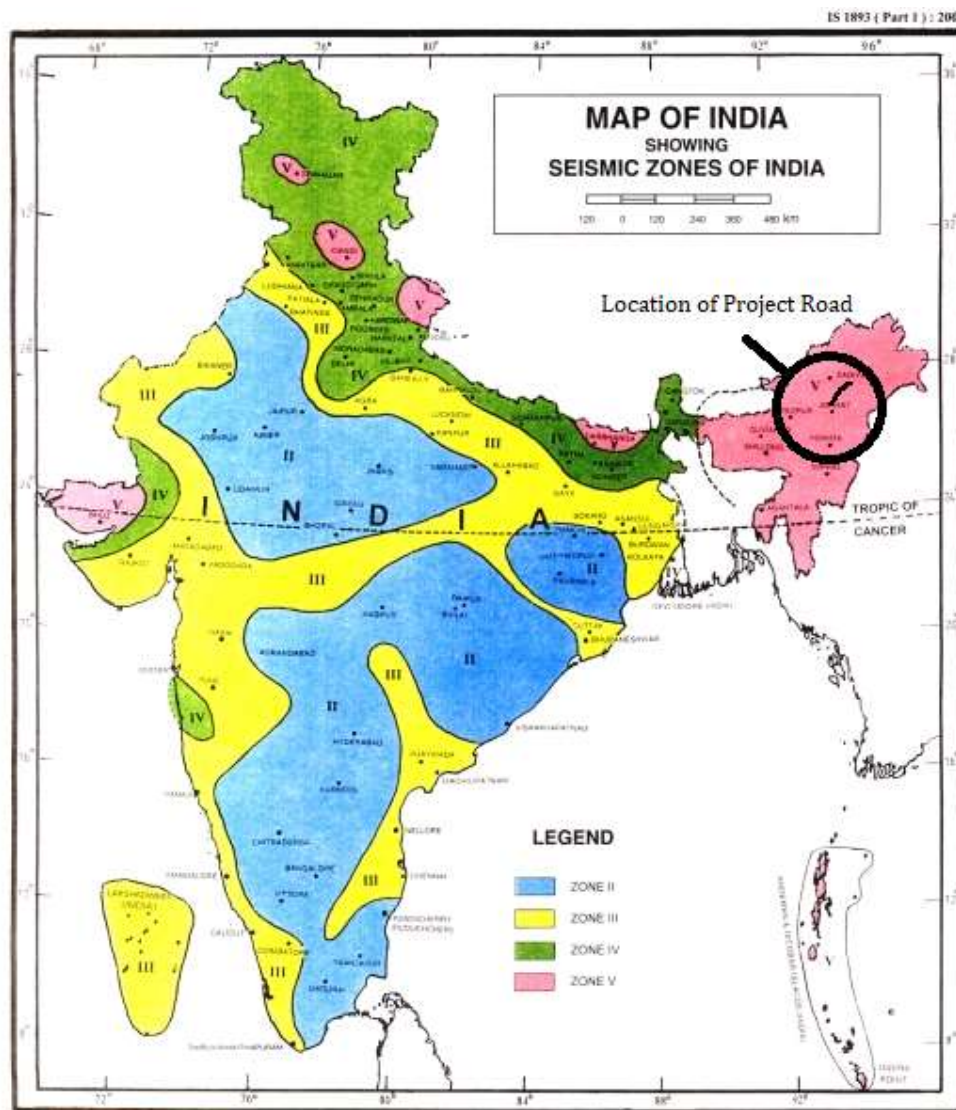
Source: Website of National Repository of Open Educational Resources

Figure 24: Soil Map of India showing the project road

As per the soil map of India, the soil found in the state of Assam is Alluvial soil. Soil is mostly found as sandy clay loam soil in the sampling locations and it is loaded with a sand percentage varying from 46.45% to 48.45% at Hatigarh and Thekeraguri respectively. Nitrogen content varies from 1890 mg/1000g to 1940 mg/1000g at Begena Gara and Hatigarh respectively. The soil is poor in organic carbon content. Chemically soil along the project road has a neutral pH in the range of 7.16 to 7.24. The soil has less water holding capacity

4.2.2 Seismicity

Geomorphologically, NE India is located in an earthquake-prone zone (zone V) of the Indian subcontinent. In this region, an earthquake comes with land sliding flood and along with a series of smaller magnitude earthquakes. In the project district earthquakes of up to MM intensity IX can be expected. According to a hazard map by the Global Seismic Hazard Assessment Programme, the state can expect to have a peak gravitational acceleration (PGA) of 0.24g to 0.48g. The region where the highest PGA can be expected is along the state's border with Meghalaya, the site of the Great Indian earthquake of 1897. The seismic zone map of India showing the project road is shown in the below **Figure 25**.



Source: IS1893 (Part1) 2002

Figure 25: Seismic Zone Map of India showing the project road



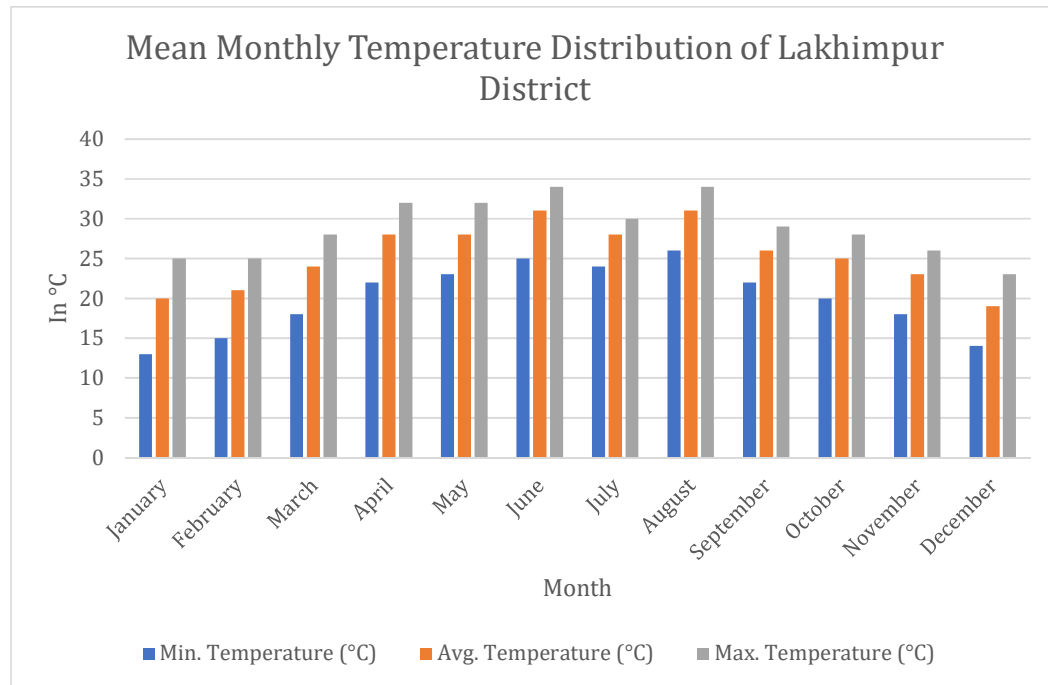
4.2.3 Climate

As the entire road stretch passes through the Lakhimpur and Dhemaji district, information related to climate is studied for the districts.

4.2.3.1 Annual Temperature

Lakhimpur:

The high temperature is experienced during the South-West monsoon season which generally starts in June and lasts till the beginning of October every year. The cold season starts from the early part of November till late February. The winters are generally cold and foggy. The mean temperature (°C) data for Lakhimpur district reveals that June is the hottest month with the mean temperature reaching up to 34°C while December is the coldest month of the year when mean temperature dips down to 14°C. The mean maximum annual temperature as recorded in Lakhimpur is 29°C while the mean minimum annual temperature is 20°C. **Figure 26** represents the Mean monthly Temperature Distribution in Lakhimpur district for 2019.



Source: www.worldweatheronline.com

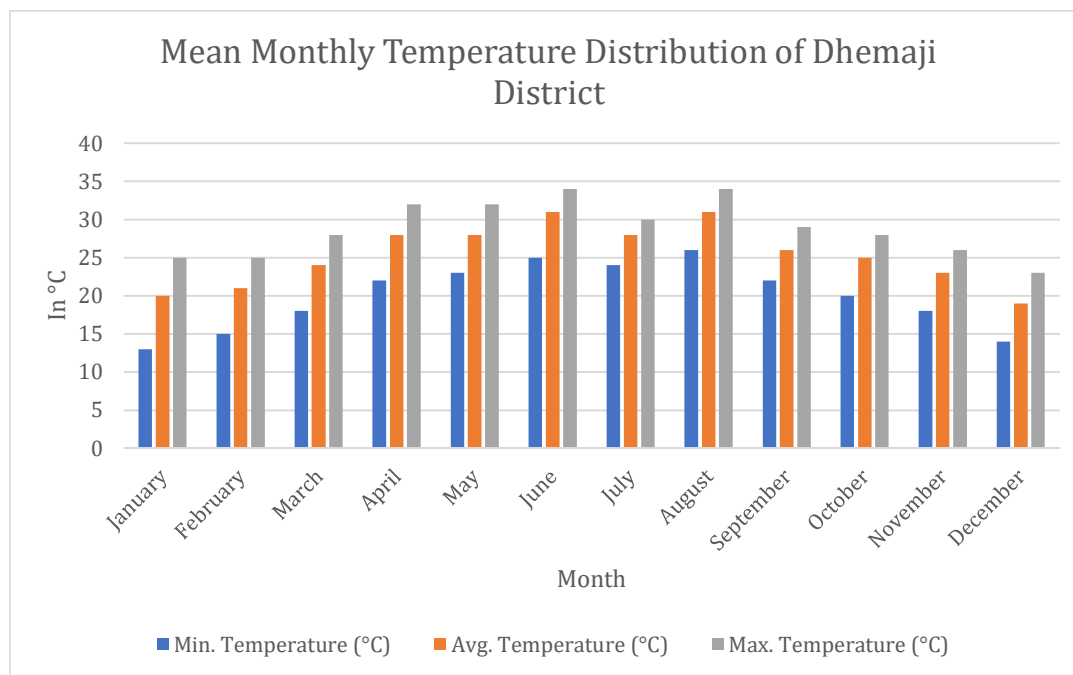
Figure 26: Mean Monthly Temperature Distribution details – Lakhimpur

Dhemaji:

As the major part of the district is located near foothills, it exhibits differences in temperature, rainfall, fog, wind, etc. The climate of the district is Per-humid characterized by high rainfall, mild summer and winter and falls under cool to warm per-humid thermic-agroecological subzone. The mean temperature (°C) data for the Dhemaji district reveals that June is the hottest month with the mean temperature reaching up to 34°C while January is the coldest month of the year when mean temperature dips down to 13°C. The



mean maximum annual temperature as recorded in Dhemaji is 29°C while the mean minimum annual temperature is 20°C. **Figure 27** represents the Mean monthly Temperature Distribution in the Dhemaji district for 2019.



Source: www.worldweatheronline.com

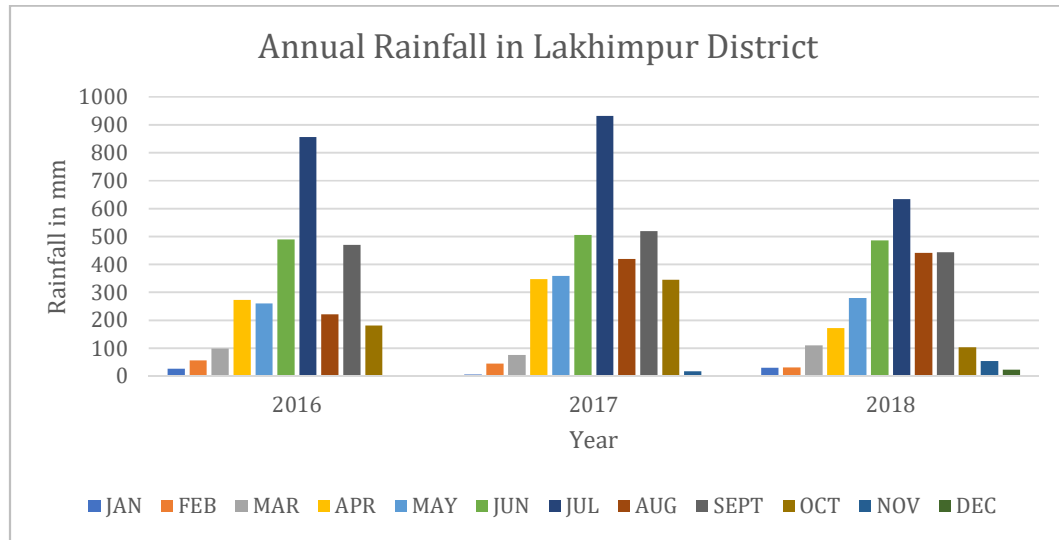
Figure 27: Mean Monthly Temperature Distribution details – Dhemaji

4.2.3.2 Annual Rainfall

Lakhimpur:

The absence of dry hot summer is the characteristic feature of the climate of Lakhimpur district. High humid temperature and exorbitant rains during summer, like the other districts of Assam, are experienced. The climatic feature of February March is usually dry and windy. April to May is a period of a thunderstorm and heavy cyclonic rainfall. Rainfall occurs almost throughout the year. The South-West monsoon arrives and blows over the district by about the beginning of June every year.

Lakhimpur is situated in the high rainfall zone with an annual average rainfall of 2809.90 mm received in the year 2018. The district normally receives 2 percent of rainfall in Winter Season (January-February), 20 percent in Summer Season (March-May), 55 percent in Monsoon Season (June-September), and 22 percent in Post-Monsoon Season (October-December). **Figure 28** depicts the details related to the Annual Mean Rainfall received by Lakhimpur district from 2016 to 2018.

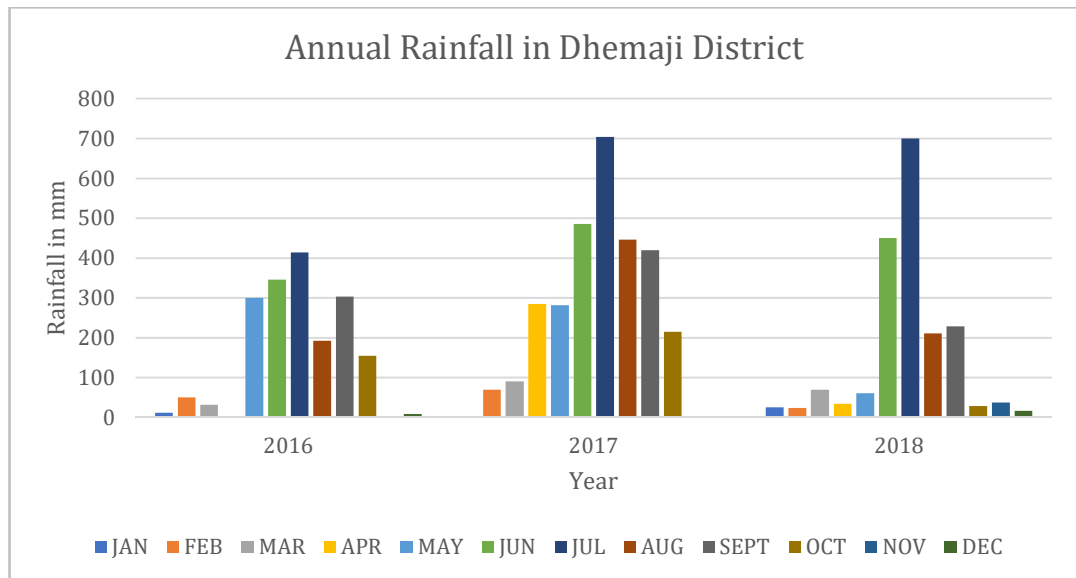


Source: India Meteorological Department website (www.imd.gov.in)

Figure 28: Annual Rainfall details – Lakhimpur

Dhemaji:

The climate of the district is Per-humid characterized by high rainfall, mild summer, and winter and falls under cool to warm per-humid thermic-agroecological subzone. As per the statistical information from India Meteorological Department, Dhemaji received an annual average rainfall of 1884.20 mm received in the year 2018. The district normally receives 2 percent of rainfall in Winter Season (January-February), 20 percent in Summer Season (March-May), 55 percent in Monsoon Season (June-September), and 22 percent in Post-Monsoon Season (October-December). **Figure 29** depicts the details related to the Annual Mean Rainfall received by the Dhemaji district from 2016 to 2018.



Source: India Meteorological Department website (www.imd.gov.in)

Figure 29: Annual Rainfall details – Dhemaji



4.2.4 Wind Speed/Direction

Generally, light to moderate winds prevails throughout the year with speed ranging from 1 to 19 kmph. Winds were light and moderate particularly during the morning hours, while during the afternoon hours the winds were stronger. The wind rose diagram developed during January 2020 is shown in **Figure 30** which reveals that pre-dominant wind direction occurs mostly blowing from North-East direction in Dibrugarh IMD station (Nearest IMD from the project road) and the average wind speed is 2.4 m/s. **Table 19** shows the Meteorological Data Parameters at Dibrugarh IMD station, Nearest IMD from the project road (during January 2020).

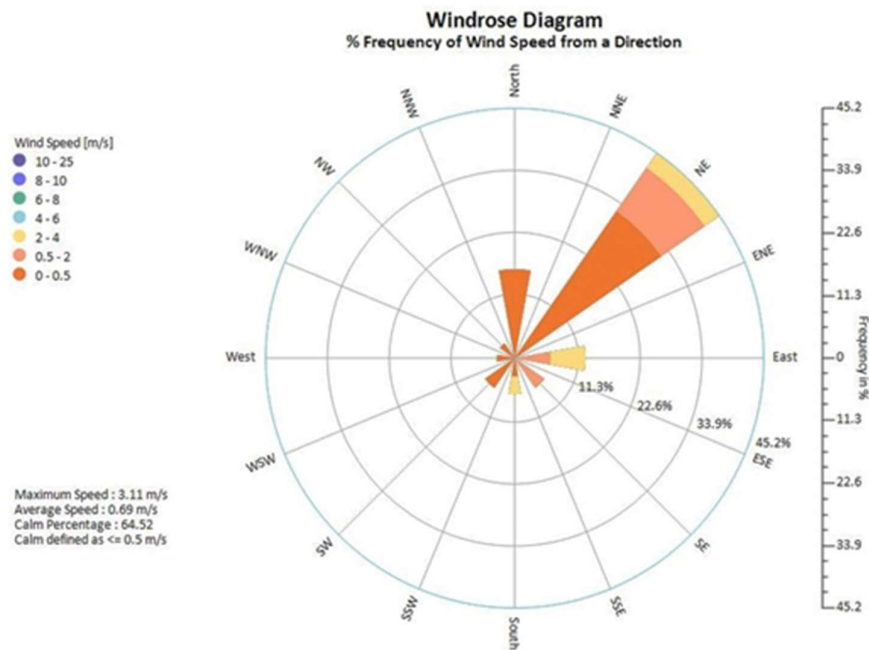


Figure 30: Site-Specific Wind rose diagram of Dibrugarh district (Nearest IMD station from the project road)

Table 19: Meteorological Data Parameters at Dibrugarh (Nearest IMD from the project road)

Month	Temperature, deg C			Humidity, %			Pressure, hPa			Wind Speed, km/Hr	Predominant Wind Direction	Rainfall mm
	Min	Max	Avg	Min	Max	Avg	Min	Max	Avg	Avg		
January	6.4	26.9	16.2	72	83	77.2	1002.3	1006.5	1004.2	2.4	NE	28.1

Source: www.imd.gov.in; Met Station: Dibrugarh



4.2.5 Hydrogeology

Hydrogeologically the project state can be divided into three units namely consolidated formation, semi consolidated formation, and unconsolidated formation. More than 75% of the project state is underlain by unconsolidated formation comprising of clay, silt, sand, gravel, pebble, and boulders. The Bhabar belt is about 11 to 15 km wide; the tube wells yield 27 to 59 m³/hr in this zone. The Tarai zone follows immediately downslope of the Bhabar zone where the yield of the well's ranges between 80-240 m³/hr. The flood plains follow the Tarai in Brahmaputra valley where the shallow tube wells yield between 20-50 m³/hr and deep tube wells between 150-240 m³/hr. In the semi consolidated formations of the Cachar district, the yield of the tube well ranges between 50 to 100 m³/hr. The details of the hydrogeology have been presented in **Table 20** below.

Table 20: Details of Hydrogeology in Project State

Dynamic Ground Water Resources	
Annual Replenishable Groundwater Resource	27.23 BCM
Net Annual Ground-Water Availability	24.89 BCM
Annual Ground Water Draft	5.44 BCM
Stage of Ground Water Development	22%
Ground Water Development & Management	
Over Exploited	NIL
Critical	NIL
Semi-critical	NIL
Artificial Recharge to Ground Water (AR)	<ul style="list-style-type: none"> Feasible AR structures 250 Check Dams, 500 weirs, 1000 Gabion structures, 250 development of springs 600 RWH in Urban Areas
Ground Water Quality Problems	
Contaminants	Districts affected (in part)
Fluoride (>1.5 mg/l)	Goalpapa, Kamrup, Karbi Anglong, Nagaon
Iron (>1.0 mg/l)	Cachar, Darrang, Dhemaji, Dhubri, Goalpapa, Golaghat, Hailakandi, Jorhat, Kamrup, Karbi Anglong, Karunganj, Kokrajhar, Lakhimpur, Morigaon, Nagaon, Nalbari, Sibsagar, Sonitpur.
Arsenic (>0.05 mg/l)	Dhemaji

Source: <http://cgwb.gov.in>

4.2.6 Water Quality

The objectives behind the monitoring are to develop an overall picture of the ground and surface water quality of the project district. The sampling of ground and surface water was carried out in January 2020 (winter period). The water samples after collection were



immediately subjected to the analysis of various parameters in the NABL Accredited laboratory. The parameters analyzed, include pH, Electrical Conductivity (EC), Total Alkalinity (TA), Total Hardness (TH), Nitrate (NO₃), and Fluoride (F). The sample collection, preservation, storage, transportation, and analysis were carried out as per the standard methods given in the manual of the American Public Health Association for the Examination of Water and Wastewater (APHA). The groundwater quality data thus generated was first checked for completeness and then the validation of data was carried out using standard checks.

In the study area, three surface and three ground water samples were collected for winter season (January 2020). These samples were taken as grab samples and were analyzed for various parameters to compare with the standards. The details of sample collection for Groundwater and Surface water are given in **Table 21** and **Table 22** respectively. The ground and surface water quality result of the project road is given in the following **Table 23** and **Table 24**.

Table 21: Sampling location for collection of Groundwater Samples

Sampling Location	Date of Sampling	Name of place	Distance/ Direction	Coordinates	
				Latitude	Longitude
1	20-Jan -2020	Kachoiting	5m/ North	27.439065	94.538351
2	20-Jan-2020	Begena Gara	20m/ East	27.371145	94.535722
3	20-Jan-2020	Thekeraguri	15m/ South	27.252971	94.477364



Figure 31: Sampling location for collection of Groundwater Samples



Table 22: Sampling location for collection of Surface Water Samples

Sampling Location	Date of Sampling	Name of place	Distance/ Direction	Coordinates	
				Latitude	Longitude
1	20-Jan -2020	Hatipara	20m/ East	27.403268	94.525298
2	20-Jan-2020	Kachari Pathar	56m/ West	27.39383	94.52675
3	20-Jan-2020	Hilai Para	150m / West	27.383396	94.529413



Figure 32: Sampling location for collection of Surface water Samples



Table 23: Groundwater quality results along the project road

Bacteriological Parameters

Sr. No.	Parameter	Test Method	Results			Required as per IS-10500:2012
			Kachoiting	Begena Gara	Thekera guri	
1.	Total Faecal Coliform Bacteria	IS-1622	Absent	Absent	Absent	Absent/100ml

Organoleptic & Physical Parameters

Sr. No.	Parameters	Unit	Limit (as per IS: 10500-2012)		WHO Drinking Water Standard (Fourth Edition 2011)	Result		
			Desirable Limit	Permissible Limit		Kachoiting	Begena Gara	Thekera guri
1	pH	-	6.5-8.5	No Relaxation	8.2-8.8	7.7	7.19	7.43
2	Colour	Hazen	5	25	Not Exceeding 5 hazen Unit	<5.0	<5.0	<5.0
3	Odour	-	Agreeable	Agreeable	Unobjectionable	Agreeable	Agreeable	Agreeable
4	Turbidity	NTU	1	5	Not Exceeding 1.5 NTU	<1.0	<1.0	<1.0
5	Total Hardness (as CaCO ₃)	mg/l	200	600	-	45.44	133.33	105.36
6	Chloride (as Cl)	mg/l	250	1000	-	8.55	23.25	19.24
7	Fluoride (as F)	mg/l	1	1.5	1.5	0.3	0.15	0.42



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[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Parameters	Unit	Limit (as per IS: 10500-2012)		WHO Drinking Water Standard (Fourth Edition 2011)	Result		
			Desirable Limit	Permissible Limit		Kachoiting	Begena Gara	Thekera guri
8	Phenol Content	mg/l	<0.001	-	-	<0.001	<0.001	<0.001
9	Calcium (as CaCO ₃)	mg/l	75	200	-	8.14	26.7	33.45
10	Magnesium (as CaCO ₃)	mg/l	30	100	-	6.12	16.24	5.3
11	Sulphate (as SO ₄)	mg/l	200	400	-	5.2	13.17	4.3
12	Nitrate (as NO ₃)	mg/l	45	No Relaxation	50	0.68	6.57	7.4
13	Selenium (as Se)	mg/l	0.01	No Relaxation	0.04 (P)	<0.01	<0.01	<0.01
14	Alkalinity as (CaCO ₃)	mg/l	200	600	-	98.75	131.14	124.1
15	TDS	mg/l	500	2000	-	131.58	177.01	161.99
16	TSS	Mg/l	-	-	-	<1.0	<1.0	<1.0
17	Dissolved Oxygen	% By Mass	-	-	-	4	4.2	4.1



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[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Parameters	Unit	Limit (as per IS: 10500-2012)		WHO Drinking Water Standard (Fourth Edition 2011)	Result		
			Desirable Limit	Permissible Limit		Kachoiting	Begena Gara	Thekera guri
18	BOD (at 27°C 3-Days)	mg/l	-	-	-	<2.0	<2.0	<2.0
19	Phosphates	mg/l	-	-	-	<0.05	<0.05	<0.05
20	Ammonia	mg/l	0.5	No Relaxation	40	<0.1	<0.1	<0.1
21	Electrical Conductivity	Micromho s/cm	-	-	-	202.43	272.33	249.22
22	Sodium (as Na)	mg/l	-	-	Not exceeding 0.1 mg/L	25.12	8.6	15.38
23	Potassium (as K)	mg/l	-	-		7.2	3.8	2.3
24	Iron (as Fe)	mg/l	0.3	No Relaxation	Absent	0.17	0.06	1.33
25	TKN	mg/l	-	-	Absent	<0.1	<0.1	<0.1



Parameters Concerning Toxic Substances

Sr. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result			Test Method
			Desirable Limit	Permissible Limit	Kachoiting	Begena Gara	Thekera guri	
2	Cyanide (as CN)	mg/l	0.05	No Relaxation	<0.01	<0.01	<0.01	IS-3025(P-27)
3	Lead (as Pb)	mg/l	0.01	No Relaxation	<0.01	<0.01	<0.01	IS-3025(P-47)
4	Arsenic (as As)	mg/l	0.01	0.05	<0.01	<0.01	<0.01	IS-3025(P-37)
5	Total Chromium (Cr)	mg/l	0.05	No Relaxation	<0.05	<0.05	<0.05	IS-3025 (P-52)
6	Mercury (as Hg)	mg/l	0.001	-	<0.0001	<0.0001	<0.0001	IS-3025 (P-48)

Source: Environmental Baseline Monitoring



Figure 33: Groundwater sample collection at Kachoiting



Figure 34: Groundwater sample collection at Begena Gara



Figure 35 : Groundwater sample collection at Thekeraguri

The samples collected from hand pump or wells at all locations. It can be seen from **Table 23** that; the pH of the drinking water varies from 7.43 to 7.70. The Iron content at Thekera Guri is above the prescribed standards. Total hardness as CaCO₃ varies from 45.44 to 133.33 mg/l. BOD level for all analyzed ground water samples is within the permissible limit. Other parameters analyzed like chloride, sulphate, fluorides are found well within standards. It can be seen from the results that the ground water quality meets the standards of IS:10500-2012 standards for drinking water and CPCB standards for ground water, except for the high level of Iron content at 1 location.



Table 24: Surface Water Quality results for project road

Microbiological Requirement

Sr. No.	Parameter	Test Method	Results			Standards/Permissible Limits		
			Hatipara	Kachari Pathar	Hilai Para	WHO	Inland Surface water Tolerance Limits for Class-B	Inland Surface water tolerance limits for class D
1	Total Faecal Coliform Bacteria (MPN/100ML)	IS-1622	563	532	572	Nil	Nil	Nil

Organoleptic & Physical Parameters

Sr. No.	Parameter	Test method	Unit	Results			Standards/ Permissible Limits		
				Hatipara	Kachari Pathar	Hilai Para	WHO	Inland Surface water Tolerance Limits for Class-B	Inland Surface water tolerance limits for class D
2	Colour	IS-3025(P-04)	Hazen Unit	<5.0	<5.0	<5.0	-	-	-
3	Odour	IS-3025(P-05)	-	Agreeable	Agreeable	Agreeable	-	-	-
4	Turbidity	IS-3025(P-10)	NTU	1.6	1.7	1.5	-	-	-
5	pH value	IS-3025(P-11)	-	6.7	6.46	6.75	6-9	6.5-8.5	6.5-8.5
6	Total dissolved solids	IS-3025(P-	mg/l	111.69	105.53	115.23	-	-	-



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Parameter	Test method	Unit	Results			Standards/ Permissible Limits		
				Hatipara	Kachari Pathar	Hilai Para	WHO	Inland Surface water Tolerance Limits for Class-B	Inland Surface water tolerance limits for class D
	(TDS)	16)							
7	Electrical Conductivity	IS-3025(P-14)	µs/cm	171.83	162.36	177.28	-	-	1000
8	Total Suspended Solid	IS-3025(P-17)	mg/l	1.4	1.4	1.5	-	-	-
9	Total Dissolve Oxygen	IS-3025(P-38)	mg/l	5.3	5.2	5.4	-	5	4
10	Biological Oxygen Demand	IS-3025(P-44)	mg/l	3.2	3.7	3.4	30	3	-
11	Phosphate Content	IS-3025(P-31)	mg/l	0.051	0.051	0.052	-	-	2

General Parameters Concerning Substances Undesirable in Excessive Amounts

Sr. No.	Parameter	Test method	Unit	Result		
				Hatipara	Kachari Pathar	Hilai Para
12	Total Ammonia	IS: 3025 (P- 34)	mg/l	<0.1	<0.1	<0.1
13	TKN	IS: 3025 (P- 34)	mg/l	0.52	0.56	0.54
14	Boron (as B)	IS: 3025 (P- 57)	mg/l	BDL	BDL	BDL



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Parameter	Test method	Unit	Result		
				Hatipara	Kachari Pathar	Hilai Para
15	Calcium (as Ca)	IS: 3025 (P- 40)	mg/l	7.8	9.2	9.6
16	Chloride (as Cl)	IS: 3025 (P- 32)	mg/l	11.34	12.15	13.66
17	Copper (as Cu)	IS: 3025 (P-42)	mg/l	<0.05	<0.04	<0.05
18	Fluoride (as F)	IS: 3025 (P-60)	mg/l	0.22	0.14	0.22
19	Phenol Content	IS: 3025 (P-43)	mg/l	<0.001	<0.001	<0.001
20	Iron (as Fe)	IS: 3025(P-53)	mg/l	0.03	0.04	0.04
21	Magnesium (as mg)	IS: 3025 (P-46)	mg/l	11.2	8.17	11.25
22	Nitrate (as NO ₃)	IS: 3025 (P- 34)	mg/l	3.24	4.1	3.11
23	Selenium (as Se)	IS: 3025 (P- 56)	mg/l	<0.01	<0.01	<0.01
24	Sulphate (as SO ₄)	IS: 3025 (P- 24)	mg/l	25.14	21.46	23.48
25	Alkalinity (as Ca CO ₃)	IS: 3025 (P- 23)	mg/l	62.4	56.42	64.14
26	Total hardness (as CaCO ₃)	IS: 3025 (P- 21)	mg/l	65.42	56.5	70.13
27	Zinc (as Zn)	IS: 3025 (P- 49)	mg/l	0.22	0.22	0.17
28	Sodium (as Na)	IS-3025(P-45)	mg/l	12.11	13.1	13.18
29	Potassium (as K)	IS-3025(P-45)	mg/l	3.42	3.5	2.47

Parameters Concerning Toxic Substances



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

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Sr. No.	Parameter	Test method	Unit	Result		
				Hatipara	Kachari Pathar	Hilai Para
30	Cadmium (as Cd)	IS-3025(P-41)	mg/l	<0.001	<0.001	<0.001
31	Cyanide (as CN)	IS-3025(P-27)	mg/l	<0.01	<0.01	<0.01
32	Lead (as Pb)	IS-3025(P-47)	mg/l	<0.01	<0.01	<0.01
33	Arsenic (as As)	IS-3025(P-37)	mg/l	<0.01	<0.01	<0.01
34	Total Chromium (Cr)	IS-3025 (P-52)	mg/l	<0.05	<0.05	<0.05
35	Mercury (as Hg)	IS-3025 (P-48)	mg/l	<0.0001	<0.0001	<0.0001

Source: Environmental Baseline Monitoring



Figure 36: Surface water sample collection at Hatipara



Figure 37 : Surface water collection at Kachari Pathar



Figure 38: Surface water collection at Hilai Para

As seen from the results, the pH of the drinking water in the region is well within permissible limits (6.5-7.5). The total dissolved solids in the samples collected vary from 105.53 mg/l to 115.23 mg/l which is well within the permissible standards. Total hardness as CaCO₃ in the water sample varies from 56.5 mg/l to 70.13 mg/l which is within the standard limits. Other parameters analysed like chloride, sulphate, fluorides are found well within standards. The surface water quality in the region is reported to be well within the permissible limits and also found by visual identifications. There are no reports of any water-borne disease in the region. People are using this water for various domestic purposes.

4.2.7 Ambient Air Quality

The ambient air quality with respect to the study area forms the baseline information. The prime objective of the baseline air quality study was to assess the existing air quality of the area. This will also be useful for assessing the conformity to standards of the ambient air quality during the construction and operation phase.

This section describes the selection of sampling locations, methodology adopted for sampling, analytical techniques and frequency of sampling. The ambient air quality monitoring was conducted during winter season in the month of January 2020.

4.2.7.1 Methodology Adopted for Air Quality Survey

Selection of Sampling Locations:

The baseline status of the ambient air quality has been assessed through a scientifically designed ambient air quality monitoring network. The design of monitoring network in the air quality surveillance program has been based on the following considerations:

- Meteorological conditions on synoptic scale;



- Topography of the study area;
- Representatives of regional background air quality for obtaining baseline status;
- Representatives of likely impact areas.

Ambient Air Quality Monitoring (AAQM) stations were set up at three locations with due consideration to the above-mentioned points.

4.2.7.2 Frequency and Parameters for Sampling

Ambient air quality monitoring was carried out for 24hrs representing winter season. The baseline data of air environment was monitored for parameters mentioned below:

- Particulate Matter (PM_{2.5});
- Particulate Matter (PM₁₀);
- Sulphur dioxide (SO₂);
- Oxides of Nitrogen (NO_x);
- Carbon Monoxide (CO)

The AAQ sampling is carried out as the present revised standards mentioned in the latest Gazette notification of the Central Pollution Control Board (CPCB) (November, 2009).

The baseline status of the ambient air quality has been checked through ambient air quality monitoring at selected points along the project road. The ambient air quality has been monitored at 3 locations as shown in **Table 26** and **Figure 26** along the project road for particulate matter (PM_{2.5} and PM₁₀), sulphur dioxide (SO₂), oxides of nitrogen (NO_x); and carbon monoxides (CO) using standard analysis technique is shown in **Table 25**.

Table 25: Techniques Used for Ambient Air Quality Monitoring

Sr. No.	Parameter	Technique	Minimum Detectable Limit (µg/m ³)
1.	Particulate Matter (PM _{2.5})	Gravimetric Method	120.0
2.	Particulate Matter (PM ₁₀)	Gravimetric Method	100.0
3.	Sulphur dioxide	Modified West and Gaeke	5.0
4.	Nitrogen Oxide	Modified Jacob & Hochheiser	5.0
5.	Carbon Monoxide	Non-Dispersive Infrared Spectroscopy (NDIR)	1 (in mg/m ³)



Table 26 : Sampling location for Ambient Air quality monitoring

Sampling Location	Date of Sampling	Name of place	Distance/ Direction	Coordinates		Land use	Zone
				Latitude	Longitude		
1	20-Jan -2020	Hatigarh	5m/ North	27.439065	94.538351	Semi built-up	Residential
2	20-Jan-2020	No. 3 Begena Gara	20m/ East	27.371145	94.535722	Semi built-up	Residential
3	20-Jan-2020	No. 2 Thekeraguri	15m/ South	27.252971	94.477364	Semi built-up	Residential



Figure 39: Sampling location for Ambient Air quality monitoring

Ambient air quality monitoring results for $PM_{2.5}$, PM_{10} , SO_2 , NO_x , and CO concentrations are given in **Table 27** and summarized below. The monitored values are compared with National Ambient Air Quality Standards prescribed by Central Pollution Control Board (CPCB) for residential, rural, and other areas. The Ambient air quality levels meet the National air quality standards for the rural, residential area all along the project road.

- **$PM_{2.5}$** : The $PM_{2.5}$ concentration at ambient air quality monitoring locations varies from 16.8 to 17.8 $\mu\text{g}/\text{m}^3$. The values are within the permissible limit.
- **PM_{10}** : The mean PM_{10} concentration at ambient air quality monitoring locations varies from 47.5 to 48.4 $\mu\text{g}/\text{m}^3$. The values are within the permissible limit.
- **SO_2** : The mean concentration of SO_2 at ambient air quality monitoring locations varies from 6.2 to 6.3 $\mu\text{g}/\text{m}^3$. The values are within the permissible limit.
- **NO_x** : The mean concentration of NO_x at ambient air quality monitoring locations varies from 12.5 to 12.7 $\mu\text{g}/\text{m}^3$. The values are within the permissible limit.
- **CO**: The mean concentration of CO at ambient air quality monitoring locations varies from 0.43 to 0.47 mg/m^3 . The values are within the permissible limit.



Table 27: Ambient Air Quality along the Project Road

Sr. No.	Parameter	Method	Unit	National Ambient Air Quality Standard (CPCB) - Permissible limit	WHO ambient Air Quality Guidelines ¹	Results		
						Hatigarh	No.3 Begena Gara	No.2 Thekeraguri
1	Particulate Matter (PM ₁₀)	IS:5182 Part-XXIII	µg /m ³	100	50	48.2	48.4	47.5
2	Particulate Matter (PM _{2.5})	CPCB Volume-Grav	µg /m ³	60	25	17.6	16.8	17.8
3	Sulphur Dioxide	IS:5182 Part-II	µg /m ³	80	20	6.2	6.3	6.3
4	Nitrogen Dioxide	IS:5182 Part-VI	µg /m ³	80	200 – 1 Hourly	12.7	12.7	12.5
5	Carbon Monoxide	IS:5182 Part-X	mg/m ³	4	-	0.47	0.43	0.44

Source: Environmental Baseline Monitoring

¹ The World Bank Group General EHS Guideline Table -1.1.1



Figure 40 : Ambient air quality monitoring at Hatigarh

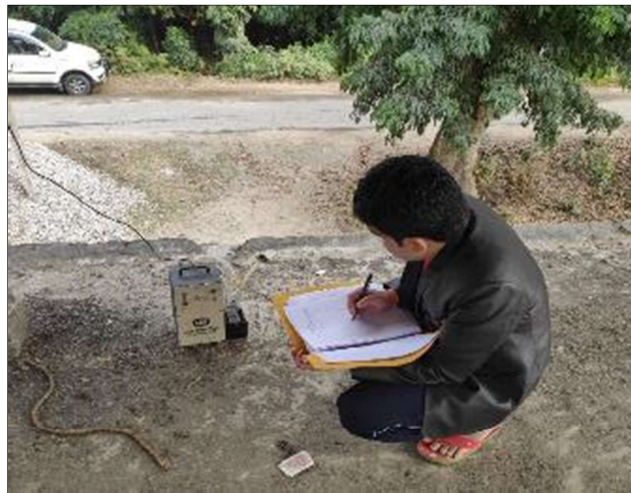


Figure 41 : Ambient air quality monitoring at No. 3 Begena Gera



Figure 42: Ambient air quality monitoring at No. 2 Thekeraguri



4.2.8 Noise Measurements

Noise in general is sound which is composed of many frequency components of various types of loudness distributed over the audible frequency range. Various noise scales have been introduced to describe, in a single number, the response of an average human to complex sound made up of various frequencies at different loudness levels. The noise is measured as dB (A).

This is more suitable for audible range of 20 to 20,000 Hz. The scale has been designed to weigh various components of noise according to the response of a human ear. The impact of noise sources on surrounding community depends on:

- Characteristics of noise sources (instantaneous, intermittent or continuous in nature). It can be observed that steady noise is not as annoying as one which is continuously varying in loudness;
- The time of day at which noise occurs, for example high noise levels at night in residential areas are not acceptable because of sleep disturbance; and
- The location of the noise source, with respect to noise sensitive land-use, which determines the loudness and period of exposure.

The main objective of noise monitoring in the study area is to establish the baseline noise levels, and assess the impact of the total noise generated by the construction work and movement of vehicles during operations phase.

Identification of Sampling Locations

A preliminary reconnaissance survey was done to identify the major noise generating sources along the proposed alignment. The noise at different noise generating sources has been identified based on industrial, commercial, and residential activities, traffic, and noise at sensitive areas. Sound Pressure Level (SPL) measurements were undertaken at all locations, with an interval of about 5 seconds over 10 minutes per hour for 24 hr. The day noise level has been monitored from 7 AM to 10 PM and night levels from 10 P.M. to 7 AM at 3 locations. The Details of the monitoring locations are given in **Table 28** and **Figure 43**. Day and night-time Leq have been calculated from hourly Leq values and compared with the stipulated standards. **Table 29** gives the day and night-time Leq noise levels. Measured Leq noise levels are within the prescribed limits.



Table 28: Sampling location for noise Level monitoring

Sampling Location	Date of Sampling	Name of place	Distance/ Direction	Coordinates		Land use	Zone
				Latitude	Longitude		
1	20-Jan -2020	Hatigarh	5m/ North	27.439065	94.538351	Semi built-up	Residential
2	20-Jan-2020	No. 3 Begena Gara	20m/ East	27.371145	94.535722	Semi built-up	Residential
3	20-Jan-2020	No. 2 Thekeraguri	15m/ South	27.252971	94.477364	Semi built-up	Residential



Figure 43: Sampling location for noise Level monitoring



Table 29: Present Noise Levels in the study area

Sr. No.	Name of Location	Units	Results		CPCB Ambient Air Quality Standards in respect of Noise (Residential Area)		Guidelines for Community Noise, World Health Organization (WHO) 1999		Approx. Distance from Road Edge (m)	Land use
			Equivalent Noise Level (7 Am To 10 Pm)	Equivalent Noise Level (10 Pm To 7 Am)	Day	Night	Day	Night		
1	Hatigarh	dB (A)	45.8	32.4	55	45	55	45	5	Semi built-up
2	No. 3 Begena Gara	dB (A)	50.2	36.5					20	Semi built-up
3	No. 2 Thekeraguri	dB (A)	44.6	33.1					15	Semi built-up

Source: Environmental Baseline Monitoring

It can be seen from **Table 29** that at all the monitoring locations, the ambient noise levels are well within the permissible limits for residential areas prescribed by CPCB and also by World Bank EHS standards of 55 dB(A) and 45 dB(A) for day time and night time respectively. The maximum recorded day time noise level is 50.2 dB(A) and night time noise level is 36.5 dB(A) at No. 3 Begena Gara. Average day time noise level along the subproject roads varies from 44.6 dB(A) to 50.2 dB(A) whereas average night time noise levels vary from 32.4 dB(A) to 36.5 dB(A).



Figure 44 : Noise Levels monitoring at Hatigarh

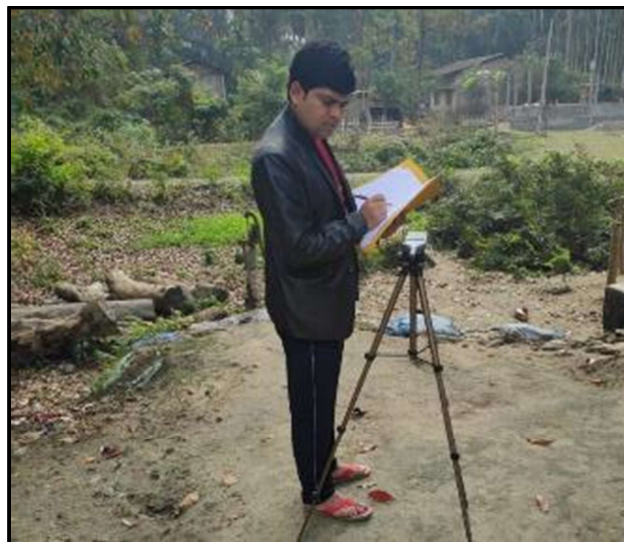


Figure 45 : Noise levels monitoring at No.3 Begena Gara



Figure 46 : Noise level monitoring at No.2 Thekeraguri

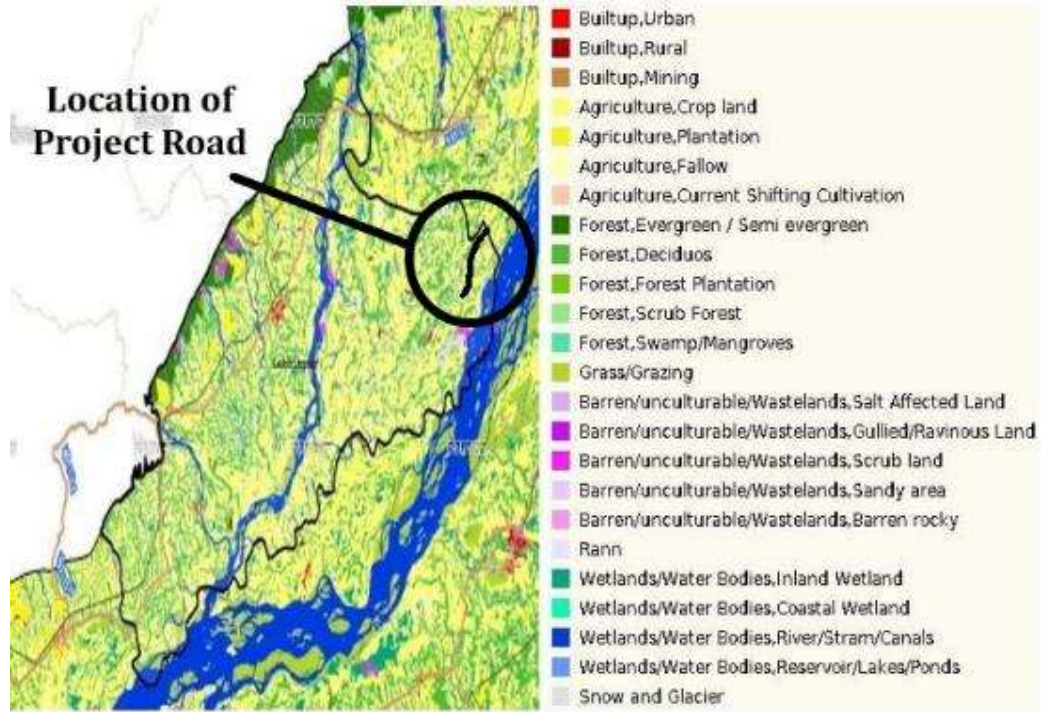
4.2.9 Land Use

The land-use pattern in the project section has major share of settlements which is semi built-up areas and agricultural area. The abutting land use patterns observed along the project road is as given in **Table 30**. The land use map of Lakhimpur and Dhemaji district are shown in **Figure 47** and **Figure 48** respectively.

Table 30: Land Use Pattern Abutting Project Road

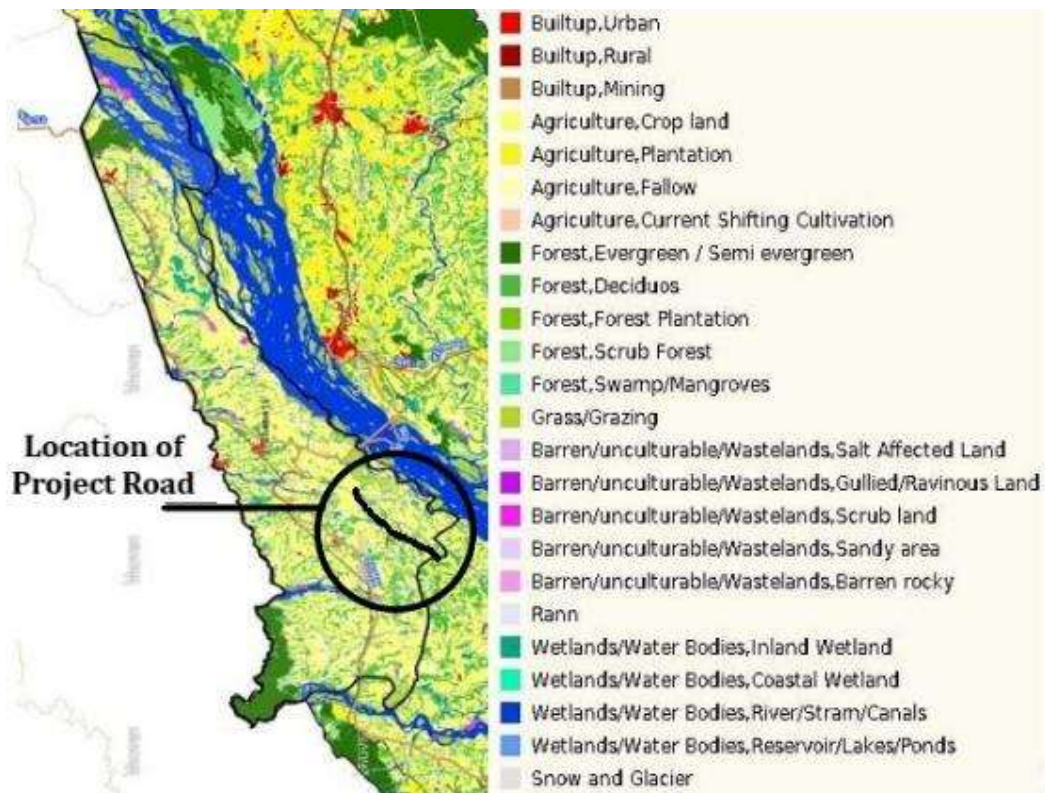
Type of Land	Length (Km)	Percentage (%)
Agricultural	12.55	39.53
Barren Land	-	-
Built Up	1.4	4.41
Forest	-	-
Semi Built Up	17.8	56.06

Source: Road Inventory Survey



Source: Land Use data obtained from the National Remote Sensing Centre (Bhuvan)

Figure 47: Land use Pattern in Lakhimpur District



Source: Land Use data obtained from the National Remote Sensing Centre (Bhuvan)

Figure 48: Land use Pattern in Dhemaji District



4.3 Biological Environment

4.3.1 Forests of Assam

Forests of Assam have rich biodiversity of flora and fauna. It has a wide range of forests viz. Evergreen and Semi Evergreen forests, Mixed Deciduous forests, Sal Forests, Riverine forests, Moist Savannah, dry Savanna, and Dry Miscellaneous Type of forests. The state also has a humid weather which combined with the rich forest biodiversity gives the state several endemic species of flora and fauna. The state has many varieties of important commercial crops including rice, banana, citrus, ginger and tea. The state boasts of 3010 species of flowering plants including 347 medicinal plants, 102 endemic and restricted range plants, 182 species of orchids, 42 species of Bamboos and 14 species of cane. Different Forest types in the state can be classified as below:

- Tropical Wet Evergreen Forests
- Tropical Semi-Evergreen Forests
- Tropical Moist Deciduous Forests
- Sub-tropical Broadleaf Hill Forests
- Sub-tropical Pine Forests
- Littoral and Swamp Forests
- Grassland and Savannahs

A total of 26,832 sq km (37.21%) of the geographical area of the state is covered by forest. These forests have 193 species of mammals including 10 primates, 820 species and subspecies of birds, 185 species of fish, 405 species of butterflies, 115 species of reptiles, 46 species of amphibians and 39 species of snails. The state has 4% of its total green cover notified as Protected Area, comprising of 5 National Parks and 20 Wildlife Sanctuaries. The state also has 2 UNESCO World Heritage sites and 2 Biosphere reserves, 4 Tiger Reserves and 5 Elephant Reserves.



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[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
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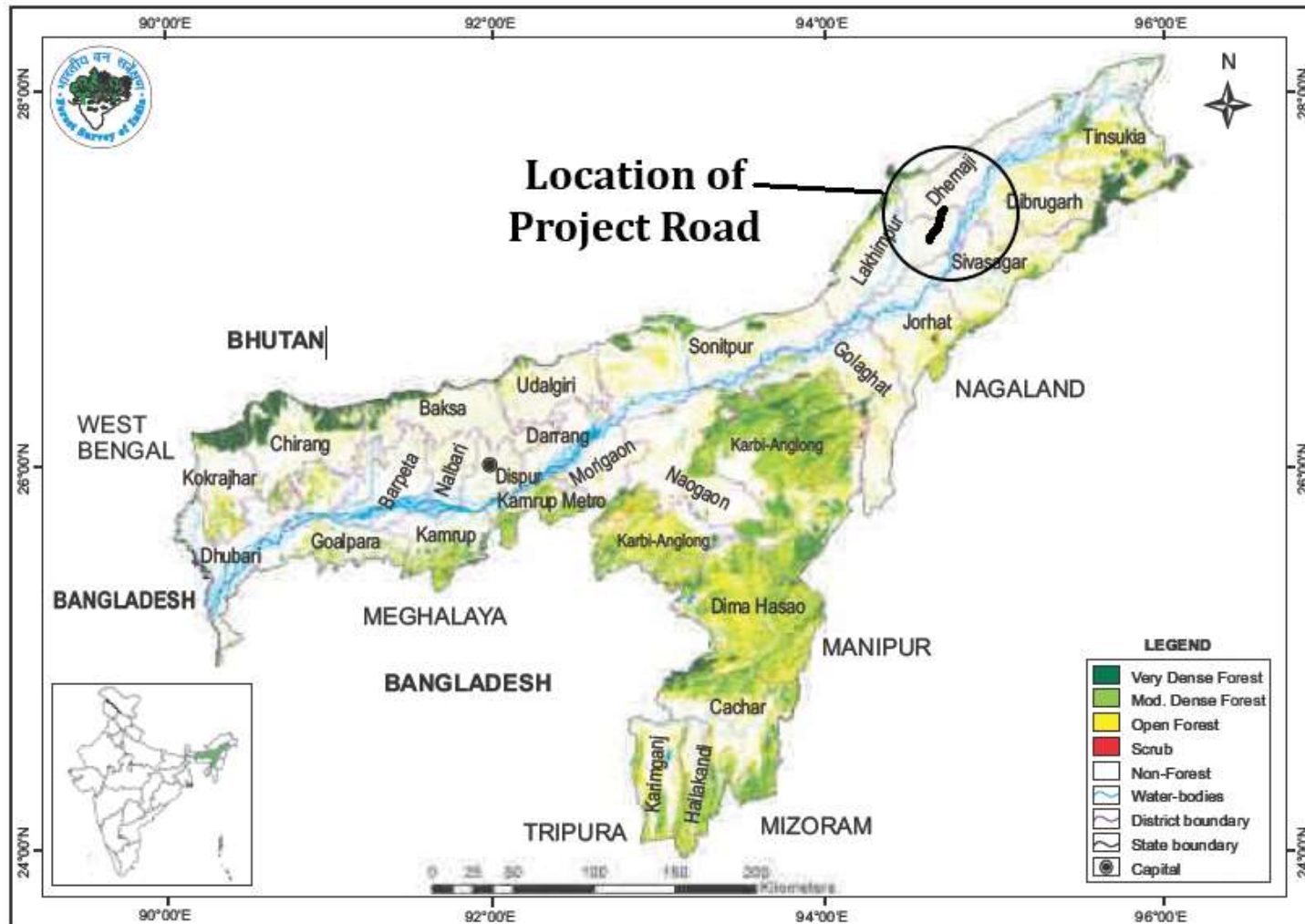


Figure 49: Forest Map of Assam



Based on the Primary survey and discussion with the DFO while doing tree inventory for tree felling permission, it was noted that no forest land notified under the Indian Forest Act – 1927 are reported within the proposed ROW.

4.3.2 Important Flora of the State

The state is rich with several important flora species. Different types of species are prevalent in different type of forest in the state. Each of these forest types, regions for the same and the prevalent flora species in each are given below.

The state is rich with several important flora species. Different types of species are prevalent in different type of forest in the state. Each of these forest types, regions for the same and the prevalent flora species in each are given below.

Evergreen Forests:

Evergreen Forests are mainly found in Lakhimpur, Dhemaji, Dibrugarh, Sivasagar, Tinsukia, Cachar extending upto Panchnadi in north bank and Golaghat district. Present species in these forests includes the following.

Table 31: Present Species in Evergreen forests of Assam

Sr. No.	Dominant Families
1	Dilleniaceae
2	Anonaceae
3	Clusiaceae
4	Magnoliaceae
5	Fabaceae
6	Myrtaceae
7	Styraceae
8	Ebenaceae
9	Myristicaceae
10	Lauraceae
11	Euphorbiaceae
12	Fagaceae
13	Myrtaceae
14	Styraceae



Sr. No.	Dominant Families
15	Ebenaceae
16	Myristicaceae
17	Lauraceae
18	Euphorbiaceae
19	Fagaceae
20	Arecaceae
21	Poaceae
22	Dipterocarpaceae

Deciduous Forests:

Deciduous Forests lie mainly in Dhubri, Kokrajhar, Goalpara, Bongaigaon, Chirang, Baksa, Nalbari and Udalguri regions in the state. Various species under this includes the following.

Table 32: Present Species in Deciduous forests of Assam

Sr. No.	Dominant Families
1	Lagerstroemia parviflora
2	Kydia calycina
3	Schima Wallichii
4	Careya arborea
5	Gmelina arborea
6	Cassia fistula
7	Albizzia lucida
8	A. Odoratissima
9	Millusa velutina
10	Stereospermum chelonoides

Swamp Forests

These forests are usually found in low lying areas, abandoned river channels etc. Dominant species in these includes:



Table 33: Present Species in Swamp forests of Assam

Sr. No.	Dominant Families
1	Crataeva lophosperma
2	Eugenia species
3	Duabanga grandiflora
4	Terminalia myriocarpa
5	Lagerstroemia flos-regina
6	Trewia nudiflora
7	Ficus pyriformes
8	Hygrophiza aristate
9	Vossia procera
10	Panicum proliferum
11	Phragmites communis
12	P.karka
13	Arundo donax
14	Nymphaeaceae
15	Lamnaceae
16	Alismaceae
17	Naiadaceae
18	Eriocaulaceae
19	Cyperaceae

Grass lands:

Grasslands in the state is found in the riparian belt and in low rainfall areas. Some of the species in these grasslands are as follows:

Table 34: Present Species in Grasslands of Assam

Sr. No.	Dominant Families
1	Saccharum



Sr. No.	Dominant Families
2	Anthistena
3	Erianthus
4	Arundo
5	Phragmities
6	Imperata arundinaceae
7	Aptuda varia
8	Andropogon jwarancusa
9	Nardus contortus
10	Setaria glauca

Some of the species of plants of medicinal importance to the state are as follows:



Table 35: Plants of medicinal importance to the state

Sr. No.	Scientific Name	Common Name	Uses
1	Flacoutia jangomas	Paniol	The fruits from the plant are used as a medicine to treat jaundice. Leaves and Roots are taken for schistoosmiasis, malaria and diarrhoea. Roots of the plant are believed to treat pneumonia, intestinal worms and act as pain reliever.
2	Baccaurea ramiflora	Leteku	The bark, roots and wood from this plant are harvested for medicinal use and is used to treat skin diseases.
3	Garcinia lanceifolia	Rupahi thekera	The fruits from this plant are used for preparation of soft drinks and used as a medicine for diarrhoea.
4	Myrica esculenta	Nagatenga	The fruits have antioxidant, antiviral and antidiarrhoeal properties.
5	Garcinia pedunculata	Bor thekera	This dried fruit is used to treat dysentery. The bark of this fruit is used to dye clothes.
6	Carissa carandas	Karza tenga	The fruit is antiscorbutic and is used for anaemia. It is also an ingredient in jelly, jam syrup and chutney.
7	Ajuga integrifolia	Nilakantha	This plant is aromatic, astringent and tonic. It is useful in treatment of agues. Roots are helpful in treatment of diarrhoea and dysentery. The leaves are used in the treatment of fever substituting quinine.
8	Andrographis paniculata	Sirata/Kalmegh	The plant extract has antityphoid and antifungal properties. It is also reported to be helpful as antihepatotoxic, antibiotic, antimalarial, antihepatitic, antithrombogenic, anti-inflammatory, anti-snake venom and antipyretic.
9	Bacopa monnieri	Brahmi	It is used in Ayurvedic treatment for epilepsy and asthma. It is also used for ulcers, tumors, enlarged spleen, indigestion etc.



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Sr. No.	Scientific Name	Common Name	Uses
10	Centella asiatica	Manimuni	This has antibacterial, antiviral, anti-inflammatory, antiulcerogenic, anxiolytic, nervine and vulnerary properties and acts as cerebral tonic.
11	Cheilocostus speciosus	Jomlakhuti	This plant has uses in Ayurveda to treat fever, rash, asthma, bronchitis and intestinal worms.
12	Catharanthus roseus	Nayantara	This species is cultivated for herbal medicine and is prevalent in Ayurveda as a cure against several diseases like diabetes, malaria and Hodgkin's lymphoma.
13	Amaranthus spinosus	Khutura xak	This is used in treatment of diarrhoea, excessive menstruation and snake bites.



4.3.3 Flora of Lakhimpur and Dhemaji district

The District of Lakhimpur have a good variety of wood and bamboo. Gamari, Jutuli, Chapa, Sissu, Silkha, Chom, Sualu, Neem etc. are abundantly found in the District. Besides Hollock, Urium, Nahar, Ajhar, Simul, Silikha etc. are also available in the forests of Lakhimpur District in quite large numbers. Silk and Beeway Indian rubber form a bulk of main jungle products. Cane is found in unclassified forests areas in great abundance.

Forests of the district are mainly tropical rain forest. The important reserved forests of the district are Ranga Reserve, Kakoi Reserve, Dulung Reserve and Pava Reserve. The varieties of tree species grown in the forest area are Hollock (*Terminalia Myriocarpa*), Urium (*Bichotia Jauvanica*), Nahar (*Mesua Ferrea*), Ajhar (*lagerstroemia speciosa*), Simul (*Bombax ceiba/Salmalia Malabarica*), Sum (*Machilus*), Sualu, Gomari (*gmelina orborea*), Sissoo (*Dalbergia Sissoo*), Jutuli (*Altingia excelsa*), Silikha (*Terminalia Chebula*), Neem (*Azadirachta Indica*), Sopa (*Magnolia*) etc. Forestry plays a significant role in the economy of the district. A considerable section of the people of the district depends upon forests for firewood and timber bamboo, ekra reed, thatch, tokopat, cane gravels etc for building their dwelling houses. A number of forest base industries like saw-mills, furniture workshops, bamboo and cane industry etc have also been set up in many parts of the district. The Lakhimpur Forest Division supplies a considerable number of Industrial Timber and Fuel wood. Besides, boulders, gravels, sands and other forest products also earn a considerable revenue to the Government. Apart from other forest products the sale of timber is an important source of revenue of the Forest Department.

Botanically the forest of Dhemaji district can be divided into three divisions viz. Mixed, deciduous and mixed deciduous. The forest in the district is either deciduous or mixed evergreen seen scattered in the foothill areas. The forest resources are timber, bamboo and cane with swamps covered with grass and reeds. There are 9 reserved forests covering an area of 53,224.11 hectares which is works out to be just 16% of the total area of the district. These forests contribute annual revenue of Rs.8.14 Lac to the district. In Dhemaji district, there are nine reserve forests, namely, Jiadhal, Subansiri, Sissi, Simen, Archiac, Jamjing, Senga, Gali and Pova.

4.3.4 Wild Life and Protected Areas

The protected area network of Assam includes 5 National Parks and 18 wildlife sanctuaries covering an area of 0.40 million ha constituting 4.98% of the geographical area. The state has three Tiger Reserves, namely Kaziranga, Manas, and Nameri. Kaziranga National Park and Manas National Park are in the list of World Heritage sites. The List of National Park and Wildlife declared protected the Wildlife (Protection), Act -1972 located in the State of Assam and Project district is discussed in **Table 36**.



Table 36: List of Wildlife Sanctuary & National Parks in the State of Assam

Sr. No	Name	Location	Area	Year
List of National Park in Assam				
1.	Kaziranga National Park	Golaghat, Nagaon district and Karbi Anglong	858.98	1905
2.	Manas National Park	Kokrajhar, Chirang, Baksa, Bajali, Udalguri, and Darrang	950.0	1985
3.	Nameri National Park	Sonitpur	200.0	1978
4.	Dibru-Saikhowa National Park	Dibrugarh and Tinsukia district	340.00	1978
5.	Orang National Park	Darrang, Udalguri and Sonitpur district	78.81	1999
Wildlife Sanctuary in Assam				
1.	Hoollongapar Gibbon Sanctuary	Jorhat	20.98	
2.	Garampani Wildlife Sanctuary	Karbi Anglong	6.05	
3.	Bura Chapori Wildlife Sanctuary	Sonitpur	44.06	
4.	Bornadi Wildlife Sanctuary	Darrang	26.22	1980
5.	Sonai Rupai Wildlife Sanctuary	Sonitpur	220.00	
6.	Pobitora Wildlife Sanctuary	Marigaon	38.80	1987
7.	Panidihing Bird Sanctuary	Sibsagar	33.99	



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Sr. No	Name	Location	Area	Year
8.	Bherjan-Borajan-Padumoni Wildlife Sanctuary	Tinsukia	7.22	
9.	Nambor Wildlife Sanctuary	Karbi Anglong	37.00	
10.	East Karbi-Anglong Wildlife Sanctuary	Karbi Anglong	222.81	
11.	Laokhowa Wildlife Sanctuary	Nagaon	70.13	
12.	Chakrashila Wildlife Sanctuary	Dhubri and Kokrajhar	45.57	
13.	Marat Longri Wildlife Sanctuary	Karbi Anglong	451.00	
14.	Nambor-Doigrung Wildlife Sanctuary	Golaghat	97.15	
15.	Dehing Patkai Wildlife Sanctuary	Dibrugarh and Tinsukia	111.19	
16.	Borail Wildlife Sanctuary	Cachar and Dima Hasao	326.25	
17.	Amsang Wildlife Sanctuary	Guwahati	78.64	
18.	Dipor Bil Wildlife Sanctuary [4]	Kamrup	4.14	



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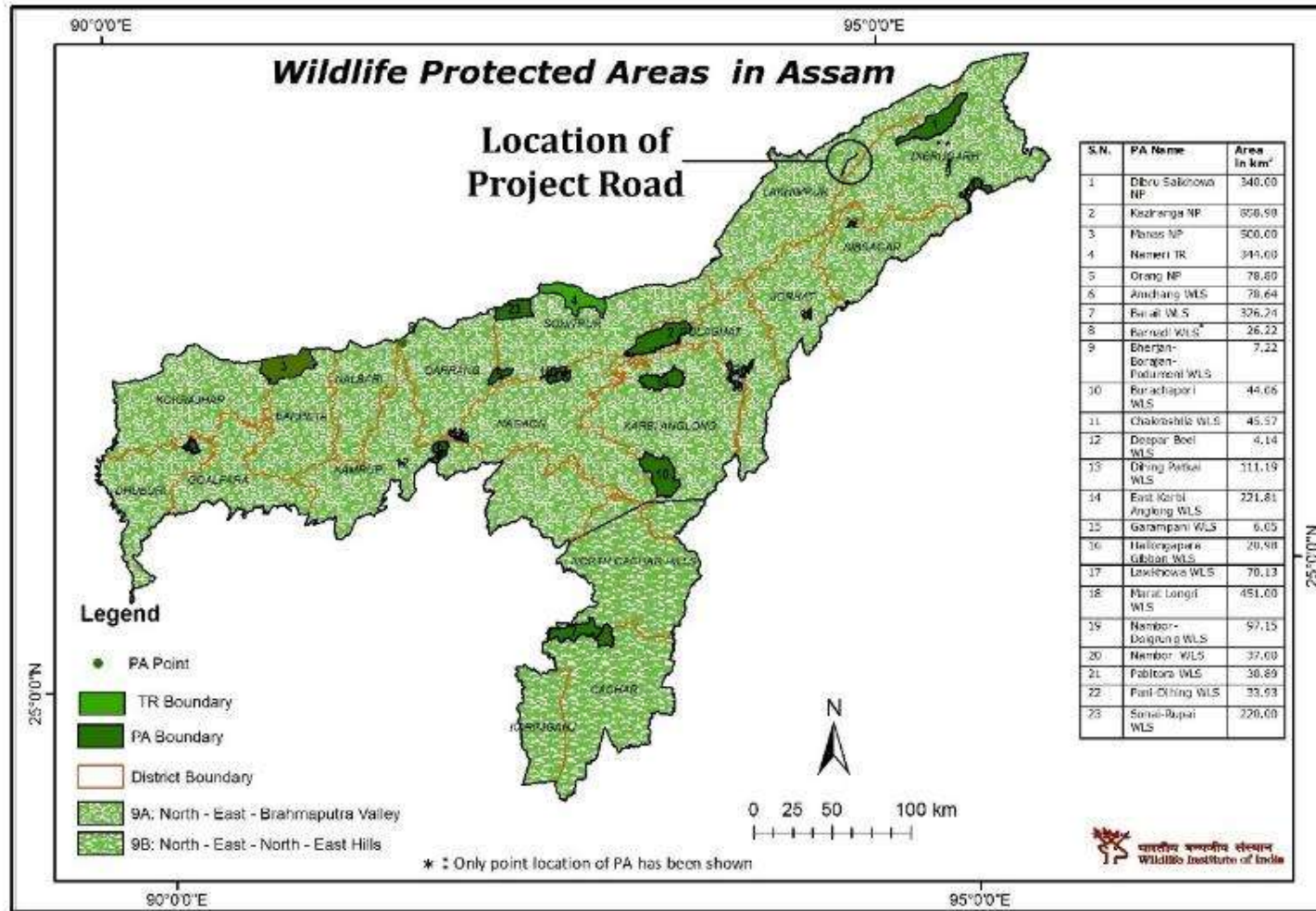


Figure 50: Wildlife Sanctuary and National Park of Assam

As per the approved Protected areas and Reserve forests map received from the PCCF office, Guwahati vide Letter No. FG 69/REWP/GIS/PART-1/7032 during the initial survey, the project road does not pass through any protected area such as Wildlife Sanctuary, National park, or bio-reserve. The project road is not located within a 10 km radius of any protected area. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road as shown in **Figure 51**.

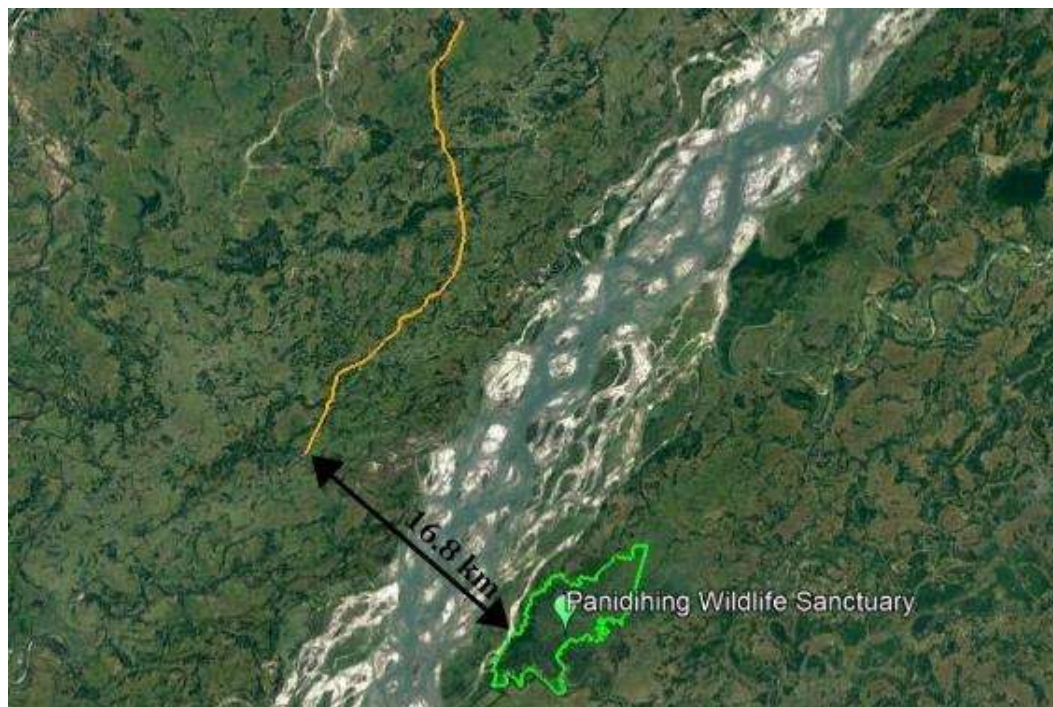


Figure 51: Map showing the Boundary of Nearest Wildlife Sanctuary and Alignment

4.3.5 Fauna of Lakhimpur and Dhemaji District

The forest of Lakhimpur district offer the much-needed shelter to wild elephants, Rhinos, Tigers, Deer, Hogs, Sambhow Deer, Buffalo, Pigs, Methan etc. On the other hand Cobra , Lizard, Python are valuable reptiles found in the forest. Parrot with vivid colours, Queh Aorican, Blue coat pelician, Hornbill, Duck, Goose etc. are common in these forests. Besides various kinds of colorful land and water birds like fowls, Crow, Parakeets or Bhatau, Maina Charai, Gray mynas, Pigeons, Doves or Kapon charai, Bulbuls, Wood-peckers, Salika etc are some of the various kinds of other jungle birds and hill birds. The birds who live in the neighbourhood or human habitation are Crows, Sparrow, Ghanchirika, Salika, Balimahi, Owls etc. There are Vultures or Sagun, Chalani, Kuruha in the district. Water birds or both indigenous and migratory nature are seen in the beels, swamps and rivers. Storks or Bartokola, Bagali, PaniKauri, Kam Charai, Ganga Chilani, Manihari (snake bird) are some of the water and marsh birds seen in the district. Ducks are generally found in the beels as winter visitors. Chakai chakua, Saralihanh, and Pintail ducks are some of the winter visitor birds which come to the district in winter season.

Tortoises, crocodiles, lizards and sakes are grouped as reptilian. Tortoises of various kinds are found in the beels and Rivers of the district. Crocodiles are rarely seen in the Brahmaputra. The green lizards are found almost in every part of the district. Fishes of



various kinds are found in the beels and rivers. The bigger fishers are Rau, Barali, Chital, Bahu, Kalijara, Ari, Galgal, Bhakuwa, etc.

With the increase of human population and large-scale deforestation of existing forest, the wild animal of various species is dwindling due to loss of habitat etc. Government and other concerned individuals should take up steps to preserve the great varieties of Flora and Fauna available in the district.

4.3.6 Biodiversity in Lakhimpur and Dhemaji Districts

The geographical location of the Lakhimpur and Dhemaji District have enhanced the entire area as a suitable location for a large number of residential as well as migratory birds. The riverine sand bars and islands of the River Brahmaputra and its numerous tributaries like Giadhal, Subansiri, Ranganadi and dikrong and its innumerable fresh water lakes (locally called beel), or ox-bow lakes (era suti), marshy tracts and seasonally flooded plains creates an ideal wetland eco-system, which serve as a rare refuge for a large number of water birds, including some rare and Red Data Book species.

There are as mentioned earlier few prominent reserve forests present in Lakhimpur and Dhemaji District. The Tropical and semi-tropical evergreen forest of these reserve forest and its adjacent hills harbors a myriad of hills birds. Assam is part of a global biodiversity “hotspot” as well as two Endemic Bird Areas, i.e., Eastern Himalaya, and Assam Plains. The close by hills and plains of Lakhimpur and Dhemaji District is stretch out within this “hotspot” region. On the other hand, there are six Important Bird Area (IBA) in Lakhimpur and Dhemaji District.

Table 37: Important Bird Area in Lakhimpur and Dhemaji District

Sr.no	IBA site Code	IBA site Name
1	IN-AS-07	Bordoibam-bilmukh Bird Sanctuary
2	IN-AS-08	Bordoloni-Sampora
3	IN-AS-26	Kuarbari-Dalani
4	IN-AS-34	Pabho Reserve Forest
5	IN-AS-41	Subansiri
6	IN-AS-21	Jamjing and Sengajan

Several Biodiversity hotspots in the district are as follows:

Bordoibam-bilmukh Bird Sanctuary:

It is situated at 50-55 meters above sea level in Dhemaji Districts. Bordoibam was formed after the great earthquake of 1950 when the river Subansiri changed its course. It is good for birdwatching with quite a few species seen at close proximity including Adjutant Storks, Fishing Eagle etc. are found here.

Bird sanctuary covers an area of 11.25 sq.kms and it a breeding ground of large Whistling Teal. An ideal habitat for many different species birds, this is third wildlife sanctuary



primarily for conservation of birds. It was declared as a wildlife sanctuary in 1996 by the Gov. of Assam.

Bardoibam Beelmukh is very important habitat for many wild birds, Among other species found here are 11 species of Mammals, 16 Species of reptiles, 8 species of amphibians and 42 species of different fishes.

The vegetation of the sanctuary is dominated by aquatic flora, apart from this it shows the presence of other semi-aquatic flora, climbers, trees which usually grows near water-bodies.

Pabho Reserve Forest:

This site is located near the confluence of the Ranga river with Khabolu river, and consists of degraded grassland with beels and marshes. The woodland has been completely destroyed due to felling. This site was known as Milroy Buffalo Sanctuary during British days, as a good number of Indian Wild Water Buffalo *Bubalis arnee* (*bubalus*) used to occur. Situated 20 km south of Lakhimpur town, the district headquarters, this wetland complex is an important site for waterbirds.

More than 100 species have been listed, but more are likely to occur. Among Threatened species, those regularly seen are Greater Adjutant *Leptoptilos dubius*, Lesser Adjutant *Leptoptilos javanicus*, and Swamp Francolin *Francolinus gularis*. Spot-billed Pelican *Pelecanus philippensis* also occurs. White-winged Duck *Asarcornis scutulata* has not been reported in recent years.

Kuarbari-Dalani:

Kuarbari or Koabari is a small marshy area near Dhakuakhana township in Lakhimpur district, eastern Assam. Surrounded by villages with cultivation, this site attracts a large number of waterbirds, including Spot-billed Pelican *Pelecanus philippensis*, Greater Adjutant *Leptoptilos dubius*, Lesser Adjutant *L. javanicus*, and Asian Openbill *Anastomus oscitans* (Choudhury 2000). The villagers in the area are highly motivated to protect the area and there is virtually no hunting, although poisoning of birds was regularly practised in the past. Dalani in the local language means swamp, and Dal is a kind of aquatic grass. This wetland IBA has the usual short grasses on the fringe. Bamboos and tall trees are found in the surrounding villages.

However, in recent years, the area underwent drastic change in land use pattern. The major part of the IBA has been silted up, and hardly any marshy area remains by late winter.

Jamjing and Sengajan:

This large grassland-wetland complex in Dhemaji district in eastern Assam is located northwest of Dibru-Saikhow National Park, on the north bank of the Brahmaputra river. The site comprises two reserve forests, Jamjing (8,000 ha) and Sengajan (1,200 ha). It is accessible from Jonai and Dhemaji towns.

More than 200 species of birds have been recorded in the area. There are past records of the White-winged Duck *Asarcornis scutulata*. Swamp Francolin *Francolinus gularis*, Striated Babbler *Turdoides earlei*, and Black-breasted Weaver *Ploceus benghalensis* are some species of Biome 12 (Indo-Gangetic Plain) in which this site falls.



4.3.7 Biodiversity of the Project Area

The project road A22 (Dhakuakhana to Telijan) initiates from Dhakuakhana. Then the project road moves in the south-east direction and turns in north west direction where it meets SH-22. Roads coming from nearby villages meet the route. The maximum project length is having an intermediate lane with earthen Shoulder. The project road then passes through Butikar village and ends at the Telijan.

The project road runs adjacent to the Chari Karia river on the right side from start point upto 8km. Various types of breed are found in beels and rivers in the district. Fishes like Rohu, Barali, Chital, Kaliajora, Kurhi, sol etc are found in big beels. Fishes that are found available anywhere are Kawoi, Magur, Singra, Puthi, Darikana etc. There is no forest along the project road. The project road does not lie within 10 km radius of protected areas in the state. The Panidihing wildlife sanctuary lies at a distance of 16.8km (approx.) from the project road. There are 6 Important Bird Areas (IBAs) in Lakhimpur and Dhemaji district. The project road does not lie in near vicinity of any of the IBAs. The project road experiences more than 250 small sized ponds along the entire stretch. Storks, ducks, flamingos are some of the birds spotted on some ponds along the stretch.

4.3.8 Trees

During primary survey of the proposed road, tree species were reported beyond the earthen shoulder of the existing road. The species of trees reported during primary survey and based on the tree inventory done during tree numeration. The details of tree inventory are attached as **Annexure 11**.

Moderate tree density is observed all along the project road. The tree species observed in Lakhimpur district are Bamboo, Gamari, Jutuli, Chapa, Sissu, Silkha, Chom, Sualu, Neem, Hollock, Urium, Nahar, Ajhar, Simul, Silikha, etc. The tree species observed in Dhemaji district are timber, bamboo, cane, etc.

Source: District census handbook of Lakhimpur & Dhemaji district

Based on the Joint inception, tree numeration done with ranger and forest officers of Lakhimpur and Dhemaji forest division about 1233 nos. of trees are felling will be involved in widening and realignment work.

Based on the tree felling permission and in discussion with the forest officials during site visit no Tree species identified along the PROW are Critical/endangered/protected species list as per IUCN Red list.



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**



Figure 52: Trees along Project Road



4.3.9 Heritage Trees

There are a range of criteria that designate a tree as a heritage tree. These attributes—both material and non-material—makes the tree stand out. The material attributes could be age or size of the tree. It could also be the result of the form or shape of the tree. Further, it could be that the tree is a rare species or a tree at risk of being lost. The non-material criteria relate to cultural and aesthetic aspects. It could be that the tree has a historical or cultural association either with a person, an event or a place. It could also be a tree associated with myth or folklore.

In order to identify Heritage trees in the study area a detailed field study was conducted. As per the study conducted 6 trees of cultural significance have been identified along the road. The locations of such identified heritage trees are given in **Table 38**.

Table 38: Identified Heritage Trees

Sr. No.	Chainage	Location	Side of the Road
1	4+630	Deolia Gobindapur	Right
2	7+700	Dhakukahana	Left
3	14+040	Kathalguri	Right
4	14+070	Kathalguri	Right
5	17+130	Borpak Miri	Left
6	21+270	No. 1 Pahukhowa	Left

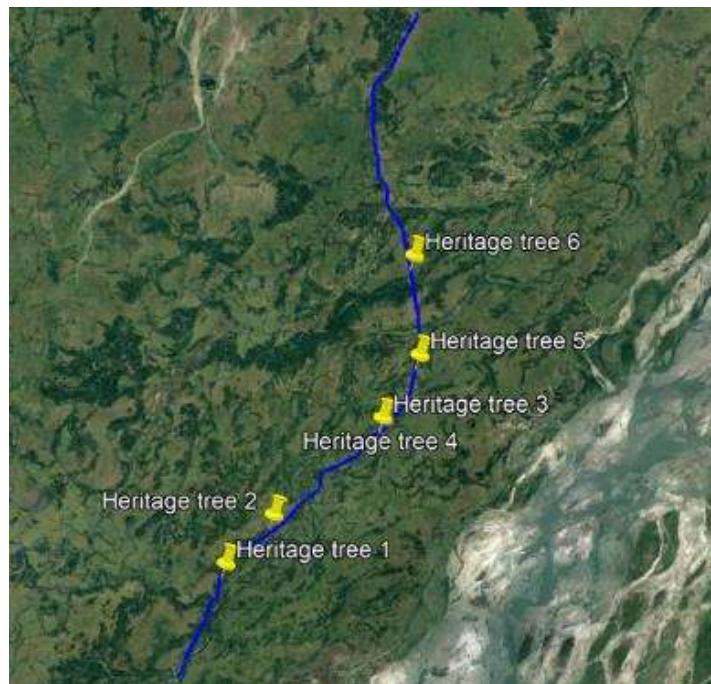


Figure 53: Location of Heritage tree along the project road



Figure 54: Heritage tree at Ch. 4+630



Figure 55: Heritage Tree at Ch. 7+700



Figure 56: Heritage tree at Ch. 14+040

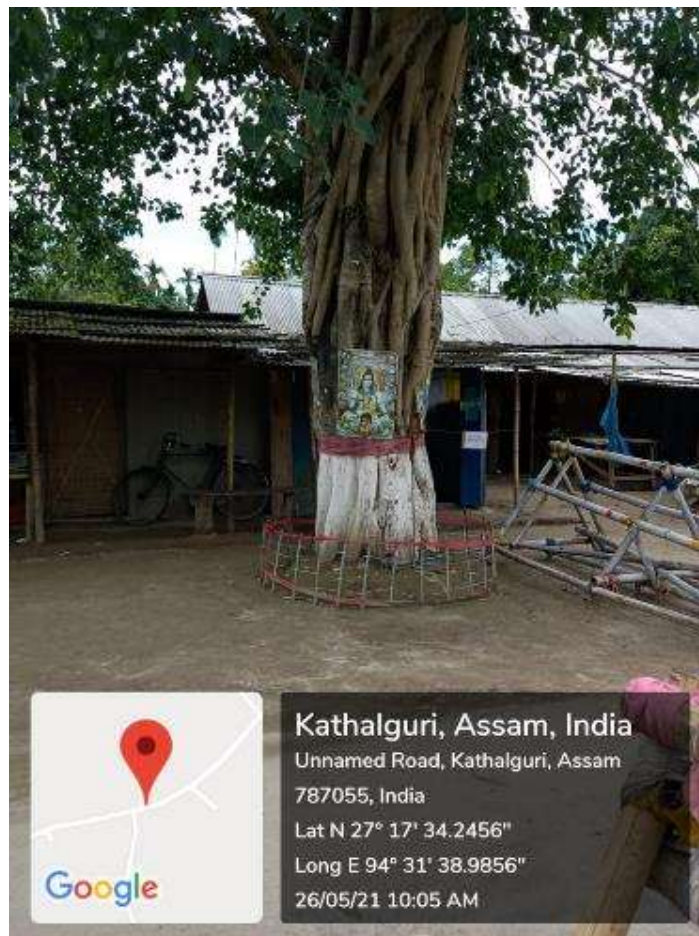


Figure 57: Heritage tree at Ch. 14+070

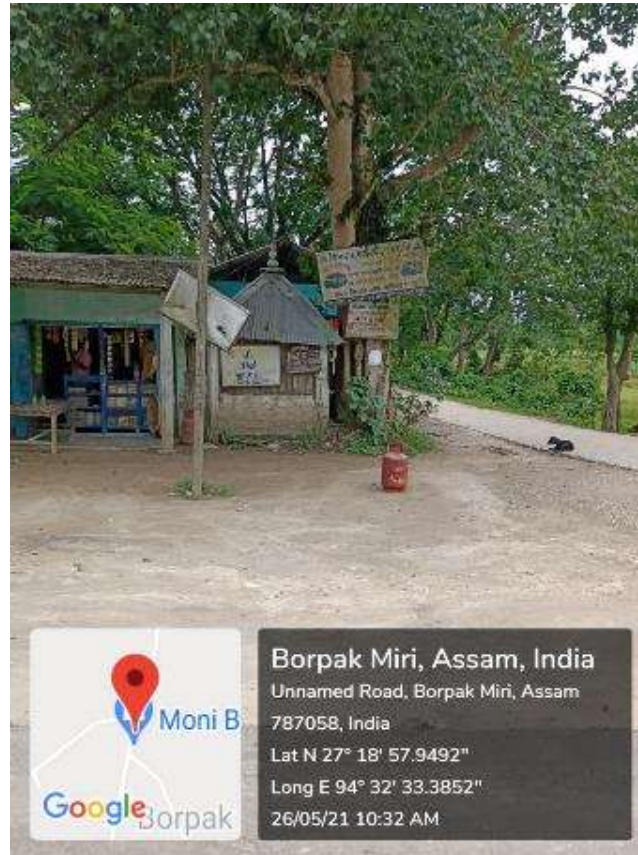


Figure 58: Heritage tree at Ch. 17+130

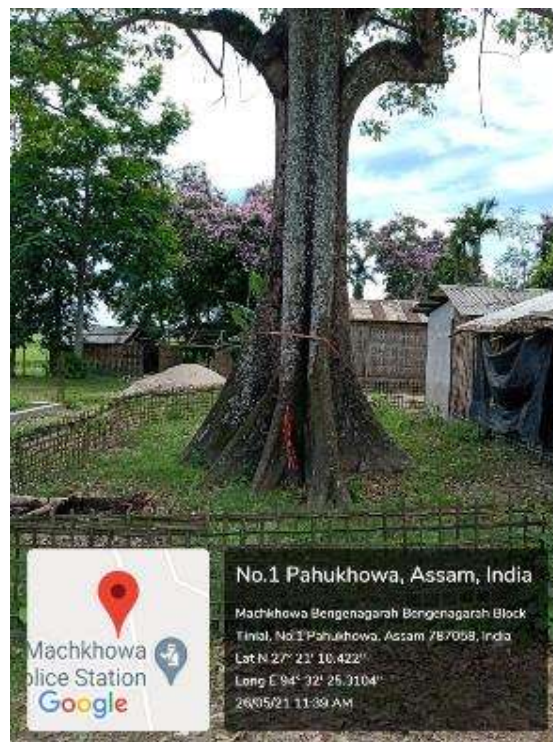


Figure 59: Heritage tree at Ch. 21+270

4.3.10 Nesting Trees

As per the detailed site study conducted and tree inventory conducted with the forest department officials, 2 nesting trees have been found within the proposed RoW of the project.

Table 39: Location of Nesting Tree Along project road

Sr. No.	Chainage	Location	Side	Approx. Distance from Road edge
1	21+300	No. 1 Pahukhowa	Left	5 m
2	21+300	No. 1 Pahukhowa	Right	1 m



Figure 60: Location of Nesting Tree along the project road

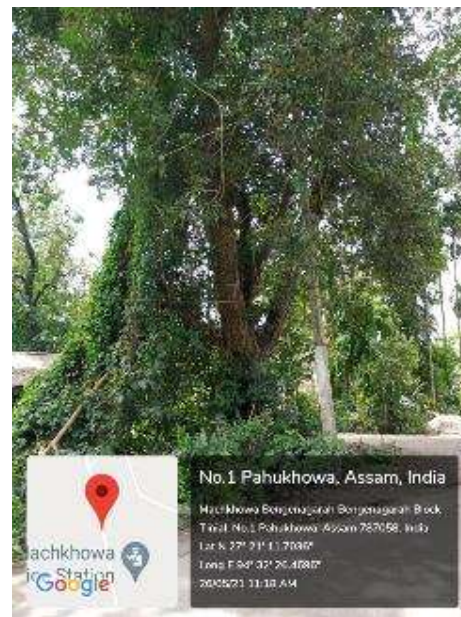
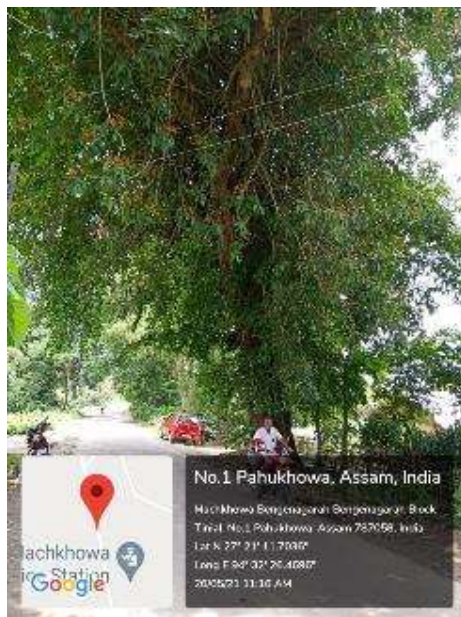


Figure 61: Nesting Trees along the project road

The locals of the nearby residence were consulted for the bird species nesting on the trees. As per the consultations held, the bird species found at the trees include parrot, crow, stork, cuckoo etc.

4.3.11 Sericulture

Sericulture is the major agro-based industry generating large number of employment in the rural areas of Assam with minimum investment cost. It plays a very vital role in the socio-economic development of the weaker section of the rural population especially during their off-agricultural season. Muga silk (*Antheraea assamensis*) and Eri Silk worm rearing (*Samia cynthia ricini*) and production of silk yarn and fabric is wide spread amongst the people of Dhemaji and Dhakuakhana. The larvae of these silk worms feed on som leaves (*Machilus gamblei*) and sualu (*Litsea monopetala*) leaves. The silk produced from these silk worms are natural golden colored and glossy in texture. Muga and Pat silk are famous from these silk worms. Since, cultivation of these silk worms is important to the economy of the locals. Som and suala trees are necessary for this region.

A detailed study was conducted to identify Sericulture activities in the project region. 2 locations were identified where sericulture is been carried out.

Table 40: Sericulture along the Project Road

Sr. No.	Chainage	Location	Side
1	4+820	Deolia Gobindapur	Left
2	5+360	Deolia Gobindapur	Left



Figure 62: Identified Sericulture Locations



Figure 63: Sericulture at Ch. 4+820



Figure 64: Sericulture at Ch. 5+360

4.3.12 Rice Cultivation

Assam has always been a rice growing state. Some of the special classes of rice in the state include joha or aromatic rice, bora or waxy rice and chokuwa or soft rice. Many of the rice in



the state can also be divided into Autumn Rice, Winter Rice, Summer Rice and Jhum cultivation. Black rice has been a latest addition to the rice cultivation in the state. Black rice is a common name for a range of rice belonging to *Oryza Sattiva L.* species. These varieties grow well in tropical zones like Japan, Korea, Myanmar, China and North-east India. These black rice variety are beneficial not only for the health consideration but also due to the fact that these varieties are more resilient to the effect of climate change. These varieties can grow well even at a higher temperature and flood conditions.

A detailed study was conducted to identify black rice cultivation in the project region, 1 location has been identified along the project road. The details are given in **Table 41**.

Table 41: Black Rice Cultivation along the project road

Sr. No.	Chainage	Location	Side	Approx. Distance from Road edge
1	21+300	No. 1 Pahukhowa	Left	19 m



Figure 65: Black Rice Cultivation along the project road at Ch. 21+300



Figure 66: Black Rice Cultivation farm along the project road

4.3.13 Tea Estates

Tea Plantations are an important constituent of biodiversity of Assam and play a major role in conservation of biodiversity of the region. Several tea germplasms (a total of 1074) have been identified in the state of Assam. Some of the species identified are *C. kissi*, *C. caduca*, *C. drupifera* etc. Since cultivation of tea depends closely on the water availability, water quality, humidity, pests and several other biological factors. It is important to conserve the biodiversity of the region to maintain the micro-climate around the tea estates. Also, several wild varieties of tea are also found naturally in the forest of the state. Such wild varieties of plant need to be conserved to ensure that the genetic diversity of the tea plants is not lost. Since, tea plantation is highly critical to changes in temperature, pests and other factors, gene pool conservation is important to ensure further development and continued productivity of the tea estates in the state. Hence, the developmental activities in this region should not affect the tea plants growing in wild or in the abandoned tea estates.

A detailed study was conducted to identify tea estates along the project road. No tea estates are located along the project road.

4.3.14 Aquatic Ecology and Fisheries

The project road alignment experiences several water bodies in the form of ponds. There is a presence of 252 number of ponds along the complete stretch of project alignment. The Chari Karia river is in the vicinity of the project road. At Ch. 0+350, the Chari Karia river is in close proximity at a distance of approx. 30 m on the right side of the road in Dhakuakhana village.

The aquatic species most commonly found in Lakhimpur district are Rohu, Barali, Chital, Kaliajhora, Sol Kawai, Magur, Pavo, Puthi, Mowa etc. The aquatic species most commonly found in Dhemaji district are Rohu, Barali, Chital, Kaliajora, Kurhi, Sol, Kawoi, Magur, Singra, Puthi, Darikana, etc.

Source: District census handbook of Lakhimpur & Dhemaji district



Figure 67: Chari Karia river

4.3.15 Rare or Endangered Species

The local forest department was consulted to know the presence of any endangered and protected species of flora within the formation width. It is confirmed by the forest department officials that there are no endangered species that are likely to be affected by the current project.

Joint inspection is being carried out with field officials from the local forest department to prepare the detailed inventory and marking of the trees to be cut. During the joint inspection, if any endangered and or protected species of flora are found within the formation width of the subproject road, necessary mitigation measures will be adapted to protect such species. Also based on the joint inspection, a suitable compensatory afforestation plan will be prepared to mitigate the loss of vegetative cover due to the subproject activities (refer Annexure 23 Biodiversity Assessment Report).

4.3.16 Fauna and Wildlife

Based on the primary survey within the Corridor of impact (COI) and secondary information obtained for buffer zone by public interaction, forest working plan, interaction with DFO during site inspection, etc., it can be concluded that no wildlife habitat for mammals are reported within the COI. Domestic animals mainly cow (*Bos taurus*), goat (*Capra aegagrus hircus*), pig (*Sus*), dogs (*Canis lupus familiaris*) and buffalos (*Bubalus bubalis*) were observed in study area (refer Annexure 23 Biodiversity Assessment Report).

4.4 Socio-economic Environment

The primary purpose of the socio-economic analysis is to provide an overview of the State's socioeconomic status and the relative status of the Project Influence Area (PIA) within the State. The proposed project passes through Lakhimpur and Dhemaji district. The demographic profile and socioeconomic status of the people in the project affected district



and state as per census 2011 are as follows. The demographic details of the project area are listed in **Table 42**.

Table 42: Demographic profile of Assam, Lakhimpur District, and Dhemaji District

	Assam	Lakhimpur	Dhemaji
Total Population	31,205,576	10,42,137	6,86,133
Rural Population	26,807,034	9,50,804	6,37,848
Urban Population	4,398,542	91,333	48,285
Male	15,939,443	529,674	3,51,249
Female	15,266,133	512,463	3,34,884
Gender Ratio	958	968	953
Density of Population (per sq. km.)	398	458	212

Source: Census of India, 2011

4.4.1 Road Network

Roads are considered the most important component of infrastructure, to which national economy either directly or indirectly connected. Constructing high-quality roads of international standards has come to reality in the soil of Assam because of the potential will of the Government of Assam. The state is connected to other neighboring states like Nagaland, Meghalaya, Mizoram, and Tripura through all-weather high standard roads. The approaching roads to the main roads have qualitatively improved. In recent years the internal roads connecting villages, hamlets have become R.C.C roads. The roads connecting to Gram Panchayats Road and Taluka (Block) Road have also been constructed through R.C.C. In recent days attempts have been made for constructing roads through Public-Private Partnership (PPP). The Road network of Lakhimpur and Dhemaji district are shown in **Figure 68** and **Figure 69** respectively.



Figure 68: Road Map of Lakhimpur district

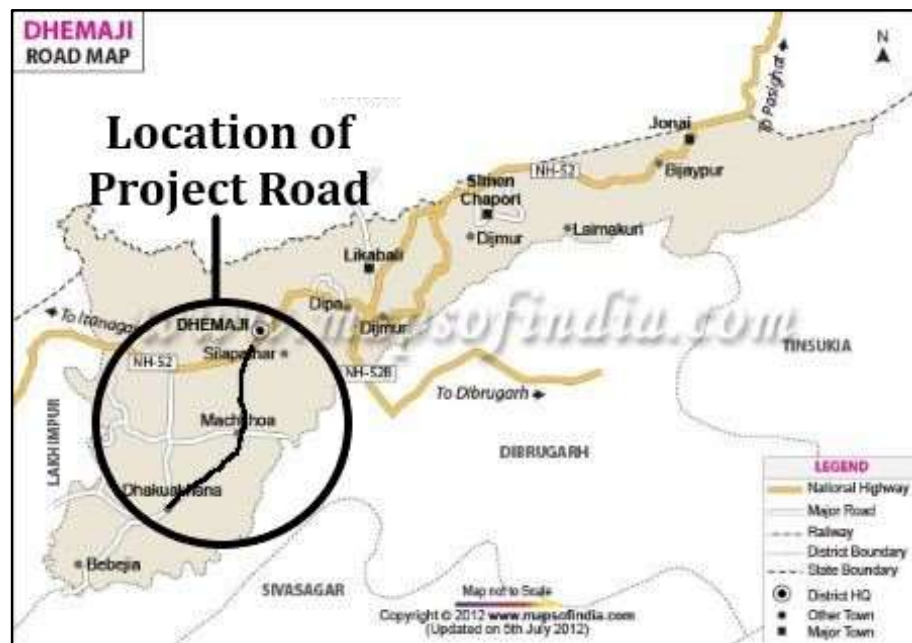


Figure 69: Road map of Dhemaji district



4.4.2 Settlement along the Sub-Project

The list of villages and towns on the sides of project road, identified during the reconnaissance survey and the information obtained from village maps are presented in **Table 43**.

Table 43: Important Settlements Abutting Project Road

Chainage		Length (in m)	Village Name	
From	To		LHS	RHS
0+000	2+020	2020	Huzgaon	
2+020	3+580	1560	Jiamoriya	
3+580	5+670	2090	Deolia Govindpur Panigaon	
7+910	9+420	1510	Harhi Dimoruguria Gaon	
9+420	9+820	400	Amaloguri Goan	Malohkhuti
9+820	11+470	1650		Gorapara Miri Gaon
13+970	15+430	1460	Kothalguri Gaon	Nemutengani Gaon
15+430	16+670	1240	Borpak Miri/Borpak Jiyamoriya	
16+670	18+150	1480	Borpak Gaon	
20+410	21+310	900	Bengenagarha	
23+810	27+050	3240	Butikur	
27+050	27+390	340	Hathipara	
27+390	29+130	1740	Badgharia	
29+130	30+150	1020	Singimari	
30+150	32+430	2280	Tarubil Gaon	
32+430	33+610	1180	Nalanipam Gaon	

Source: Road Inventory Survey

4.4.3 Existing Economy & Employment Base

Agriculture and Tea farming is the mainstay of the people of the region. It plays a significant role with respect to both generations of employment and share in the GDP. Agriculture is closely followed by livestock rearing. Many families in the project region mainly depend on Agriculture, Allied Agriculture & commercial works. There are some small-scale industry units where people are employed to work as laborers.

4.4.4 Cultural or Religious Resources

The language spoken by the majority of the people is Assamese and Bengali. English is widely used for official purpose and Assamese and Bengali is used as a regional language.



The state has a very opulent cultural heritage, one of the richest in India. The capital city of Assam is Dispur. No protected or unprotected ASI monument exists along the project road. As per the field survey, the following **Table 44** are the religious structures observed along the project road.

Table 44: List of religious structures along the project road

Sr. No.	Chainage (in km)	Receptor	Side	Approx. Distance from the Edge of Road (m)
1	0+430	Jain Temple	Left	15
2	0+670	Mosque	Left	15
3	3+900	Temple	Right	70
4	19+730	Religious center	Right	50
5	20+420	Temple	Left	25
6	21+000	Temple	Left	25
7	21+470	Temple	Right	15
8	22+450	Temple	Left	40

Source: Environmental Baseline Survey

4.4.5 Archaeological and Historical Monuments

No archaeological sites or historical monuments are located along the project road section.

4.4.6 Sensitive Receptors

During the environmental and social screening survey, several sensitive receptors such as schools, hospitals etc. are located within the existing RoW. However, no structure is going to be affected by the proposed road improvement works. The list of these structures observed is presented in **Table 45** below.

Table 45: Sensitive receptors along the project road

Sr. No.	Chainage (in km)	Receptor	Side	Approx. Distance from the Edge of Road (m)
1	0+700	School	Right	20
2	3+120	School	Right	50
3	5+930	School	Right	55
4	6+350	School	Left	40
5	19+370	School	Right	35
6	19+800	School	Right	100
7	20+700	School	Right	30
8	25+700	School	Left	70
9	28+600	School	Left	30

Source: Environmental Baseline Survey



4.4.7 Demography of Displaced families

The total number of displaced persons are 6458. The males constitute of 52.11% and females are 47.89%. Most of the displaced person (20.75%) are from the age of 21 to 30. **Table 46** presents the age-wise distribution of the total displaced persons.

Table 46: Total Displaced Persons Age wise

Age Category	Total Males	Total Females	Total Persons	%
0 to 6 Years	273	229	502	7.77%
7 to 14 Years	413	386	799	12.37%
15 to 20 Years	324	333	657	10.17%
21 to 30 Years	661	679	1340	20.75%
31 to 40 Years	609	526	1135	17.58%
41 to 50 Years	419	405	824	12.76%
51 to 60 Years	340	283	623	9.65%
Above 60 Years	326	252	578	8.95%
Total	3365	3093	6458	100%

4.4.8 Social Stratification

Social categorization of the displaced families has been presented in **Table 47**. It is observed that 54.88% of the affected families are Other Backward Class (OBC). The General Category constitutes about 14.69%, Schedule Tribe 20.10 % and Schedule Caste displaced families are lowest. i.e., 10.33% only.

Table 47: Social Category of the Displaced Families

Social Category	No. of Displaced Families	%
Schedule Tribe	253	20.10%
Schedule Caste	130	10.33%
Other Backward Class	691	54.88%
General	185	14.69%
Total	1259	100%

4.4.9 Educational Profile

The educational status of the displaced persons is presented in **Table 48**. Out of the total 5956 displaced persons, illiterate constitute only 3.53% only and 3.96% reported that they are literate but never had any formal school education. 59.81% of the displaced persons



have taken education up to secondary and higher secondary, 13.65% up to primary school. 0.17% displaced persons has done degree in technical field.

Table 48: Educational Status

Educational Status	Male	Female	No. of Displaced Persons	Percentage
Illiterate	70	140	210	3.53%
Literate (can only sign)	94	142	236	3.96%
Primary	380	433	813	13.65%
Secondary & Higher Secondary	1872	1690	3562	59.81%
Graduate & Higher	669	456	1125	18.89%
Technical	7	3	10	0.17%
Total	3092	2864	5956	100.00%

4.4.10 Occupational Profile

The occupational status of the displaced person is presented in **Table 49**. It is reported that almost 58.52% of displaced persons are unemployed but in which the percentage share of female is more. Students and housewives are included in this category. The highest 14.97% displaced person are earning money through the business/ Trade. 12.37% of the displaced persons reported to be engaged in agriculture activities, labourers (agricultural and non-agricultural) are about 0.87%. 3.03% displaced persons reported to be working with private services.

Table 49: Employment Status

Employment Status	Male	Female	Total	Percentage
Agriculture	599	39	638	12.37%
Agriculture Labourer	25	15	40	0.78%
Non-Agriculture Labourer	121	6	127	2.46%
Business/ Trade	694	78	772	14.97%
Govt. Service	222	76	298	5.78%
Private Services	141	15	156	3.03%
Maid Servant	43	4	47	0.91%
Others	49	12	61	1.18%
Unemployed	785	2233	3018	58.52%
Total	2679	2478	5157	100%



5. Anticipated Environmental Impacts and Mitigation Measures

5.1 Introduction

This chapter presents key environmental issues associated with various aspects of the proposed subproject. The environmental impacts caused due to the development of the subproject road sections can be categorized as primary (direct) and secondary (indirect) impacts. Primary impacts are those which are induced directly by the subproject whereas the secondary impacts are those which are indirectly induced and typically include the associated investment and changing patterns of social and economic activities due to the proposed action. Interaction of the subproject activities with environmental attributes is presented as Activity- Impact matrix in **Table 50**.

The immediate benefits of road construction and improvement will come in the form of direct employment opportunities during construction for the roadside communities and especially those who are engaged as wage laborers, petty contractors, and suppliers of raw materials.

During the operation stage, road-side economic activities supporting transport like Petrol pumps, automotive repair shops, lodging, and restaurants will increase due to the increased number of vehicles. An increase in agro-industrial activities is also expected to take advantage of improved access to urban centers where there are higher demands and better prices for agricultural products. The project will accelerate the industrial activities and induced development significantly. One important project-specific benefit is the avoidance of flooding or waterlogging by increasing the waterway of bridges and the provision of side drains. Other generic benefits of road improvement projects are: (i) reduction in travel time (ii) better mode and frequency of transport (iii) access to quality health care, educational and other infrastructural facilities (iv) improved quality of life of rural tribal population (v) reduced accident events and (vi) better investment climate for industries creating more employment opportunities to local people.

The identification of potential effect requires identifying the components of the physical, biological, and human environments that are at risk of being impacted in the upgrading of state roads in Assam. It involved an integration grid between the valued environmental components and project activities. The valued environmental components for this project were drawn from the environmental baseline and are as follow:

- Physical environment – air quality and greenhouse gas emissions, land and soil, surface water quality and quantity, and groundwater quality and quantity,
- Biological environment – terrestrial vegetation
- Human environment – private land and buildings, public infrastructures, sound
- Environment, aesthetic and visual, and community and occupational health and safety.



The assessment of potential environmental impacts requires the definition of the effects associated with the MDR upgrading in terms of intensity, duration, and scope as follow:

- Nature of the effect: The nature of the effect refers to the kind of effect on the environment. Two levels have been defined:
 - Positive: The work would have a good impact on the environment or stakeholders.
 - Negative: The work will have a bad impact on the environment or stakeholder.
- Duration of the effect: Duration means the time dimension of the effect. The term short term and long term are used to describe the period:
 - Short-term: the effect disappears promptly once the source is eliminated;
 - Long Term: the effect is felt for a while even after the source is eliminated;
- Scope of the effect: The scope describes the spatial dimension of the effect caused by an action in the environment. It refers to the distance or area covered by the disruption. The terms regional, local, and limited are used to describe the scope:
 - Limited: the scope is limited when the action affects only one environmental element located near the project;
 - Local: the scope is local when the action affects the study area;
 - Regional: the scope is regional when the action affects areas beyond the study area

Assessment of the potential effect: The potential effect considering the above parameters come into one of three categories:

- Major (MAJ): signifies an effect that is permanent and that affects the integrity, diversity, and sustainability of the element. Such an effect substantially or irretrievably alters the quality of the environment.
- Medium (MED): signifies a perceptible, temporary, and/or low- return effect that has little impact on the environmental component and is not irreversible. Such an effect is short-lived and/or limited in scope.
- Minor (MIN): signifies that the effect is non-existent or virtually non-existent, that it does not affect the environmental component in any observable or quantifiable way and that it is related to a randomly occurring natural effect.



Table 50: Project Attributes and Impact Marks

Activity	Severity of Impact	Degree of impacts		Duration of Impact		Scope of Impact		
		Positive	Negative	Short term	Long Term	Local	Regional	Limited
PRE-CONSTRUCTION PHASE								
Road alignment and design considerations	MED	x			x	x		
Utility shifting: removal and transfer of electrical and other utilities, tree cutting	MED		x	x			x	
CONSTRUCTION PHASE								
Site Clearance	MIN		x	x			x	
Generation of Debris	MIN		x	x		x		
Non bituminous waste	MIN		x	x		x		
Bituminous waste	MIN		x	x		x		
Traffic diversion	MED		x	x			x	
Borrow areas	MIN		x	x			x	



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[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
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Activity	Severity of Impact	Degree of impacts		Duration of Impact		Scope of Impact		
		Positive	Negative	Short term	Long Term	Local	Regional	Limited
Quarries	MIN		×	×			×	
Water extraction	MED		×	×		×		
Haul vehicles	MED		×	×		×		
Material storage	MED		×	×		×		
Excavation	MED		×	×		×		
Natural drainage	MIN		×	×		×		
ENVIRONMENTAL AND SOCIAL ATTRIBUTES								
Air	MED		×	×		×		
Water	MIN		×	×		×		
Noise	MED		×	×		×		
Soil	MIN		×	×		×		
Flora	MED		×		×	×		
Social Environment	MAJ	×			×		×	



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Activity	Severity of Impact	Degree of impacts		Duration of Impact		Scope of Impact		
		Positive	Negative	Short term	Long Term	Local	Regional	Limited
OPERATION PHASE								
Environmental Attribute								
Air	MIN		×		×	×		
Water	MIN	-	-	-	-	×		
Noise	MIN		×		×	×		
Soil	MIN	-		-		×		
Social Environment								
Increase in property value	MED	×			×		×	
Transportation Development	MAJ	×			×		×	
Road User								
Safety and Better Connectivity	MAJ	×			×		×	
Road Users Safety	MAJ	×			×	×		



Identification and assessment of the potential environmental impacts are based on secondary information supplemented by field visits. Impacts on various environmental components have been assessed at four different stages, namely:

- The project location;
- Design and pre-construction;
- Construction; and
- Operation stages.

A few permanent as well as short-term and long-term adverse effects, mainly at the construction and operation stages, are, nonetheless, anticipated. Temporary short-term impacts can be kept in check through proper planning and adopting environment-friendly road construction methods and the appropriate regulatory measures.

5.2 Positive Environmental Impacts due to the improvement of Sub-Project road

The positive impacts expected from the improvement of the project road section includes:

- The consequences of soil erosions are far wider than the repair and maintenance of the road. Along the project road, the inflow of water into ponds during rains causes erosion of the embankment besides seepage of water into the embankment and sub-grade resulting in softening of the subgrade. This may also increase siltation in water bodies. The project design includes provisions of retaining walls for protection. Regular checks will be made to check its effectiveness.
- Improvements to the road drainage will result in improved stormwater flows and reduce the tendency of blockages to occur in roadside drains. Risks to the public health caused by such stagnant water bodies by acting as disease vector breeding places will be reduced. By designing the drains to withstand appropriate storm events and regular maintenance will further reduce the chances of drainage system failure. Accidental oil spillage, washing of vehicles, used engine oils, paints used in maintenance can contaminate the water bodies. Proper handling of such chemicals under strict supervision will help to minimize the water pollution during the maintenance period. Rejuvenation of the drainage system by removing encroachments/ congestions will be regularly conducted.
- Improved quality of life for the rural population in the projects influence area, this as a result of better access to markets, health, education, and other facilities; and the derived stimulus for local economic activity;
- A more efficient and safe road transport system: through reduced travel times, reduced road accidents, reduced vehicle operating and maintenance costs and reduced transportation costs for goods;
- Interstate connectivity to neighboring districts; and
- Better connectivity to the State Highway and National Highway network.



5.3 Adverse Environmental Impacts due to Improvement of sub-project road

The adverse environmental impacts anticipated from the improvement of the project road section are:

- Cutting of roadside trees that fall within formation width may reduce the ecological balance of the area and also increase soil erosion problems.
- Noise, air and water pollution and disposal of construction waste, during construction, will adversely impact both residents. These latter effects should, however, only be temporary/reversible.
- Several quarries and other sources will be established which will change the landscape. However, the operation of quarries is an independent and already regulated activity.
- Improvement on the existing roads although limited, may enhance soil erosion, landslips and reduce the micro-level ecological balance of the area. Construction may also disturb the habitation of fauna living in this area. These should, however, be only temporary/reversible effects.
- Minor impacts of noise and air quality for those now living and workings close to the project road will deteriorate during the construction period and afterward during operation.

5.4 Impacts Related to Sub-project Location, Preliminary planning, and Design

5.4.1 Natural Hazard

The entire Assam falls under zone V (very high-risk zone) as per the seismic map of India and therefore the risk of damage to the subproject road due to an earthquake is critical. Relevant IS codes shall be adopted in the design of civil structures.

5.4.2 Road Widening, Utilities Shifting and Safety Planning

The entire road section has enough available ROW to accommodate the proposed road improvement works and will be undertaken along the existing alignment with minimal land acquisition required at some locations. Road widening will result in the shifting of utilities and encroaching structures. Poor coordination with local authorities and communities will increase the risk of accidental damage to drainage channels and temporary disruption of water and electricity supplies along active construction fronts. The further contraction of the useable carriageway during construction will exacerbate traffic and will hinder direct access across the road by residents along the road. Temporary detention of drain water on depressed areas during the reconstruction of drainage canals may occur.

Road formation widening will be made based on minimizing tree cutting, utility shifting, and damage to community properties. Road design has incorporated the drainage system to avoid the accumulation of drainage water and surface run-off. Temporary pits will be



constructed at side-and cross drains to collect drainage water from demolished or damage drainage channels which will be hauled for off-site treatment.

Adequate safety provisions like crash barriers on accident prone areas rumble strips in community areas to regulate speed, retro-reflective warning sign boards near school, hospital, and religious places are incorporated in the design. All utilities requiring shifting shall be largely made before the start of construction. Before shifting, the Contractor will coordinate with the concerned agencies regarding the time and extent of shifting and community affected will be informed of a potential service disruption at least 1 week earlier

5.4.3 Impact on Land

The proposed project will envisage 75.14 Acres of land, which comprise of 33.40 Acres Private Land, 13.97 Acres Government Land and 27.82 Acres where ownership could not be ascertained. There is no forest land which is impacted in the proposed project stretch. The details of proposed land acquisition along the project road are given in **Table 51**.

Table 51: Proposed Land Acquisition

Village Name	Revenue Circle & District	Total Impacted Pvt Land (in acre)	Land Parcels where ownership could not be ascertained (in acre)	Government Land (in acre)	Total Land to be acquired (in acre)
Huj Goan	Circle: Dhakuakhana; District: Lakhimpur	4.08	0.27	0.01	4.36
Jiyamoriya		2.52	0.62	0	3.14
Deoliya Govindpur		2	0.66	4.91	7.57
1 No. Thekeraguri		1.02	0.06	1.56	2.64
2 No. Thekeraguri		0.86	0.63	0	1.49
Gorpara Miri		0.64	0.01	0.72	1.37
Harhi Dimaruguriya		0.54	0.34	0.03	0.91
Heraipowa		0.63	0	1.37	2
Roha Gaon		0.11	0.18	1.07	1.36
Kathalguri		0.01	0	0	0.01
Nemutengani		0.18	0	0.06	0.23
Borpak Gaon	Circle & District: Dhemaji	1.29	3.86	0.49	5.63
Pathalial		4.44	3.8	0.68	8.92
1 No. Phukhuwa		0.16	0.2	0	0.35
2 No. Bengenagaraha		0.2	0	0	0.2
3 No. Bengenagaraha		1.74	0	0.03	1.77



Village Name	Revenue Circle & District	Total Impacted Pvt Land (in acre)	Land Parcels where ownership could not be ascertained (in acre)	Government Land (in acre)	Total Land to be acquired (in acre)
Butikar		1.33	5.4	0	6.73
Kachari Pathar		2.06	6.05	1.38	9.49
Batghoria		0.83	1.79	0.08	2.69
Bherekichuk		2.04	0.73	0.04	2.82
Singimari		3.3	0.11	0.61	4.02
Tarubeel		1.3	1.88	0.43	3.6
Gheyari		0.12	0	0.07	0.19
Nalanipam Gaon		2	1.23	0.43	3.65
Total			33.40	27.82	13.97

Source: Social Impact Assessment Report

5.4.4 Impact on Structure

The break-up of the identified impacted structures (1389 numbers) is presented in given in Table 52.

Table 52: Impact on Structures

Impact	Residential	Commercial	Resi & Com	Others	Total
Less than 10%	10	10	2	1	23
10-20%	25	31	0	1	57
20-30%	21	32	0	7	60
30-40%	19	33	1	4	57
40% & above	187	430	25	550	1192
Total	262	536	28	563	1389

Mitigation Measures

The Resettlement plan will be prepared on the mitigation measures of finding of SIA and in guidance of re-settlements framework. The RP will be implemented through PR implementing agency onset of civil work.



5.4.5 Terrestrial Ecology

There is no national park, wildlife sanctuaries, or any other similar eco-sensitive areas within 10 km distance of the project area. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road. However, 1233 no. trees are likely to be affected. The road has a direct bearing on tree resources. Road widening option is made in such a way as to minimize the cutting of trees. However, efforts have been made in the design to reduce the tree cutting to only eight meters from the central line of the existing road. Compensatory plantation in 1:10 ratio with preference to fast-growing local species has been proposed under the project to address this impact.

5.5 Environmental Impacts – Construction Stage

5.5.1 Air Quality

The potential sources of air emission during the construction phase of the project are (i) dust re-suspension from earthworks including materials loading and unloading; (ii) quarrying and rock crushing; (iii) operation of construction equipment's and machines; (iv) fugitive emissions from unpaved travel on road; and (v) combustion of fuels in equipment, machinery, and vehicles. Particulate matter, comprising the majority from road construction, Particle size distribution from road construction is dominantly large, with 85.5% > 10 µm and 55% > 20 µm which can settle within proximity of the source. Hot mix plant will generate carbon monoxide (CO), un-burnt hydrocarbon, sulphur dioxide, particulate matters, and nitrogen oxides (NOx). These may affect the air quality of nearby areas especially due to emission from low height stack. The deterioration of the air quality within the immediate vicinity of the road construction activities will be significant but temporary.

Mitigation Measures: Following measures are proposed to minimize the dust and emission generation:

- Vehicles delivering loose and fine materials like sand and aggregates shall be covered.
- Loading and unloading of construction materials in the project area or provisions of water logging around these locations.
- Storage areas should be located downwind of the habitation area.
- Water shall be sprayed on earthworks and unpaved haulage roads regularly.
- Regular maintenance of machinery and equipment. Vehicular pollution check shall be made mandatory.
- Explore the potential for using readymade asphalt and crushed rocks to avoid or minimize the use of hot mix and rock crushing plants.
- Mixing plants and asphalt (hot mix) plants shall be located at least 1 km downwind of the human settlements. The asphalt plants, crushers, and the batching plants shall be sited at least 500m in the downwind direction from the nearest settlement and after securing a No-Objection Certificate (NOC) from the SPCB. Hot mix plants shall be fitted with a stack of adequate height as may be prescribed by SPCB to ensure enough dispersion of exit gases.



- Only crushers licensed by PCB shall be used.
- LPG should be used as a fuel source in construction camps instead of wood. Tree cutting shall be restricted.
- Mask and other PPE shall be provided to the construction workers.
- Diesel Generating (DG) sets shall be fitted with adequate height as per regulations.
- Low sulphur diesel shall be used in DG sets as well as machinery.
- Air quality monitoring should be carried out during the construction phase. If monitored parameters are above the prescribed limit, suitable control measures must be taken.
- Dust Control Measures – Contractor shall sprinkle water to suppress dust along the entire project length using three water tankers. However, settlement areas, schools, markets shall be given preference. Contractor shall cover material by tarpaulin during transportation.
- Contractor shall install wet scrubber or any other suitable pollution control mechanism for Hot Mix Plant and ensure that flue gas passes through the wet scrubber before releasing into ambient air. Contractor shall also ensure that wet scrubber or other filter is always in operational stage when HMP is in operation.
- Contractor shall install water sprinkler at different point of crusher operation such before feeding into hopper, transportation at conveyor belt and before screening so that emission of dust is minimized.
- Debris Handling – contractor shall sprinkle water before handling debris to minimize generation of dust as per requirement of the site.
- Maintenance of the existing road and haul road – Contractor shall maintain existing road and haul road so that vehicle can pass easily and ensure that generation of dust is minimized.
- Storage sites of top soils shall be covered with grass and separated with bund. Water should be sprinkled to facilitate growing of grass.
- Storage area should be located downwind of the habitation area.
- Hot mix plant should be located at least 1.5 km from the nearest habitation, school, hospital, river, streams, lakes, 500m from ponds, and national highways, 250m from state highways. Hot mix plant shall be fitted with stack of adequate height as may be prescribed by SPCB to ensure dispersion of exit gases.
- LPG should be used as fuel source in construction camps instead for woods.
- Vehicles and machinery shall be maintained regularly and PUC certificate shall be obtained by the Contractor regularly
- Ambient air quality shall be monitored by Contractor as per Environmental Monitoring Plan to ensure that air quality parameter are within permissible limit.

5.5.2 Noise

The scale of the construction necessary to upgrade the road and the corresponding slight increase in traffic is not expected to generate adverse impacts. Ambient noise level may increase temporarily in the close vicinity of various construction activities, maintenance workshops and vehicles, and earthmoving equipment. These construction activities are



expected to generate noise levels in the range of 80 – 95 dB (A) at a distance of about 5 m from the source.

Although this level of noise is higher than the permissible limit for ambient noise level for residential/commercial levels but will occur only intermittently and temporarily. This noise level will attenuate with an increase in distance from the noise source, decreasing by 10dB at a distance of about 55m and 20 dB at 180 meters. Impact due to noise during construction activities will be minimal near communities as construction camps are located at least 50 meters away from community areas.

Along the project road, noise-sensitive places have been located which includes schools and temples. Noise impacts during project construction will be significant on these but temporary. The details of the sensitive locations along the project road is given in **Table 53**.

Table 53: Sensitive Structures along the project road

Sr. No.	Chainage (in km)	Receptor	Side	Approx. Distance from the Edge of Road (m)
1	0+700	School	Right	20
2	3+120	School	Right	50
3	5+930	School	Right	55
4	6+350	School	Left	40
5	19+370	School	Right	35
6	19+800	School	Right	100
7	20+700	School	Right	30
8	25+700	School	Left	70
9	28+600	School	Left	30

The major source of noise and vibration pollution are use of vehicle for material transport, equipment used for cutting, leveling, dumping, pressing, concrete mixing, welding etc. These vehicles/equipment's when operated by the operator generate noise level which is discussed in This will also have impact on the sensitive receptors if located nearby, resulting in hearing loss, loss in sleep, and other health related problems to the local nearby

Table 54: Typical noise levels of principal construction equipment (Noise Level in dB (A) at 50 Feet)

Activities/ Operation of Equipment	Noise Level dB(A)	Activities/ Operation of Equipment	Noise Level dB(A)
CLEARING AND GRUBBING		STRUCTURE CONSTRUCTION	
Bulldozer	80	Welding generator	71-82
Front end loader	72-84	Concrete mixer	74-88
Jack hammer	81-98	Concrete pump	81-84
		Concrete vibrator	76



Activities/ Operation of Equipment	Noise Level dB(A)	Activities/ Operation of Equipment	Noise Level dB(A)
EXCAVATION & EARTH MOVING		Air compressor	74-87
Bulldozer	80		
Backhoe	72-93	Bulldozer	80
Front end loader	72-84	Cement and dump trucks	83-94
Dump truck	83-94	Front end loader	72-84
Jack hammer	81-98	Dump truck	83-94
Scraper	80-93	Paver	86-88
GRADING AND COMPACTING		LANDSCAPING AND CLEAN-UP	
Grader	80-93	Bulldozer	80
Roller	73-75	Backhoe	72-93
		Truck	83-94
PAVING		Front end loader	72-84
Paver	86-88	Dump truck	83-94
Truck	83-94	Paver	86-88
Tamper	74-77	Dump truck	83-94
Source:			
<ul style="list-style-type: none"> • U.S. Environmental Protection Agency. Noise From Construction Equipment and Operations. Building Equipment and Home Appliances. NJID. 300.1. December 31, 1971, 			

Based on the standards prescribed by Occupational Safety and Health Administration (OSHA-USA) which in-turn are being enforced by Government of India through Model rules framed under the Factories Act. The acceptable limits for each shift being of 8-hour duration, the equivalent noise level exposure during the shift is 90 dB(A).

Hence noise generated due to various activities in the construction camps may affect workers, if equivalent 8-hour exposure is more than the safety limit. ACGIH (American Conference of Government Industrial Hygienists) proposed an 8-hour Leq limit of 85 dB(A). Exposure to impulses or impact noise should not exceed 140 dB(A). The workers in general are likely to be exposed to an equivalent noise level of 80-90 dB(A) in an 8-hour shift for which all statutory precautions as per laws should be taken into consideration. Noise² limits for different working environment are provided in **Table 55**.

² General EHS Guidelines: Occupation Health and Safety; IFC World Bank group.



Table 55: Noise Limits for different working Environment

Location/ Activity	Equivalent Level LAeq,8h	Maximum LA max, fast.
Heavy Industry (no demand for oral communication)	85dB (A)	110dB (A)
Light industry (decreasing demand for oral communication)	50-65dB(A)	110 dB(A)
Open offices, control rooms, service contours of similar	45-50 dB(A)	
Individual offices (no disturbing noise)	40-45dB(A)	
Classrooms lecture halls	35-40 dB(A)	
Hospital	30-35 dB(A)	40 B (A)

Identification of Pollution Sources

Noise sources identified are:

- Construction activities such as demolition of structures, clearing and grubbing, excavation & earth moving, grading and compacting, structure construction crushing
- Transportation of construction material/debris/spoil through heavy vehicles
- Operation of hydraulic rigs for piles

The construction activities will generate temporary noise impacts in the immediate vicinity of the construction site. These noises generated by construction activities is a temporary phenomenon and is limited to construction phase only. Based on the noise level the OSHA Daily Permissible Occupational Noise Level Exposure time prescribe the exposure time for resident, local and people engaged in construction of road is discussed in **Table 56**.

Table 56: OSHA Daily Permissible Occupational Noise Level Exposure³

Sr. No.	Duration per day, hours	Sound level dB(A)
1	8	90
2	6	92
3	4	95
4	3	97
5	2	100
6	1 and ½ or 1.5	102
7	1	105
8	½	110

³ Occupational Safety and Health Administration (OSHA).



Sr. No.	Duration per day, hours	Sound level dB(A)
9	14 or less	115

Mitigation Measures for Construction Phase

The high noise levels may cause discomfort to local residents and workers. Following mitigation measures shall be adopted to keep the noise and vibration levels under control.

- The plants and equipment used for construction will strictly conform to Central Pollution Control Board (CPCB) noise standards. Vehicles, equipment and construction machinery shall be monitored regularly with particular attention to silencers and mufflers to maintain noise levels to minimum;
- Workers in the vicinity of high noise levels must wear ear plugs, helmets and should be engaged in diversified activities to prevent prolonged exposure to noise levels of more than 90dB(A); the exposure time for the workers should be as per the reference **Table 56**.
- In construction sites within 150 m of human settlements, noisy construction will be stopped between 10 PM and 6 AM except in case of laying of cement concrete pavement for which lower working temperature is a requirement;
- Hot mix plant, batching or aggregate plants shall not be located within 500 m of sensitive land use as schools and hospitals;
- Noise barriers such as brick wall or concrete panel shall be used near to the sensitive receptors given in **Table 53**;
- Phase demolition, earthmoving and ground-impacting operations so as not to occur in the same time period. Unlike noise, the total vibration level produced could be significantly less when each vibration source operates separately
- Construction machinery will be located away from the settlements;
- Careful planning of machinery operation and scheduling of operations can reduce the noise levels. Use of equipment, emitting noise not greater than 90 dB(A) for the eight-hour operations shift and locating of construction yards at a distance of at least 500 m from any residential areas can be adhered to;
- Use of noise shields to construction machinery and provision of earplugs to the heavy machine operators are some of the mitigation measures, which should be followed by the contractors during the civil works;
- The noise control measures include limitations on allowable grades. Open-graded asphalt and avoidance of surface dressings to reduce tire noise in sensitive areas. Maintenance of proper road surface repairs also helps in reducing noise levels;
- Use of air horns should be minimized during night time. During daytime use of horns should be restricted at few sensitive locations. This can be achieved through the use of sign boards along the roadside;
- The worker should have job rotation and especially for those workers, exposed to higher noise level.



- During the operational stage, the movement of traffic will be the prime source of the noise. Traffic congestion and pedestrian interferences increase the use of horns. This may result in increased noise levels at nearby schools and religious places

5.5.3 Impact on Land and Soil

Borrow areas may lose their productivity if the topsoil is not preserved. Similarly, land area used for locating construction camp may lose its productivity, if it is not restored to its original stage after disbanding the construction camp.

Mitigation Measures: The topsoil from the productive land shall be preserved and reused for plantation purposes. It shall also be used as a top cover of the embankment slope for growing crops and vegetation to protect soil erosion. It shall be ensured that the land taken on lease for access to the road and construction camp is restored to its original land use before handing over back to be the owner.

5.5.1 Soil Erosion

Soil erosion may take place at locations of the sharp bend near bridge construction locations, along steep and incompact embankment slope, and wherever vegetation is cleared. Soil erosion may have cumulative effect viz. siltation, embankment damage, and drainage problem. Loss of soil due to runoff from earth stock-piles may also lead to the siltation of nearby water bodies. The intensity of soil erosion at different locations will be influenced by the lithology, topography, soil type, and climatic condition (mainly rainfall) and drainage pattern.

Mitigation measures: Following mitigation measures are proposed for the prevention of soil erosion:

- Bank protection measures shall be taken at erosion-prone areas. The protection measures may include the use of stone pitching for embankment height more than 3 m.
- Provision of side drain to guide the water to natural outfalls.
- Stone pitching wherever necessary.
- When soil is spread on slopes for permanent disposal, it shall be buttressed at the toe by retaining walls.
- Side slopes of the embankment shall not be steeper than 2H: 1V. Turfing of embankment slopes shall be done along the stretch.
- Shrubs shall be planted in loose soil areas.
- In rural stretches, longitudinal side drains shall be intercepted by drains serving as outlet channels to reduce the erosion
- IRC: 56 -2011 recommended practice for the treatment of embankment slopes for erosion control shall be taken into consideration.
- Soil erosion shall be visually checked on slopes and high embankment areas. In case soil erosion is found, suitable measures shall be taken to control the soil erosion further including bio-turfing.
- During excavations, the Contractor will take all adequate precautions against soil erosion as per MORTH 306.



- The earth stockpiles to be located shall be provided with gentle slopes to prevent soil erosion and flow with water.

5.5.2 Borrow Areas and Quarries

The project area is flat terrain. Farmers are willing to provide earth from their field up to a certain depth on adequate compensation; it is recommended that borrowing from agricultural land shall be minimized to the extent possible.

Borrow areas if left un-rehabilitated may pose risk to people, particularly children and animals of accidentally falling into the pit as well as become potential breeding ground for mosquitoes of vector born disease.

Illegal quarrying may lead to unstable soil conditions; destroy the landscape of the terrain, air, and noise pollution. The opening of new quarries is not envisaged due to the proposed project. Quarry material will be sourced from existing nearby quarries.

Mitigation measures: Borrow pits shall be selected from barren land/wasteland to the extent possible. Borrow areas should not be located on cultivable lands except in the situations where landowners desire to level the land. The topsoil shall be preserved and depth shall be restricted to the desired level.

Borrow areas should be excavated as per the intended end use by the owner. The Indian Road Congress (IRC):10-1961 guideline should be used for the selection of borrow pits and the amount of material that can be borrowed.

The depths in borrow pits to be regulated so that the sides shall not be steeper than 25%. To the extent possible, borrow areas shall be sited away from inhabited areas. Borrow areas shall be leveled with salvaged material or other filling materials which do not pose contamination of soil. In addition, it shall be converted into fishpond in consultation with the fishery department and if desired by the landowner/community. The borrow shall be rehabilitated according to the broad guidelines.

Aggregates will be sourced from existing licensed quarries. Copies of consent/approval/rehabilitation plan for a new quarry or use of existing sources will be submitted to EO, PIU. The contractor will develop a Quarry Redevelopment plan, as per the Mining Rules of the state, and submit a copy of it for the approval to EA if new quarries are opened. The guidelines for borrow area management are given in **Annexure 6**.

5.5.3 Compaction and Contamination of Soil

The soil in the adjoining productive lands beyond the ROW, haulage roads, and construction camp area may be compacted due to the movement of construction vehicles, machinery, and equipment, and due to the siting of construction camps and workshops. Approach road either paved or unpaved is available for most of the bridge approaches. However, for some bridges approach road has to be constructed.

Soil may be contaminated due to inappropriate disposal of liquid waste, (lubricating oil and fuel spills, waste oil and lubricant and vehicle/equipment washing effluent) and solid waste (fuel filters, oily rags) likely to be generated from repair and maintenance of transport



vehicles, construction equipment, and machinery. Soil may be contaminated due to the inappropriate disposal of domestic solid waste and sewage from construction camps.

Mitigation Measures: Fuel and lubricants shall be stored at the predefined storage location and away from drainage channels. The storage area shall be paved with a gentle slope to a corner and connected with a chamber to collect any spills of the oils. Construction vehicles and equipment will be maintained and refueled in such a fashion that oil/diesel spillage does not contaminate the soil.

All efforts shall be made to minimize waste generation. Unavoidable waste shall be stored at the designated place before disposal. To avoid soil contamination at the wash-down and refueling areas, oil interceptors shall be provided. Oil and grease spill and oil-soaked materials are to be collected and stored in labeled containers (Labeled: WASTE OIL; and hazardous sign be displayed) and sold off to SPCB/MoEF&CC authorized Waste Oil Recycler.

To prevent soil compaction in the adjoining productive lands beyond the ROW, the movement of construction vehicles, machinery, and equipment shall be restricted to the designated haulage route.

- Approach roads shall be designed along the barren and hard soil area to reduce the compaction induced impact on soil.
- The productive land shall be reclaimed after construction activity.
- Septic tank or mobile toilets fitted with anaerobic treatment facility shall be provided at the construction camp.
- Domestic solid waste at construction camp shall be segregated into biodegradable and non-biodegradable waste. The non-biodegradable and recyclable waste shall be sold off.
- Efforts shall be made that biodegradable waste shall be composted in the mechanized and movable composter by the contractor. Non bio-degradable and non-saleable waste shall be disposed of at authorized landfill site. Non-bituminous wastes to be dumped in borrow pits with the concurrence of the landowner and covered with a layer of topsoil conserved from opening the pit.
- Bituminous wastes will be disposed of in an identified dumping site approved by the State Pollution Control Board.

Construction waste constitutes debris, which is generated due to dismantling of pavement (though involved only for few kilometers in DBH Road), quarry dust, and unused iron bars or damaged support structures. Uncontrolled disposal of these wastes may affect soil and even receiving water bodies may cause contamination of soil, and landscape of the area.

Mitigation Measures: Construction waste shall be disposed of in an environmentally acceptable manner. Some of the measures are as follows:

- The existing bitumen surface can be utilized for paving of crossroads, access roads, and paving works in construction sites and camps, temporary traffic diversions, and haulage routes. All excavated materials from roadway, shoulders, drains, cross drainage should be used for backfilling embankments, filling pits, and landscaping. Unusable debris



material should be suitably disposed of at pre-designated disposal locations, with approval of the concerned authority.

- The bituminous wastes shall be disposed of in secure landfill sites only in an environmentally accepted manner. For removal of debris, wastes and its disposal MoRTH guidelines should be followed.
- The locations of dumping sites should be selected away from residential areas and located at least 1000 m downwind side of these locations with the following consideration.
- Dumping sites do not contaminate any water sources
- Dumping sites have adequate capacity for accommodation debris generated.
- Public perception and consent from the village Panchayats about the location of debris disposal site shall be obtained before finalizing the location.
- Unproductive/wastelands shall be selected for dumping sites.

5.5.4 Groundwater

Contamination of groundwater is not envisaged since construction camps will have toilets commode to septic tanks or mobile toilets depending on the number of workers in each camp.

Mitigation Measures: Requisite permission as applicable shall be obtained for the abstraction of groundwater. The contractor shall make arrangements for water required for construction in such a way that the water availability and supply to nearby communities remain unaffected. Water intensive activities shall not be undertaken during the summer season.

5.5.5 Surface Water Bodies

Temporary pollution of water bodies may occur due to spillage of chemicals and oil at construction sites. Installation of a haul road or temporary access across the river/nallah maybe required while construction work is ongoing in the existing minor bridges and culverts. This may cause sedimentation and other disturbances to the water body.

Mitigation Measures: To prevent the siltation of roadside ponds, the provision of retaining wall is made along the road for the ponds located next to the road. To enhance the ponds along the road 5m width turfing and surface drains will be provided at pond located at Ch. 4+200 (L), 6+000 (L), 16+400 (R), 17+300 (L), 17+400 (R), 20+600 (L), 23+700 (Both) and 27+550 (R). As control measures, efforts shall be made to increase the water-holding capacity of the ponds (other than those affected) in the region by using the bed material as borrow earth. Following measures shall be followed additionally:

- Bridge construction activity including piling is recommended during non-monsoon seasons (October to End of May) period.
- Check dams must be created during construction to catch the silt or debris generated from construction activities across the water channels
- All chemicals and oil shall be stored away from water and concrete platforms with catch pit for spills collection.



- All equipment operators, drivers, and warehouse personnel will be trained in immediate response for spill containment and eventual clean-up.
- Readily available, easy to understand, and preferably written in the local language emergency response procedure, including a reporting system will be provided by the contractors.
- All wastes arising from the construction should be disposed of in an environmentally accepted manner so as not to block the flow of water in the channels. The wastes should be collected, stored, and transported to the approved disposal sites.
- No vehicles or equipment should be parked or refueled near water bodies, to avoid contamination from leakage of fuel and lubricants.
- Substructure construction should be limited to the dry season.
- Construction camps shall be located away from habitation (at least 1 Km Away) and water bodies. Sewage from labor camps will be treated through septic tanks. No untreated/treated sanitary wastewater shall be discharged into surface water bodies because these are used for bathing and washing purpose.
- Vehicle shall be washed at designated location and washed-out water shall be collected at oil interceptors for removal of grease and oil before disposal

5.5.6 Hydrology and Drainage

Construction material and waste may contaminate or clog the small drains if stored or disposed of close to the water body.

Mitigation Measures: Adequate cross drainage structures shall be provided. Additional balancing culverts shall be provided in flood-prone areas. The embankment height shall be designed consistent with the existing topography of the region and shall be higher than the HFL. The elaborate drainage system shall be provided to drain the stormwater from the roadway and embankment and to ensure minimum disturbance to natural drainage of surface and subsurface water of the area.

The design of the drainage system such as surface and sub-surface drainage shall be carried out as per IRC: SP: 42 and IRC: SP: 50. Surface runoff from the main highway, embankment slopes, and the service roads shall be discharged through longitudinal drains, designed for adequate cross-section, bed slopes, invert levels, and the outfalls. If necessary, the walls of the drains shall be designed to retain the adjoining earth.

IRC: 34-2011: Recommendations for road construction in the waterlogged area and IRC: 75 and MORT&H guidelines for the Design of High Embankments shall be referred.

No construction material will be stored or disposed near any water body except for reusing it for enhancement measures such as embankment raising.

5.5.7 Impact on Biological Environment

5.5.7.1 Terrestrial Ecology

As per the approved Wildlife Sanctuary map received from the PCCF office, Guwahati vide Letter No. FG 69/REWP/GIS/PART-1/7032 during the initial survey, there is no national park, wildlife sanctuaries, or any other similar eco-sensitive areas within 10 km distance of the



project area. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road. However, some trees are likely to be affected. The impact and mitigation due to tree cutting have been discussed in the following paragraphs.

One month before the construction starts, clearing and grubbing will be performed by the contractor. A total of 1233 trees are likely to be affected due to the proposed project. The cutting of trees will have a minor to negligible impact on the local environment.

Mitigation Measures: Requisite permission from the Forest Department shall be obtained for cutting of roadside trees located in forest land. In the State of Assam, as per the Assam (Control of Felling and Removal of trees from Non-forest lands) Rules, 2002, the felling of trees from the Non-forest area will require prior approval of the Forest Department.

The project envisages plantation of 12330 trees along both sides of the road as per IRC SP: 21 specifications. This will include the compensatory plantation in the 1:10 ratio as per the NGT order. The saplings shall be planted before cutting the existing trees. Besides, additional plantation shall be done on banks of water bodies near bridge sites to enhance the aesthetics and check soil erosion. All tree plantations will be carried out through the forest department, local community, or the civil works contractor. Tree species selected for plantation must be suitable for local climatic conditions and be equal to or better in sequestering carbon than the trees removed/be good for sequestering carbon (only for roads where there is no tree cutting). Necessary advice may be sought from the local Forestry office in the selection of tree species.

5.5.7.2 Aquatic Ecology

Temporary sedimentation and water quality deterioration are expected from the project during the construction stage. An accidental spill of materials, chemicals, and fuels may also deteriorate receiving water quality and hence the aquatic ecology.

Mitigation measures: It is proposed to undertake construction activities near water bodies during the summer season when most of the water bodies are practically dry. Best construction practices shall be adopted to prevent an increase in siltation level of the water. All precautionary efforts shall be made as given under the surface water section to prevent accidental damage of water quality.

5.5.8 Socio-Economic Impact

Economic activities supporting transport like fuel stations, automotive repair shops, lodging, and restaurants are expected to increase with the increase of traffic and induced development of the area. The improved road will provide better connectivity which will result in (i) Reduction in travel time (ii) better mode and frequency of transport (iii) access to quality health care facilities, access to educational and other infrastructural facilities (iv) enhanced tourism activities in the area and state which in many times will boost the local economy (v) better investment climate for industries creating more employment opportunities to local people.

Pandemic Effect of COVID -19 on Health & Safety Issues



During public consultation, care has to take that the State of Assam COVID-19 Guidelines are well practices.

During public consultation with the local people the following guideline need to be followed:

- Social Distancing measures need to be followed as per the guidelines of Assam Government circular.
- No more than 4 people should be Assemble during consultation and that to minimum distance of 6 feet need to be complied.
- During consultation if somebody is seen having cold, cough or unhealthy appearance like from the face reading it appears that he/she is sick, that person should be avoided.
- Do exchange any documents, pens, attendance sheet for signing during consultant. The consultant should enter all the consultation findings and attendance sheet on his/ her own behalf.
- Any document submitted during consultation should be left in one box with all the entries made by the document holder and signed by his/her own pens.
- The social consultant should carry face mask, hand sanitizer, hand gloves, face shield, body cover, etc.
- There should be no exchange or free distribution of face mask during consultation.
- Avoid those people who are not adopting social distancing measures or are not wearing face mask and are not adopting precautionary measures.
- Take photographs of consultation adopting social distancing measures and regular use of hand sanitizer after each consultation.
- Avoid those area, where number of COVID-19 patients are reported in large number by the state authority. The consultation can be repeated after situation improves.

Health and Safety Guideline for Workers under COVID -19 Pandemic situation.

- The labour will have to have COVID -19 induction when he join the work site.
- The EHS officer during the tool box talk should educate the labors about the COVID -19 pandemic, usage of Mask is mandatory, frequent hand washing and provision of hand sanitizer at all the project site
- The labors coming from home time should be kept under quarantine as per the State quarantine regulations.
- At each project site there should have register maintained for recording of labors temperature at entry gate. At the active construction site all the workers should wear mask. The contractor should provide mask free of cost to all the labors.
- At the labors camps poster in local language should be paster at notice board.
- The social distance measures i.e number of labors in each room, kitchen strength, bathroom facilities and water point should be multiples.
- Each labors camp should have isolation room available to quarantine the labors in case COVID -19 is reported.
- There should be COVID-19 antigen test conducted for each labors travelling from outstations.



- There should be noticed board having number of Police Station, COVID treatment center, Hospitals, doctor on panel with the contractor in case of COVID-19 inspection.

The EHS office at project site should keep the track records of workers health, traveling scheduled and health complaint or complaint received from other workers on colleague's health.

5.5.9 Labour and Construction Camp

Construction workers expected to be about 250 per day per package are likely to be employed during construction. Most of the workers will be employed locally. However, some may be from nearby areas. This will cause an additional burden on local resources. However, this impact will be temporary and will not have the potential for changes in the demographic scenarios of the area. The outside workers will be housed at the construction camp, which is expected to one per package. Poor sitting and improper management of construction camps may lead to several adverse impacts on environment viz. (i) loss of vegetation due to use of wood as fuel source for cooking (ii) deterioration in nearby surface water bodies" quality (iii) compaction and contamination of soil due to uncontrolled disposal of solid waste (iv) Poor sanitation may result to the transmission of communicable diseases among the workers and the host communities. This includes the possible spread of sexually transmitted diseases, diseases from improper handling and supply of foodstuffs, poor water supply, and insect-borne diseases.

Mitigation Measures: Construction camp shall be sited at such locations to utilize the existing infrastructure. No productive land should be utilized for a construction camp. All sites must be graded, ditched, and rendered free from depressions to avoid water stagnation. Accommodation and ancillary facilities including a recreational facility for workers shall be erected and maintained to standards and scales approved by the resident engineer. All camps should maintain a minimum distance of 1000 m from habitation and water bodies.

All construction camps shall be provided sanitary latrines and urinals with the provision of septic tanks attached with soak pits or mobile toilets fitted with the anaerobic digestion system. Stormwater drains shall be provided for the flow of used water outside the camp. Drains and ditches shall be treated with bleaching powder regularly. Garbage bins must be provided in the camp and regularly emptied and disposed of hygienically. LPG cylinders shall be provided as a fuel source for cooking to avoid any tree cutting.

The Contractor will ensure the following:

- The good health and hygiene of all workers to prevent sickness and epidemics. These include the HIV/AIDS prevention program to reduce the risk and transfer of HIV between and among the workers and community, promote early diagnosis, and assist affected individuals.
- Activities under the program include monthly information, education, and consultation communication campaigns to workers, drivers, delivery crew, and communities on the risk, dangers, and impacts of STD and HIV/AIDS.



- The contractor will also provide first aid facilities at the camp and organize regular health check-up camps as well.
- The availability of safe drinking water and sufficient supply of suitable and hygienically prepared food at a reasonable price is available to the workers.
- Adoption of all precautions to protect the workers from insects and pests to reduce the risk to health. This includes the use of insecticides, which should comply with local regulations.
- Prohibition on supply or availability of alcoholic liquor or prohibited drugs at the camp.
- Regular health check-ups and immunization camps shall also be organized for the workers and nearby populations.
- Construction Workers shall be encouraged to clean/sanitize their hands frequently. Necessary arrangements for it like hand basins shall be made. They shall be encouraged to maintain social distancing at worksites and camp.
- The temperature of the workers should be checked every morning using an Infrared Thermometer before start of construction activities.
- Workers showing symptoms of Covid-19 shall be provided with appropriate medical assistance.
- Workers joining the construction site/labour camp after travelling from outstation shall be tested for Covid-19 before allowing them at site/labour camp.
- Workers should be encouraged to use hand gloves and face masks.
- Labour camps and construction site shall be sanitized at regular intervals.

5.5.10 Safety

The road construction activities may create various unsafe situations. This will require attention to the following safety aspects viz.

- Safety of construction workers,
- Safety of road users including pedestrians and cyclists
- Safety to cattle;
- Safety of the local community
- Unsafe/ hazardous traffic conditions due to construction vehicle movement need to be considered during the design and construction stage and
- Conduct safety audits.

Mitigation measures: During the construction phase, contractors shall be required to adopt and maintain safe working practices. Internationally accepted and widely used safety procedures should be followed during (i) road works (ii) handling of large construction equipment and machinery, (iii) handling of chemicals and hazardous materials, and inflammable substances (iv) welding and (v) electrical works. The contractor shall also arrange required PPEs for workers, first aid, and firefighting equipment at construction sites. The contractor will also prepare an emergency preparedness plan, which shall be duly approved by EA to respond to any emergency and unsafe conditions. To avoid disruption of the existing traffic due to construction activities, a comprehensive traffic management plan shall be drawn up by the contractor.



Retro-Reflector zed traffic caution signs shall be used during construction. Regular safety audit or periodic reviews shall be made to assess the effectiveness of safety measures adopted during construction.

Adequate caution signage near the school, sensitive locations, speed control, caution notes shall be fixed at appropriate locations. These shall be preferable with Retro-reflective paints. Steel base signage shall be avoided to prevent theft of the same. Crash barriers shall also be installed at appropriate locations particularly near the school to provide safety to school children. The provision of speed breakers shall be made near schools, health centers, and religious places.

5.5.11 Community Health and Safety

Construction works will impede the access of residents and businesses in limited cases. The impacts are negative but short-term, site-specific within a relatively small area and reversible by mitigation measures. Poor safety signage and lack of barriers at work site and trenches will create hazard to pedestrians and children.

Mitigation measures:

- Provide safety barriers near any trenches, and cover trenches with planks during non-work hours.
- Contractor's activities and movement of staff will be restricted to designated construction areas.
- Consult with local PWRD authority on the designated areas for stockpiling of soils, gravel, and other construction materials.
- If the contractor chooses to locate the work camp/ storage area on private land, he must get prior permissions.
- Recycling and the provision of separate waste receptacles for different types of waste shall be encouraged.
- A general regard for the social and ecological well-being of the site and adjacent areas is expected of the site staff. Workers need to be made aware of the following general rules: (i) no alcohol/drugs on site; (ii) prevent excessive noise; (iii) construction staff are to make use of the facilities provided for them, as opposed to ad hoc alternatives (e.g. fires for cooking, the use of surrounding bushes as a toilet facility); (iv) no fires permitted on site except if needed for the construction works; (v) trespassing on private/commercial properties adjoining the site is forbidden; (vi) other than pre-approved security staff, no workers shall be permitted to live on the construction site; and (vii) no worker may be forced to do work that is potentially dangerous or that he/she is not trained to do.
- Interested and affected parties need to be made aware of the existence of the complaints book and the methods of communication available to them. The contractor must address queries and complaints by: (i) documenting details of such communications; (ii) submitting these for inclusion in complaints register; (iii) bringing issues to the environmental and social specialist attention immediately; and (iv) taking remedial action as per environmental and social specialist instruction.



- The contractor shall immediately take the necessary remedial action on any complaint/ grievance received by him and forward the details of the grievance along with the action taken to the environmental specialist within 48 hours of receipt of such complaint/ grievance.

5.5.12 Chance Find Procedures

There is risk that any work involving ground disturbance can uncover and damage archaeological and historical remains. Although no such sites have been identified. For this project, excavation will occur in and around the existing RoW and specified government land so no risk is foreseen to these structures. Nevertheless, the PMU and PMC will:

- Consult Archaeological Survey of India and/or State Department of Archaeology to obtain an expert assessment of the archaeological potential of the site.
- Consider alternatives if the site is found to be of medium or high risk.
- Include state and local archaeological, cultural and historical authorities, and interest groups in consultation forums as project stakeholders so that their expertise can be made available.
- Develop a protocol for use by the Contractors in conducting any excavation work, to ensure that any chance finds are recognized and measures are taken to ensure they are protected and conserved.
- If fossils, coins, articles of value or antiquity, structures, and their remains of geologic or archaeological interest are found, local government shall be immediately informed of such discovery and excavation shall be stopped until identification of cultural relics by the authorized institution and clearance is given for proceeding with work. All the above discovered on site shall be the property of the Government, and shall be dealt with as per provisions of the relevant legislation.
- The contractor shall take reasonable precaution to prevent his workmen or any other persons from removing and damaging any such article or thing.
- He shall, immediately upon discovery thereof and before removal acquaint the Engineer of such discovery and carry out the Engineer's instructions for dealing with the same, waiting which all work shall be stopped.
- The Engineer shall seek direction from the Archaeological Society of India (ASI) before instructing the Contractor to recommence work on the site.

5.6 Environmental Impacts – Operational Phase

The subproject road is located in built-up areas and vast open agricultural land, which will provide adequate dispersion of gaseous emission from the vehicle. Further, the proposed plantation will ameliorate/enhance the microclimate. No adverse climatic changes/impacts are anticipated during the operation stage other than GHG (CO₂) emission due to increased traffic, which would be largely offset with better fuel efficiency and reduced vehicle idling due to improved road conditions.

5.6.1 Air Quality

The impacts in the operation stage for air would be less severe as compared to that in construction phase. After completion of road improvement works, smoothed new



pavement and widened roads reduce fugitive dust emissions. This reduced vehicular emission is due to uniform speed and less frequent acceleration and deceleration of vehicles. With reduction in the levels of CO₂, NO_x, CO and HC emissions from the operating vehicles, there will be extensive saving on fuel consumption. Air pollution can be an important concern due to increase in number of vehicles on the improved roads and poor maintenance of vehicles. To assess the likely concentrations at the critical location along the project road corridors, the prediction of the pollutant concentrations has been carried out for project using CALINE-4, a dispersion model based on Gaussian Equation. The current and projected traffic volume of **A22 (Dhakuakhana Butikar Tiniali Telijan)** road has been used for the prediction. CALINE-4 is a dispersion model developed by the California Department of Transportation for the prediction of concentrations of critical atmospheric pollutants (CO, NO_x and PM_{2.5}) along the highways. This model employs a mixing zone concept to characterize pollutant dispersion over the highway and can be used to predict the pollutant concentrations for receptors up to 500 m of the corridor. The model uses the baseline data on existing concentration of pollutants and estimates the incremental emissions due to the project.

Input Parameters:

- **Traffic Data:** The fleet wise traffic volumes for the present study has been taken from the detailed project report of the project. The annual average daily traffic (AADT) data is available for the proposed road through traffic survey. CALINE 4 model needs hour average traffic volume. The total traffic hour volume is further categorized into two-wheeler, four-wheeler, light commercial vehicles (LCV), bus, high commercial vehicles (HCVs) based on traffic survey at existing road

Table 57: Predicted Traffic Volume Per Hour

Year	Two-wheeler	Three-wheeler	Car	LCV	Bus	Truck	PCU
2020	164	17	57	1	4	1	251
2025	220	23	77	1	6	2	336
2030	294	30	103	1	7	3	450
2035	393	41	137	1	10	3	602
2040	526	55	184	2	13	4	805

- **Meteorological data:** The study was conducted to predict pollutant concentration for worst-case meteorological conditions. The meteorological parameters such as wind speed, wind direction, wind direction standard deviation, temperature, mixing height and stability condition are used in model.

Table 58: Meteorological Data for CALINE 4

Sr. No.	Baseline Condition Input Data	Values
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Sr. No.	Baseline Condition Input Data	Values
1	Altitude above Sea Level	105.15 m
2	Wind speed	2.22 m/s
3	Wind direction	North-East (45 ⁰)
4	Ambient Temperature	25 ⁰ C

- **Road Geometry:** In the CALINE-4 model the entire length of the selected road section is divided into various road links. The division of sections into links has been done in such a way, so that the link can be fairly considered straight stretch of road having homogenous geometry with uniform road width, height and alignment. The coordinates of end points of links specify the location of the links in the model. The maximum number of links in each road section can be 20. The mixing zone width calculated for selected highway corridor is 7m+ 3m + 3m = 13 m as per guideline provided in CALINE4 model.
- **Emission Factors:** Emission factor is one of the important input parameters in CALINE-4 model. In the present study, the emission factors specified by the Automotive Research Association of India (ARAI) have been used for calculation of weighted emission factors. These emission factors have been expressed in terms of type of vehicles and type of fuel used (for petrol and diesel driven passenger cars). Since, there is only one input requirement for total no. of vehicles in the CALINE 4 model, whereas there are different categories of vehicles (viz. two wheelers, cars, bus and trucks) with different year of manufacture and fuel used, it is essential that a single value representing the equivalent or weighted emission factors for all the vehicles is input into the model. The emission factor used to estimate WEF are given below. The traffic data are not available for fuel types, therefore average emission factor is used in this study.

Table 59: Emission factors for different types of Vehicle (ARAI, 2007)

Pollutants	Unit	Two-wheeler	Three-wheeler	Car	LCV	Bus	Truck
CO	g/km	1.036	1.25	1.281	1.56	8.03	6
NOx	g/km	0.312	0.219	0.04	0.288	0.548	1.24
PM2.5	g/km	0.021	0.01	0.031	0.061	0.133	0.133

These projected vehicles would generate various air pollutants among which CO, NO₂ and Particulate matter (PM_{2.5}) would be modelled to predict their quantities for the year 2020, 2025, 2030, 2035 and 2040. PM₁₀ and SO₂ concentration need not be modeled as sulfur content in the fuel used in vehicles is quite less to cause a significant SO₂ emission. SO₂ emission factor for vehicles is not included in the report on “Emission Factor development for Indian Vehicles” by The Automotive Research Association of India (ARAI). Similarly, Particulate Matter in the emission factor considers only PM_{2.5} as coarse fraction PM_{2.5} to PM₁₀ is negligible in vehicle exhaust.



The predicted results of CALINE4 has been tabulated below. Considering the predicted future traffic according to normal growth rate for the years 2020, 2025, 2030, 2035 and 2040, CO, NO₂, and PM_{2.5} levels are predicted. These levels were within the limiting standards as specified in National Ambient Air Quality Standards.

Table 60: Predicted Concentrations of CO in the study location (ppm)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	0.6	0.6	0.6	0.5	0.5
2025	0.7	0.6	0.6	0.6	0.5
2030	0.8	0.7	0.7	0.6	0.6
2035	0.9	0.8	0.8	0.7	0.6
2040	1.1	1	0.9	0.8	0.7
Limit	3.495	3.495	3.495	3.495	3.495

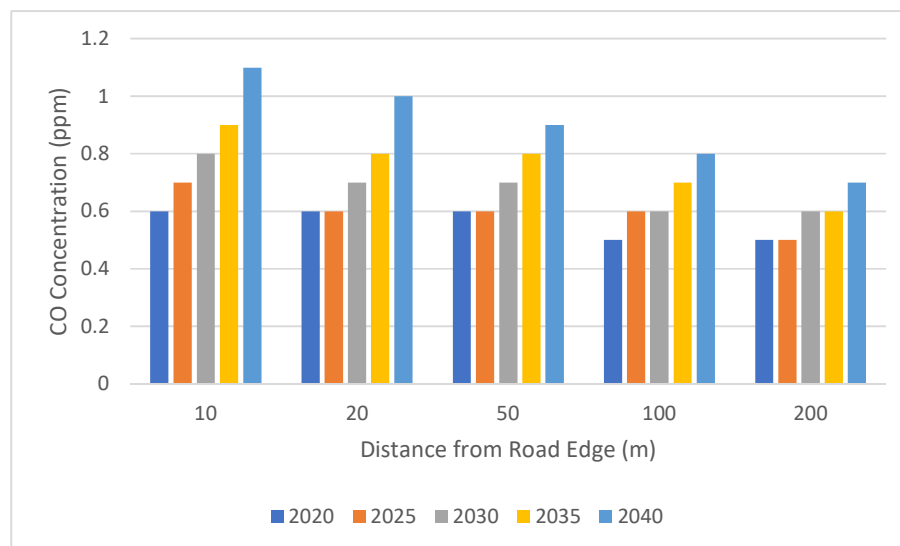


Figure 70: Graph representing Predicted Concentrations of CO in the study location (ppm)

Table 61: Predicted Concentrations of PM_{2.5} in the study location (µg/m³)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	23.4	22.7	22.3	21.2	20.2
2025	25.3	24.3	23.8	22.4	21
2030	27.9	26.6	25.9	24	22.1
2035	31.3	29.5	28.6	26.1	23.6
2040	35.8	33.5	32.3	28.8	25.5
Limit	60	60	60	60	60

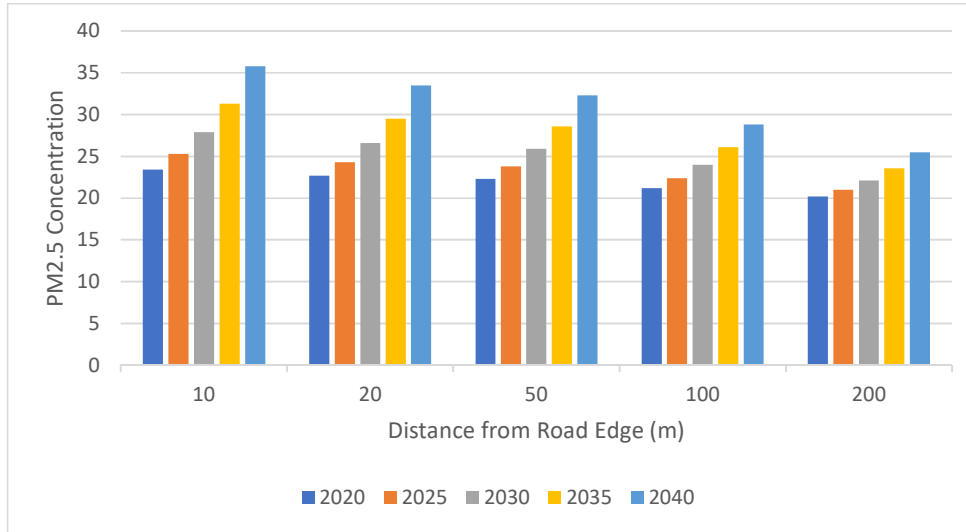


Figure 71: Graph representing Predicted Concentrations of PM_{2.5} in the study location (µg/m³)

Table 62: Predicted Concentrations of NO₂ in the study location (ppm)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	0.01	0.01	0.01	0.01	0.01
2025	0.01	0.01	0.01	0.01	0.01
2030	0.01	0.01	0.01	0.01	0.01
2035	0.01	0.01	0.01	0.01	0.01
2040	0.01	0.01	0.01	0.01	0.01

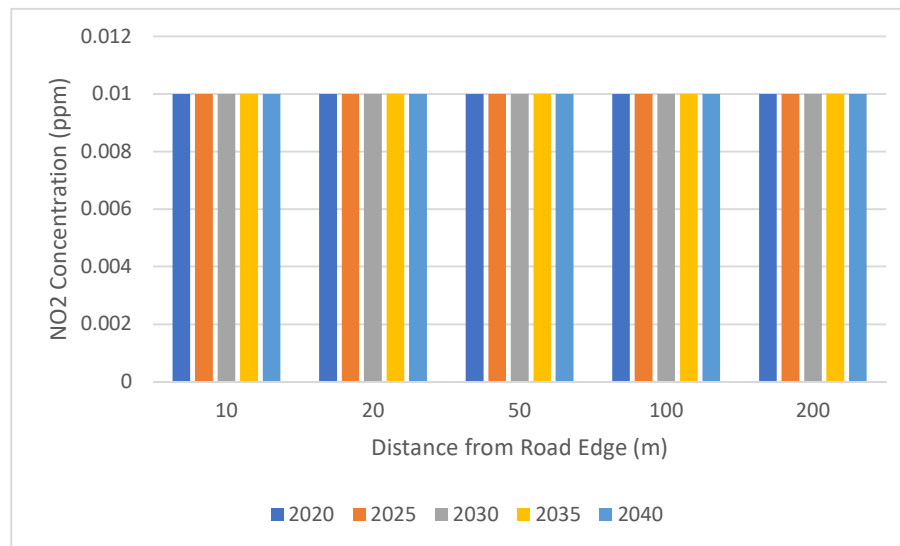


Figure 72: Graph representing Concentrations of NO₂ in the study location (ppm)



Mitigation Measures:

During the operation stage, vehicular emissions of pollutants (PM_{10} , $PM_{2.5}$, CO, SO_2 , NO_x) shall be monitored at approved locations against National Standards. Regular monitoring is done to ensure that the air quality along the project area is within permissible limits.

Avenue and median plantation along the roadsides and medians should be done to control dust and fugitive emissions from reaching receptors. Compensatory plantation could be taken up in the available space within ROW in consultation with the local forest department. Tree plantation for attenuating pollution levels shall include pollution tolerant species with thick foliage.

5.6.2 Noise

During operation noise generating sources will be traffic noise and road-side commercial activities at some places. Noise generated due to traffic on this road will have impact on the nearby villages. Cumulative noise levels of these traffic sources were computed using Federal Highway Administration (FHWA's) Traffic Noise Model (TNM). TNM computes incremental highway traffic noise at nearby receivers. As sources of noise, it includes noise emission levels for the following vehicle types:

- Automobiles: all vehicles with two axles and four tyres primarily designed to carry nine or fewer people (passenger camp, vans) or cargo (vans, light trucks), generally with gross vehicle weight less than 4500 kg.
- Medium trucks: all cargo vehicles with two axles and six tires – generally with gross vehicle weight between 4500 kg and 12000 kg.
- Heavy trucks: All cargo vehicles with three or more axles, generally with gross vehicle weight more than 12000 kg.
- Buses: all vehicles designed to carry more than nine passengers
- Motorcycles: all vehicles with two or three tires and an open-air driver/passenger compartment.

The procedure for prediction of noise levels involved the following steps:

- Identification of various receivers,
- Determination of land uses and activities which may be affected by the noise generated
- Assemble input parameters
- Application of the model

Input Parameters

Traffic volume for the projected period is obtained from the traffic projections. The total number of vehicles passing per hour by type- light, medium and heavy along with their average speed is used for predictions. The average speeds for vehicles in our project road around build-up area are considered as 30 kmph for this model.

Average Noise Level

All vehicles produce some noise, which is taken as the base and the cumulative noise at the receiver distance due to the whole traffic is estimated. The average noise levels vary



depending on the type of vehicle. In order to assess the impact of noise due to the change in traffic density and speed, a small road section of each project road has been selected to develop noise projections for future years 2020, 2025, 2030, 2035, and 2040. In order to assess the impact of traffic on sensitive receptors along the road, receptor locations were set at 50 m, 100 m, 200 m, 300 m, 400 m, 500 m, 600 m, 700 m and 800 m from the center line of the road.

The outputs of the assessment are presented in table below. The **Table 63** shows the noise levels that will be generated by traffic at the respective distance from the centerline of the road. The predicted noise levels are those predicted around built-up area considering vehicle speed as 30 kmph. The permissible noise levels in residential area according to Ambient Noise Standards are 55 dB in daytime and 45 dB at nighttime. It can be seen that even without mitigation measures, noise levels in built up area are within the permissible levels.

Table 63: Anticipated Noise Levels due to projected traffic

Sr. No.	Distance from Centerline (m)	2020		2025		2030		2035		2040	
		Day time	Night time	Day time	Night time	Day time	Night time	Day time	Night time	Day time	Night time
1	50	47.4	40.9	48.9	41.5	50.2	42.1	51.3	42.9	52.5	43.7
2	100	42.2	36.1	43.8	36.6	45.1	37.2	46.1	37.9	47.4	38.6
3	200	37.4	31.4	39	31.9	40.3	32.5	41.3	33.2	42.6	33.9
4	300	35	28.7	36.5	29.2	37.8	29.8	38.8	30.6	40.1	31.3
5	400	33.3	26.9	34.8	27.5	36.1	28.1	37.2	28.9	38.4	29.7
6	500	32.1	25.7	33.7	26.3	34.9	26.9	36	27.7	37.3	28.5
7	600	31.2	24.8	32.8	25.4	34	26	35.1	26.8	36.4	27.6
8	700	30.5	24.1	32	24.7	33.3	25.3	34.4	26	35.6	26.8
9	800	29.8	23.4	31.3	24	32.6	24.6	33.7	25.4	35	26.2

It is evident from the above table that minor increase in noise levels is anticipated due to increase in traffic intensity over the years. However, with mitigation measures like limiting the speed of vehicles around built-up area, the noise levels will be maintained below the permissible limits. The number of sensitive receptors within 50 m distance of the road is very few. Hence, overall noise impacts on sensitive receptors will be insignificant.

Mitigation Measures for Operation Phase

One or more rows of avenue vegetation are planted along the road to reduce the noise due to moving vehicles. Traffic management like speed restrictions and prohibition of horns shall be implemented near sensitive receptors. Regular monitoring programs should be undertaken to check any increase in noise levels due to traffic congestion.



5.6.3 Land and Soil

Better access can lead to the conversion of agriculture land for residential and commercial purposes close to roads and especially in the rural and urban areas.

Mitigation Measures: The EA may explore the feasibility of restricting about 30 m area either side of the road as no development zone on the line restriction is imposed for the National Highways Authority of India.

5.6.4 Soil Erosion

No impact on soil is anticipated during the operation phase of the project except bridge approaches where unexpected rainfall may erode the embankment formation and deterioration of borrow areas if not rehabilitated properly.

Mitigation measures: Embankment stabilization shall be checked periodically during the operation stage and suitable stabilization measures shall be taken wherever any erosion is identified. Borrow areas will also be rehabilitated following the guidelines given in **Annexure 6**.

5.6.5 Ground Water

No impact is anticipated on groundwater due to the project during the operation phase of the project hence, no specific mitigation measure is proposed.

5.6.6 Surface Water Bodies

No major or long-term impact is anticipated during the operation phase on the surface water bodies due to the project implementation activities. Oil contaminated runoff from the road during monsoon will have minimal impacts considering their low concentration.

5.6.7 Hydrology and Drainage

Regular removal/cleaning of deposited silt shall be done from drainage channels and outlet points before the monsoon season. Rejuvenation of the drainage system by removing encroachments/ congestions will be regularly conducted.

5.6.8 Impact on Biological Environment

Terrestrial ecology

Positive impacts on terrestrial ecology are expected during the project operation stage due to the increase in vegetation and landscaping along the road. The project will coordinate with the local communities to maintain and enhance the trees planted along the state road. No adverse impact is anticipated during the operation stage except accidental damages or absence of proper tree management.

Mitigation Measures: Arrangement shall be made to ensure the survivability of the tree plantation. The tree survivability audit shall also be conducted at least once in a year to assess the effectiveness of the program.



Aquatic Ecology

No impact is envisaged during the operation phase of the project and hence no mitigation proposed. However, periodic surveillance shall be conducted to check erosion and siltation in major water bodies.

5.6.9 Community Health and Safety

During the operation phase, the increase in the number of motorized road users traveling at higher speeds also increases the chances of injuries and fatalities from road crashes.

Mitigation Measures: Adequate caution signage near the school, sensitive locations, speed control, caution notes shall be fixed at appropriate locations. These shall be preferable of PCC with Retro-reflective paints. Steel base signage shall be avoided to prevent theft of the same. Crash barriers shall also be installed at appropriate locations particularly near the school to provide safety to school children. The provision of speed breakers shall be made near schools and religious places.

5.7 Cumulative and Induced Environmental Impacts

Cumulative impacts are the combination of multiple impacts from existing projects, the proposed project, and anticipated future projects that may result in significant adverse and/or beneficial impacts that cannot be expected in the case of a stand-alone project.

Induced Impacts are the adverse and/or beneficial impacts on areas and communities from unintended but predictable developments caused by a project, which may occur at later or at a different location.

The improved roads will provide better connectivity to NH 52. The road improvement work will provide improved access from Dhakuakhana to Telijan and improved road conditions will reduce the travel time. With better connectivity to Dhemaji the people of nearby villages will get access to better health care and educational facilities. The project road further provides connectivity to Majuli which is the largest river island in the world and a renowned heritage site. The project road will improve the standard of living of people of the region.

Economic activities supporting transport like fuel stations, automotive repair shops, lodging, and restaurants are expected to increase with increase of traffic and induce development in the project area. Increase in agro-industrial activities are also expected to take advantage of improved access to urban centers where there are higher demand and better prices for agricultural products. Further the increased industrial activities will significantly reduce migration. The improved road will provide better connectivity and result in (i) Reduction in travel time (ii) better mode and frequency of transport (iii) access to quality health care facilities, educational and other infrastructural facilities (iv) enhanced tourism activities in the area and state which in many terms will boost the local economy (v) better investment climate for industries creating more employment opportunities to local people.

In terms of environment precaution issues the improved road surface is expected to result in less dust and noise due to traffic plying on the damaged roads. However, the increased traffic due to the improved road will generate more air pollution due to vehicle exhaust and noise. The smoother road conditions will also result in increase of traffic speeds, hence



creating more risks for accidents amongst traffic users as well as the local communities in the subproject area of Dhemaji and Lakhimpur district.

Information on future development projects along the project roads was not available. Hence, it is difficult to assess cumulative impacts from other projects which may get implemented in the project areas in future.

For addressing the impacts of air pollution and noise, regular maintenance of the road surface, maintenance and monitoring of newly planted trees and installation of noise barriers where necessary have been included in the ESMP for implementation during operation stage. For addressing safety related impacts, regular maintenance of the road furniture includes safety related furniture, enforcing rules against encroachment of structures and sensitive structures inside the ROW and implementation of the emergency management system has been included in the ESMP for implementation during operation stage.

5.8 Potential Environmental Enhancement/ Protection Measures

5.8.1 Traffic Management Plan

A traffic management plan is site-specific and needs to cover the design, implementation, maintenance and assure temporary traffic management measures while the work or activity is being carried out along the road corridor. It explains how road users - including cyclists and pedestrians - will be directed around a work site, or other temporary road disruption, to minimize inconvenience while providing safe conditions for both the road user and those carrying out the activity.

Any traffic management plan must contain the specifics of the work being done, such as the specific location, date/times of works, who is doing the work, the work methodology, temporary speed limit information (as needed), contact details, as well as a traffic management diagram, and it must comply with the Code of Practice for Temporary Traffic Management.

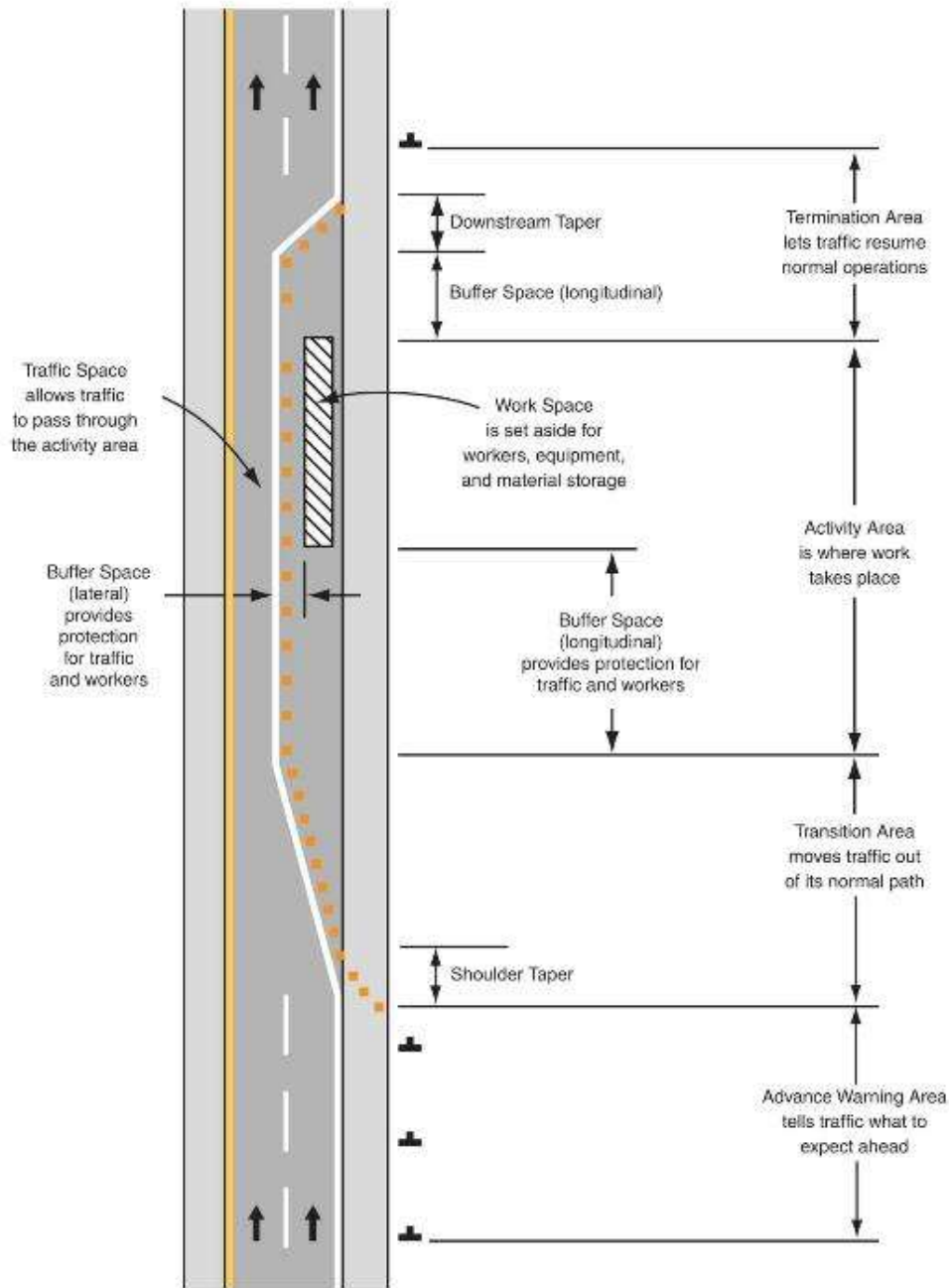


Figure 73: Traffic Management Diagram

5.8.2 Road Safety Plans – (During Construction)

A work zone is an area of a highway where road user operating conditions are changed because of construction and maintenance activities. The construction and maintenance activities would involve movement of workers and construction equipment requiring dedicated space for performing the activities and moving materials for the activities. The presence of regular traffic and works traffic makes the work zone a potential zone of conflict resulting in disruption to normal traffic and hazards. A work zone is typically distinguished by

the presence of signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or high-intensity rotating flashing or oscillating or strobe lights installed on roadside or a vehicle-mounted sign posted to indicate the work zone, and continues to delineate the channelized vehicle paths till up to the end road work sign.

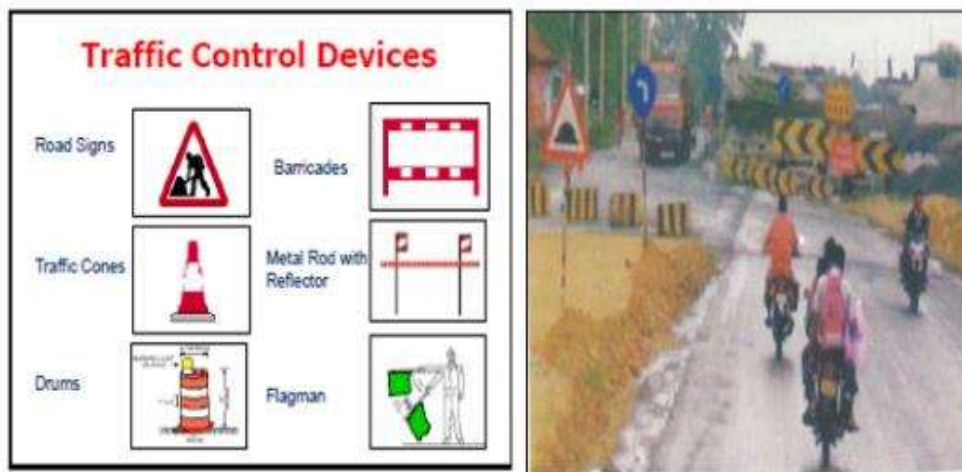


Figure 74: Traffic Control Devices at traffic diversion locations

5.8.3 Road Safety Plans – (Post Construction)

At this stage the observations are given for the checking of Whatever the provision and improvement recommended during Road safety Audit at various stages i.e. Existing audit stage, Preliminary design stage and Detailed design stage and execution of same during construction stage. On the basis of this observations the appropriate recommendations are provided as final improvement proposal at post construction/ pre-opening stage.

5.8.4 Health and Safety Plan for COVID19 Pandemic

5.8.4.1 Introduction

- This document is intended to supplement formal Health & Safety policies, procedures and plans that the contractor has in place for its employees and staff working on Asom Mala project. Hence, this document is not intended to replace any formalized procedures currently in place for the Contractor. Where this guideline does not meet or exceed the standards put forth by the Contractor, the Contractor shall abide by the most stringent procedure available.
- This approved project-specific Health and Safety Plan (H&SP) shall be modified to require that the COVID-19 Officer² (supervised by the contractor's environmental and health and safety officer) at the Contractor's worksite (appointed by Contractor and agreed by PIU) submit a written daily report to the Client's Representative (PIU Head). The COVID-19 Officer shall certify that the Contractor and all subcontractors are in full compliance with these guidelines.



- The COVID-19 officer (The existing safeguards officer OR health & safety officer OR supervisor of the contractor can be designated as COVID-19 officer) should be present on-site at all times by undergoing the training available at:
 - <https://www.who.int/emergencies/diseases/novel-coronavirus-2019/training/online-training>
 - <https://openwho.org/courses/eprotect-acute-respiratory-infections>,
 - <https://openwho.org/courses/COVID-19-IPC-EN>
- Any issue of non-compliance with these guidelines shall be a basis for the suspension of work. The Contractor will be required to submit a corrective action plan (on the next day or immediately as per the nature of issue) detailing each issue of non-conformance and a plan to rectify the issue(s). The Contractor will not be allowed to resume work until the plan is approved by the Client (PIU). Any additional issues of non-conformance may be subject to action against the Contractor's as health & safety/safeguard clauses of the contract.
- Construction sites operating during the Covid-19 pandemic need to ensure they are protecting their workforce and minimizing the risk of spread of infection.
- This guidance is intended to introduce consistent measures on sites of all sizes in line with the Government's recommendations on social distancing.
- These are exceptional circumstances and the industry must remain abreast of and comply with the latest Government advice on COVID-19 at all times.
- The health and safety requirements of any construction activity must also not be compromised at this time. If an activity cannot be undertaken safely due to a lack of suitably qualified personnel being available or social distancing being implemented, it should not take place.
- It is to be noted that emergency services are also under great pressure and may not be in a position to respond as quickly as usual.
- Sites should remind the workforce at every opportunity of the Worksite Procedures which are aimed at protecting them, their colleagues, their families and the Assam population.

If a worksite is not consistently implementing the measures as mentioned in the health & safety plan, it may be required to shut down.

5.8.4.2 Principles of Worker Protection

- Consistently practice social distancing
- Cover coughs and sneezes
- Maintain hand hygiene
- Clean surfaces frequently

5.8.4.3 Maximum Precaution for Persons/Labourers Reporting to Work

- IF SICK, STAY HOME!
- IF SICK, GO HOME!
- IF SOMEONE SICK, SEND THEM HOME!

Contractor to provide face masks (of the type approved by Government for use to protect persons from COVID-19) to all persons working in or visiting the worksite. This along with



procedures set out in this document is for maximum precaution to protect all persons/labourers at all times.

5.8.4.4 Covid-19 Typical Symptoms

- Fever
- Cough
- Shortness of Breath
- Sore Throat

All persons at the worksite should have their temperature screened by COVID-19 officer with Infrared Thermometer (handheld non-contact).

5.8.4.5 Self-Attestation by Persons/Labour Prior to Work

Prior to starting a work (on daily basis), each labour/ worker will self-attest to the supervisor:

- No signs of COVID-19 symptoms within the past 24 hours.
- No contact with an individual diagnosed with COVID-19. (contact means living with a positive person, being within 6 ft of positive person OR sharing things of positive person)
- Not undergone quarantine or isolation (in case of any labourer /worker who has been quarantined or isolated previously, the engagement shall be only after obtaining the requisite clearance)

The engagement of workers falling in the high-risk category such as workers over the age of 55 years, with underlying medical conditions or health issues, etc. should be done only after obtaining the requisite clearance from trained and registered medical practitioners.

The self-attestation would be verified in collaboration with trained and registered medical practitioners deployed at site through discussions with laborers /workers and/or preliminary checks such as temperature checks, etc. prior to their engagement at site.

In addition, the Contractor shall mandatorily follow all medical test requirements for the workers prior to their engagement and/or mobilization at site as per the guidelines issued by the Central and State government agencies and WHO from time to time.

Persons/Labourers showing COVID-19 symptoms or not providing self-attestation shall be directed to leave the work site and report to the fever clinic/quarantine centre immediately. Labour not to return to the work site until cleared by fever clinic/quarantine centre.

5.8.4.6 General Direction

- No handshake, Only Namaste
- Non-essential physical work that requires close contact between workers should not be carried out
- Work requiring physical contact should not be carried out
- Plan all other work to minimize contact between workers
- Wash hands often (every 1-2 hrs. or frequently as possible) with soap for at least 20 seconds
- Use hand sanitizer



- No person should enter the work site other than the authorized persons mentioned by supervisor during start of work
- All must implement social distancing by maintaining a minimum distance of 6-feet from others at all times to eliminate the potential of cross contamination.
- Avoid face to face meetings – critical situations requiring in-person discussion must follow social distancing i.e., 6 ft from others.
- Conduct all meetings via conference calls, if possible. Do not convene meetings of more than 10 people. Recommend use of cell phones, texting, web meeting sites and conference calls for project discussion
- All individual work group meetings/ talks should follow social distancing
- At each job briefing/toolbox talk, employees are asked if they are experiencing any symptoms, and are sent home if they are
- Each worksite should have laminated COVID-19 safety guidelines and handwashing instructions
- All restroom/toilet facilities should be cleaned (min twice a day), and handwashing facility must be provided with soap, hand sanitizer and paper towels
- All surfaces should be regularly cleaned, including mobiles, tabletops /surfaces, door handles, laptops, records, etc.
- All common areas and meeting areas are to be regularly cleaned (min twice a day) and disinfected at least twice a day
- All persons to maintain their own water bottle, and should not be shared.
- To avoid external contamination, it is recommended everyone bring food from home
- Please maintain Social Distancing separation during breaks and lunch.
- Cover coughing or sneezing with a tissue, then throw the tissue in the trash and wash hands, if no tissue is available then cough /sneeze into your upper sleeves or elbow. Do not cough or sneeze into your hands.
- Clean your hands after coughing or sneezing thoroughly by using soap and water (minimum for 20 seconds). If soap and water are not available, please use a hand sanitizer. The Contractor shall ensure adequate quantities of sanitizer and soap are made available at all locations including site offices, meeting rooms, corridors, washrooms /toilets, etc. as appropriate.
- Avoid touching eyes, nose, and mouth with your hands
- To avoid sharing germs, please clean up after Yourself. DO NOT make others responsible for moving, unpacking and packing up your personal belongings
- If you or a family member is feeling ill, stay home!
- Work schedules are adjusted to provide time for proper cleaning and disinfecting as required.

5.8.4.7 Work-Site Prevention Practices

- At the start of each shift, confirm with all employees that they are healthy and inform all workers of reusable and disposable PPE.
- Outside person(s) should be strictly prohibited at worksite
- All construction workers will be required to wear cut-resistant gloves or the equivalent.



- Use of eye protection (reusable safety goggles/face shields) is recommended. The supply of eye protection equipment to the workers is considered as a standard part of PPE during construction works.
- In work conditions where required social distancing is impossible to achieve, such employees shall be supplied with standard face mask, gloves, and eye protection.
- All employees shall drive to work site as per the prevailing guidelines of the Government.
- When entering a machine or vehicle which you are not sure you were the last person to enter, make sure that you wipe down the interior and door handles with disinfectant (with 1% sodium hypochlorite solution daily) prior to entry. Adequate quantity of the disinfectant shall be provided by the Contractor at all such site-specific locations.
- Workers should maintain separation of 6' from each other.
- Multi person activities will be limited where feasible (two persons lifting activities)
- Gathering places on the site such as sheds and/or break areas will be eliminated, and instead small break areas will be used with seating limited to ensure social distancing.
- Contact the cleaning person of the worksite and ensure proper COVID-19 sanitation processes. Increase cleaning/disinfection visits to at least 2 times a day. Cleaning person(s) to be provided with gloves, gown and face mask for each cycle of cleaning.
- The Contractor shall make available adequate supply of PPE and chemicals while the threat of COVID-19 continues.
- Clean all high contact surfaces a minimum of twice a day in order to minimize the spread of germs in areas that people touch frequently. This includes but is not limited to desks, laptops and vehicles
- All employees to maintaining good health by getting adequate sleep; eating a balanced, healthy diet, avoid alcohol; and consume plenty of fluids.
- Continuation of works in construction project with workers available on site and no workers to be brought in from outside
- The site offices shall have adequate ventilation. The air conditioning or ventilation systems installed at the site offices would have high-efficiency air filters to reduce the risk of infection. The frequency of air changes may be increased for areas where close personal proximity cannot be fully prevented such as control rooms, elevators, waiting rooms, etc.
- The Contractor shall carry out contactless temperature checks for the workers prior to site entrance, during working hours and after site works to identify persons showing signs of being unwell with the COVID-19 symptoms.

5.8.4.8 Washing Facility

- All worksites should have access to toilet and hand washing facility.
- Providing hand cleaning facilities at entrances and exits. This should be soap and water wherever possible or hand sanitizer if water is not available
- Washing facility with hot water, and soap at fire hydrants or other water sources to be used for frequent handwashing for all onsite employees
- All onsite workers must help to maintain and keep stations clean



- If a worker notices soap or towels are running low or out, immediately notify supervisors. Proactively supervisor should make sure shortage situation never occurs.
- Garbage bins will be placed next to the hand wash facility for discarding of used tissues/towels with regular removal and disposal facility (end of each day)

5.8.4.9 Cleaning Procedures

Increase cleaning/disinfection visits to at least 2 times a day. Cleaning person(s) to be provided with gloves, gown and face mask for each cycle of cleaning.

Each worksite should have enhanced cleaning and disinfection procedures that are posted and shared including sheds, gates, equipment, vehicles, etc. and shall be posted at all entry points to the sites, and throughout the project site. These include common areas and high touch points like

- Taps and washing facilities
- Toilet flush and seats
- Door handles and push plates
- Handrails on staircases and corridors
- Lift and hoist controls
- Machinery and equipment controls
- Food preparation and eating surfaces
- Telephone equipment / mobiles
- Keyboards, photocopiers and other office equipment

Re-usable PPE should be thoroughly cleaned after use and not shared between workers

5.8.4.10 Labour Camp

Contractor shall follow a zero-tolerance policy on wearing of masks.

Masks to be provided to all the persons/labourers for use at the camp site as well as at the worksite. Increase cleaning/disinfection visits to at least 2 times a day. Cleaning person(s) to be provided with disposable gloves, gown and face mask for each cycle of cleaning.

Toilet Facility

- Restrict the number of people using toilet facility at any one time e.g. appoint one welfare attendant among the labours.
- Wash hands before and after using the facilities
- Enhance the cleaning regimes for toilet facilities particularly door handles, locks and the toilet flush
- Portable toilets should be avoided wherever possible, but where in use these should be cleaned and emptied more frequently
- Provide suitable and sufficient rubbish bins for hand towels with regular removal and disposal.

Eating/snacks Arrangements

- With eateries having been closed (restricted) across Assam, providing permanent (till society is safe from COVID-19) on-camp/ off-camp cook/ helpers can be implemented. Make sure that the "Guidelines for food handling, preparation and distribution during COVID-19" and its regular updates are being followed.
- Whilst there is a requirement for construction camps to provide a means of heating food and making hot water, these are exceptional circumstances and where it is not



possible to introduce a means of keeping equipment clean between use, etc. must be removed from use.

- Contractor to arrange all daily need items and grocery at site itself and no worker is allowed to go to shops for daily need items.
- Dedicated eating areas should be identified on camp to reduce food waste and contamination
- Break times should be staggered to reduce congestion and contact at all times
- Hand cleaning facilities or hand sanitizer should be available at the entrance of any room where people eat and should be used by workers when entering and leaving the area
- Workers should sit “6 feet” apart from each other whilst eating and avoid all contact
- Where catering is provided on camp, it should provide pre-prepared and wrapped food only
- Payments should be taken by contactless options wherever possible
- Crockery, eating utensils, cups etc. should be avoided wherever possible
- Drinking water should be provided with enhanced cleaning measures of the tap mechanism introduced
- Tables should be cleaned between each use
- All rubbish should be put straight in the bin and not left for someone else to clear up; only covered pedal operated bins should be used and the bins should be cleared and cleaned regularly, with strict adherence to safety protocols for disposal and hygiene maintenance (including proper PPE’s such as gloves, mask and apron worn by the waste handler/cleaner and disposal at a designated place);
- All areas used for eating must be thoroughly cleaned at the end of each break and shift, including chairs, door handles, etc.

Changing Facilities, Showers and Drying Areas

- Introduce staggered start and finish times to reduce congestion and contact at all times
- Introduce enhanced cleaning of all facilities throughout the day and at the end of each day
- Consider increasing the number or size of facilities available on camp if possible
- Based on the size of each facility, determine how many people can use it at any one time to maintain a distance of two meters
- Provide suitable and sufficient garbage bins in these areas with regular removal and disposal.
- Visitor log should be strictly maintained that the labour camp.

COVID-19 officer will ensure compliance with prevention issues at the labour camp(s).

5.8.4.11 Updates on Covid-19

The Contractor shall be in touch with the Department of Health & Family Welfare and Labour Department to identify any potential worksite exposures relating to COVID-19, including:

- Strictly follow the guidelines issues by Ministry of health and OSHA
- Other workers, vendors, inspectors, or visitors to the worksite with close contact to the individual



- Labour Camps / Work areas such as designated workstations or rooms/sheds
 - Work tools and equipment
 - Common areas such as break rooms, tables and sanitary facilities
- Also refer the following websites from time to time for regular updates.

<https://www.mohfw.gov.in/>

<https://covid19.assam.gov.in/>

5.8.4.12 Training

- PIU to ensure all workers get training on above requirements before start of any construction activity
- During construction period frequent visual and verbal reminders to workers can improve compliance with hand hygiene practices and thus reduce rates of infection. Handwashing posters should also be displayed at work site and labour camps

5.8.4.13 EMERGENCY CONTACT

- Provide emergency contact number(s) at work site and labour camp for reporting COVID-19 symptoms

Ensure all staff and personal use the Aarogya Setu app, recommended by GOI for tracking COVID-19 patients.



6. Climate Change Impacts and Risks

A rapid increase in the number of motor vehicles on road in Assam has been observed over the past decade. Due to the lack of adequate public transport systems where buses comprise only 1% of the total population of vehicles on road, and due to the availability of easy loans, most of the people are aspiring to buy their vehicles. As a result, two-wheelers are 57% of the total vehicle mix in the State, and cars follow suit with a 21% share in 2013-14. The road transport sector is a direct consumer of fossil fuel, emits GHG into the atmosphere. With an increase in population and per capita rise in the number of personal vehicles, GHG emissions are likely to rise. The use of the public transport system needs to control future emissions in the future and to ease off the pressure of vehicles on the roads, hence. This would require policy changes in the way lending is done by banks, enabling fuel mix with biofuels, and behavioral changes of the population whereby they use more and more non-motorized transport at short distances and public transport for long distances. The Guwahati city is already in the process of developing the Bus Rapid Transit system, but further development of the public transport system is required. Other major cities also need to embrace the same for an orderly functioning road transportation system in the cities of Assam.

6.1 Climate Change Mitigation

The Transport Emissions Evaluation Model for Projects (TEEMP) developed by Clean Air Asia was utilized to assess the CO₂ gross emissions with and without the project improvements. The main improvement from the project that was considered for the model are better surface roughness with initially 6 m/km which may deteriorate over a period but not less than 2 m/km and widening of roads from the single/intermediate lane (3.5/5.5 m) to two lanes with paved shoulder (7 m). These were translated into impacts on traffic speed and hence fuel consumption. The model also allows for the inclusion of impacts related to traffic congestion with and without project through provisions for inserting data on the traffic numbers, lane width, number of lanes, and volume/capacity saturation limit.

Information that was fed into the model for projecting the CO₂ emissions were:

- The project will rehabilitate and widen approximately 32.735 km of the Major District Road in the State of Assam.
- The road configuration will change from a single lane to two lanes with a carriageway width of 7 m with 1.5 m hard shoulder on both sides. The road will have an asphalt concrete surface.
- The surface road roughness is mostly 6 m/km and will be improved to 2.0 m/km, which may further reach up to 3.5 m/km during 5 years of road operations. Resurfacing of the road would be required after 5 years.
- Construction will take place over 36 months in 2021/2022 and road operation will begin in 2024/2025.
- The design life of the road is 20 years.



- Other improvements include the repair or reconstruction and improvement of culverts, longitudinal and cross drains, and removal of irregularities on the existing vertical profile and road safety appurtenances.

Table 64: Traffic Composition

Vehicle Type	Traffic Composition (%)
Two Wheelers	53.74
3 Wheelers	7.59
Car/ Vans/ Jeeps	15.95
Mini Buses	0.58
Standard Buses	0.60
Tempo	2.69
LCV's (Goods)	0.02
2-Axle Trucks	0.34
3-Axle Trucks	0.07
Multi-Axle Trucks	0.04
Tractors with Trailer	0.43
Tractors Without Trailer	0.04
Cycle	17.65
Cycle Rickshaw	0.20
Animal Drawn	0.00
Others	0.04

Source: Traffic Study

Traffic forecasts were taken from the detailed project reports prepared for the road section. The volume/capacity saturation limit was taken at 0.85 for optimum travel speed and fuel consumption. Emission factors were taken from the CPCB/MOEF&CC (2007) Draft Report on Emission Factor Development for Indian Vehicles, the Automotive Research Association of India, and C. Reynolds et.al (2011) Climate and Health Relevant Emissions from in-Use Indian for three-wheelers rickshaw as shown in **Table 65**.

Table 65: CO2 Emission Factors

Vehicle Type	Gasoline	Diesel
2-Wheeler	2.28	-
3-Wheeler	2.63	-



Vehicle Type	Gasoline	Diesel
Car/Jeeps	2.59	-
LCV	-	3.21
Bus	-	3.61
HCV	-	3.5

It is seen that 2-wheelers, 3-wheelers, and animal-drawn carts have an average trip distance of 15 km of the total road length in each section, whereas all other vehicles do use the entire length as average trip distance. Furthermore, 2-wheelers and 3-wheelers constitute 100% and 90% of the total local traffic.

Estimated carbon emissions: The proposed road upgrading resulting in lower surface roughness and road capacity improvements have implications in CO₂ emissions. Improved roughness results in higher speed and lesser emissions while increase road users result in increased emissions from vehicles. These factors are also affected by traffic congestion i.e. the volume/capacity saturation limit.

Table 66: Emission Standards of Fleet (%)

Vehicle Type	Current Scenario				Year 2051		
	Pre-Euro	Euro I	Euro II	Euro III	Euro I	Euro II	Euro III
2-Wheel	-	50%	50%	-	30%	70%	-
3-Wheel	80%	20%	-	-	40%	60%	-
Cars/ Jeeps	-	40%	40%	20%	-	40%	60%
LCV/Bus/HCV	-	70%	20%	10%	10%	40%	50%

Emissions from road construction were estimated by using the emission factor for rural/urban roads, by using ADB - Carbon footprint report, which is equivalent to 48,400 kg CO₂/km of road construction

Source: <http://www.adb.org/documents/reports/estimating-carbon-footprints-road-projects/default.asp>

Estimated Carbon Emissions

The proposed road upgrading resulting in surface roughness and road capacity improvements have implications in CO₂ emissions. Improved roughness results in higher speed and lesser emissions while increase road users increase emissions. These factors are further affected by traffic congestion once the volume/capacity saturation limit.

CO₂ emissions will also result from the processing and manufacturing of raw materials needed to upgrade the project road and in the case of a project, to upgrade and strengthen the road length of 32.735 km, total CO₂ emissions will be of the order of 1584.37 tons.

Table 67: Estimated Total CO₂ Emissions during Road Construction



Road	Length (km)	Emission Factor (ton CO ₂ /km)	CO ₂ Emission (tons)
A22	32.735	48.4	1584.37

The design life of roads is 20 years. Total CO₂ emission at the Business-As-Usual scenario was estimated at 5165.79 tons/year, with and without induced traffic is 11932.46 tons/year and 9948.76 tons/year respectively. These values are below the 100,000 tons per year threshold. Therefore, it is not necessary to implement options to reduce or offset CO₂ emissions under the project.

Table 68: CO₂ emissions prediction using TTEMP

Scenario	Length (km)	Emissions (tons CO ₂ /km/year)	CO ₂ Emissions (tons/year)
Business as usual	32.735	157.60	5165.79
Project + Induced	32.735	364.05	11932.46
Project - Induced	32.735	303.53	9948.76

Table 69: Project CO₂ Emissions Intensity Indicators

Particulars	Business-As-Usual	Project (without Induced Traffic)	Project (with Induced Traffic)
tons/km	4,728.13	9,105.86	10,921.49
tons/year	5,165.79	9,948.76	11,932.46
tons/km/year	157.60	303.53	364.05
g/pkm	88.28	62.13	61.53
g/tkm	2,613.08	2,596.89	2,248.19

The with-project scenarios will be having higher CO₂ emissions. Furthermore, with project scenarios (both without and with induced traffic), there will be an increase in the CO₂ emission levels over the time due to the increase in the traffic volume, however, the emissions will be controlled by maintaining the road roughness below 3.0 m/km during the entire project life as well as the enhanced capacity of the road. This will result in annual CO₂ emissions of the project road much below the threshold limit of 100,000 tons/year.

Climate Change Impacts & Risks

In today’s world, climate change is considered the most serious global challenge. Changes in the atmosphere have been detected that could drastically alter the climate system and the balance of ecosystems. Atmospheric changes are linked to an increase in greenhouse gases (GHGs), chiefly on account of anthropogenic releases attributed to fossil fuel consumption, land-use changes, deforestation, etc. Research has established that carbon dioxide (CO₂) levels in the atmosphere have risen by 35% since the pre-industrial era. Rising CO₂ concentrations increase the energy retention of Earth’s atmosphere, leading to a



gradual rise in average temperatures and global warming. Sector-specific climate risk screening has been done based on secondary sources to analyze the impact on road components due to likely change in climatic variables, mainly temperature and precipitation.

Temperature & Precipitation: With the "Tropical Monsoon Rainforest Climate", Assam is temperate (summer max. at 35–39°C and winter min. at 5–8°C) and experiences heavy rainfall and high humidity. The climate is characterized by heavy monsoon downpours, which reduce summer temperatures, enable the formation of foggy nights and mornings in winters. Spring (Mar-Apr) and autumn (Sept-Oct) are usually pleasant with moderate rainfall and temperature. For ascertaining long term climate trends, State level climate data for the period 1951 to 2010 has been analyzed by the India Meteorological Department. This analysis is based on 282 stations for temperature and 1721 stations for rainfall across the country. In Assam, the analysis is based on data collected from 6 Stations for temperature and 12 Stations for rainfall. The analysis indicates that the mean temperature in the State has increased by +0.01°C/year. There is also an increase in seasonal temperatures across seasons with pronounced warming in post-monsoon and winter temperatures. The annual rainfall has also decreased by -2.96 mm/year during the same period.

Table 70: Climate trends in Assam between 1951 and 2010

	Annual	Winter	Summer	Monsoon	Post Monsoon
Mean Max Temp (°C/year)	0.02	0.02	No Trend	0.02	0.02
Mean Min Temp (°C/year)	0.01	0.02	0.02	0.02	0.02
Mean Temp (°C/year)	0.01	0.02	0.02	0.02	0.02
Rainfall (mm/year)	-2.96	0.08	-0.56	-2.19	-0.75

Source: Assam State Action Plan on Climate Change

Increased temperature and precipitation will have the following impacts:

- **High Precipitation Impacting Roads /Bridge /Embankment:** Heavy rains can cause disruption of the road networks, decreased accessibility, erosion of roads and embankments, surface water drainage problems, slope failures, landslides, among others. Increased river flow resulting from precipitation and storminess may result in damages to bridges, pavements, and other road structures. Bridge/culvert capacities are reduced or exceeded, causing upstream flooding to occur.



- **High Temperature Impacting Road Stability:** Extreme heat, combined with traffic loading, speed, and density can soften asphalt roads, leading to increased wear and tear. There would likely be concerns regarding pavement integrity such as softening, traffic-related rutting, embrittlement, migration of liquid asphalt. Additionally, thermal expansion in bridge expansion joints and paved surfaces may be experienced.
- **Earthquake:** The project road is situated in the Zone V (having high seismic intensity) of the Seismic Map of India (as per IS: 1893, Part I, 2002) and therefore has a high risk of potential damage due to earthquake. Relevant IS codes have been adopted in designing the structures to sustain the magnitude of earthquake corresponding to Seismic zone V.
- **Drought:** The southern part of Nagaon district in central Assam valley and adjoining parts of Karbi Anglong form a rain-shadow zone where annual rainfall is as low as 800-1200 mm. Water scarcities are a potential constraint for the people living in this rain shadow zone and the absence of effective irrigation systems or water harvesting practices adds to the vulnerability of the people. But what is of immediate concern is that rainfall in this zone is decreasing slowly as found in Lumding where rainfall is on the decline at a rate of 2.15 mm per year (Das, 2004). As a result, the water crisis might aggravate in this region in the coming years.
- **Cyclone:** It can be concluded from the analysis of past meteorological data that cyclone; dust storms are extremely rare in the study area. The impact of the cyclone is likely to be low.
- **Flood:** This is a concern in the plains as floods devastate horticulture produce. In hilly areas flash floods due to heavy precipitation will lead to heavier soil erosion. The most recent examples of such flash floods originating from extreme rainfall are two events that occurred in the north bank of the Brahmaputra River and caused significant damage to human life and property. The first of the two events occurred during the monsoon season on June 14th, 2008 due to heavy rainfall on the hills north of Lakhimpur District causing flash floods in the rivers of Ranganadi, Singara, Dikrong and Kakoi that killed at least 20 people and inundated more than 50 villages leading to the displacement of more than 10,000 people. The other that occurred in the post-monsoon season on October 26 affected a long strip of the area of northern Assam valley adjoining foothills of Bhutan causing flash flooding in four major rivers (all are tributaries of the river Brahmaputra) and several smaller rivers. This episode of flash floods caused by heavy downpour originated from the Tropical Depression 'Rashmi', (a depression over the West Central Bay of Bengal adjoining Andhra coast) and affected mainly the catchments of the rivers Puthimari, Jia-Bharali, Ranganadi and the Subansiri. The study area does not have a flood problem. CWC in association with IMD and Ministry of Jal Shakti has prepared Flood Estimation Reports for small and medium catchments for each hydro meteorologically homogeneous 22 sub-zones. The project area is falling in subzones 2(a) and 2(b). All structures have been designed for a 50year return period



with an anticipated risk of rarer flood generally of next higher frequency *i.e.* 100-year return period flood on the designed structures. Roadside toe drains shall be provided to receive a discharge from the embankment surface and countryside runoff and carry it safely to the nearest outfall point ensuring safety to the embankment toe, which is the area most vulnerable to erosion/failure.

Key engineering measures taken to address flood risks in the design are:

- Increase in embankment height,
- Construction of new side and lead away drains,
- Construction of new culverts and widening of existing ones and iv) widening of bridges.

Cross drainage structures, embankment, and Roadside drains would have been considered anyway in the conventional design as the issue of flooding is a threat to the sustainability of the road. However, these measures also contribute to the adaptation of the roads for future increases in precipitation. This risk screening and risk identification exercise have helped to ensure that the project road with climate risks have adequate risk mitigation or adaptation measures. Provisions have also been made in the bidding documents for the Contractor to prepare contract package-specific ESMP's based on the final detailed design to address a range of issues including climate-related risks and vulnerabilities.

Possible Climate Events, Risks and Adaptation Measures in Road Transport Infrastructure

The design objective included ensuring that current infrastructure assets are protected from the long term and acute effects of climate change, and wherever necessary upgrading to new infrastructure systems fit for changing climate conditions have been taken into serious consideration. Those adaptive measures to counter possible risks and their likely effects on project road infrastructure as incorporated in the DPRs are summarized in **Table 71**. It must be noted that all these events either simultaneously or in isolation can generate severe disastrous impacts on road infrastructure.



Table 71: Possible Climate Events, Risks, and Adaptation Measures

Sr. No.	Climate Change Events	Risks to the Road Infrastructure	Adaptation Measures incorporated in Detailed Design of Project Roads
1	Extreme rainfall events	<ul style="list-style-type: none"> i. Overtopping and wash away ii. Increase of seepage and infiltration pass iii. Increase of hydrodynamic pressure of roads iv. Decreased cohesion of soil compaction v. Traffic hindrance and safety 	<ul style="list-style-type: none"> a. Certain critical sections affected by overland flooding of the road raised (vertical alignment, embankment improvement) to be free from the onslaught of flooding events under intense precipitation. b. Road asset survey has considered certain critical road sections where the sub-grade strength and integrity were found to be compromised; the sub-grade strength specification meeting the recent-most IRC specifications has been adopted.
2	Changes in seasonal and annual average rainfall	<ul style="list-style-type: none"> i. Impact on soil moisture levels, affecting the structural integrity of roads, culverts, bridges standing water on the road base ii. Risk of floods from runoff, landslides, slope failures and damage to roads if changes occur in the precipitation pattern 	<ul style="list-style-type: none"> c. The highest assessment of design discharge for sizing culverts and bridges from among the several discharge methods as outlined in recent IRC guidelines has been adopted. d. In terms of floodwater conveyance to prevent stagnation, closed concrete drains in settlement pockets have been provided. e. Improved cross-drainage capacities required for the quick conveyance of floodwater by replacing small diameter pipes with box culverts with higher discharge openings has been considered. f. The bottom of the sub-grade has been kept 0.6m above HFL, to avoid over topping, water-logging of the road surface.
3	Increased maximum temperature and a higher number of consecutive hot days (heat waves)	<ul style="list-style-type: none"> i. Concerns regarding pavement integrity, e.g., softening, traffic-related rutting, cracking, fracture, etc. ii. Thermal expansion in bridge expansion joints and paved surfaces Temperature break soil cohesion and increase dust volume which caused health and traffic accidents 	<ul style="list-style-type: none"> a. An adequate binding layer thickness has been proposed to offset the wear, surface fatigue, and rutting under climate stresses. b. In terms of pavement integrity, the choice of viscosity grade VG30 has been maintained.



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Climate Change Events	Risks to the Road Infrastructure	Adaptation Measures incorporated in Detailed Design of Project Roads
4	Extreme wind speed under cyclonic conditions	i. The threat to the stability of bridge decks ii. Damage to signs, lighting fixtures and supports	BAU



7. Public Consultation

Public consultation has been taken up as an integral part of social assessment process of the Project. Public consultation has been viewed as a continuous two-way process, involving promotion of public understanding of the processes and mechanisms through which developmental problems and needs are investigated and solved. Consultation was used as a tool to inform and educate stakeholders about the proposed action both before and after the development decisions were made. It assisted in identification of the problems associated with the project as well as the needs of the population likely to be impacted.

This participatory process helped in reducing the public resistance to change and enabled the participation of the local people in the decision-making process. The involvement of likely affected people and other stakeholders have been ensured in this project with the objectives of minimizing probable adverse impacts of the project through alternate design solutions (alignment and cross-sectional) and to achieve speedy implementation of the project through bringing in awareness among the community on the benefits of the project.

Different categories of Consultations are a) Public Consultations, b) Focus Group Discussions (FGD) c) Key Informants Interviews (KIIs), d) Consultation with Women, e) Consultation with Vulnerable Displaced Persons, f) Consultations with Tribal Population etc.

7.1 Objectives of the Consultations

Stakeholder's consultations held with the intent to understand their concerns, apprehensions, overall opinion, and solicit recommendations to improve project design and implementation. Informal meetings, interviews were organized covering the entire project design stage. Consultations provide affected people a platform to ensure incorporation of their concerns in the decision-making process and foster co-operation among officers of PWRD, the community, and the stakeholders to achieve a cordial working relationship for smooth implementation of the project. It inculcates the sense of belongingness in the public about the project.

The discussions held were designed to receive maximum inputs from the participants regarding their acceptability and environmental concerns arising out of the sub-project. They were given a brief outline of the project to which their opinions were required particularly in identifying and mitigating any potential adverse impact.

7.2 Methodology for consultation

Consultation with the stakeholders, beneficiaries, and community leaders had been carried out using standard structured questionnaires as well as unstructured questionnaires. Questionnaire surveys/ discussions were designed to obtain background information and details of general environmental issues that concern people in the project area. Besides, environmental and social issues were discussed with relevant organizations, government officials, beneficiaries, community leaders, and experts. Besides, personal discussions with officials, on-site discussions with affected stakeholders, and reconnaissance visits have also been made to the project area.



7.3 Stakeholder Consultations

7.3.1 Project Stakeholders

All types of stakeholders were identified to ensure wide coverage as possible.

- Residents, shopkeepers and business people who live and work along the road especially the project affected persons
- All type of road users/commuters
- Executing Agency, Construction Supervision Consultant and Implementing NGOs
- Other government institutions whose remit includes areas or issues affected by the project (state environment and forest department, Pollution Control Board (PCB), Irrigation Department, Public Health Engineering (PHED) Department
- The beneficiary community in general

Table 72: Identified Stakeholders

Level	Type	Key Participants	Response	Influence	Affected
Individual	Local Level Consultations	Persons along the road corridor	Supportive	Medium	Yes, Road users
Individual	Door to Door personal contact	People along the road corridor which are likely to be impacted	Supportive	High	Yes, Due to Land or structure acquisition
Settlement	Focus Group Discussion	Including women, Socially and economically vulnerable	Supportive	High	Yes, due to land or structure acquisition
Common Property Resources	FGD with Community owners/ Leaders/ Caretakers	CPR at the road stretch	Supportive	Low	Yes, by or due to land impacted
Departmental Level Consultations	Focus Group Discussion	Including Department Official & Locals	Supportive	Low	Indirectly due to road improvement

7.3.2 Consultation with Government Departments

Various Govt. Dept. officials were consulted during EIA including PWRD Officials, State pollution control board for Air, Noise, and Water quality information, IMD for the climatic data, the statistical officer for Population and demographic profile, Panchayat department for village level information, Survey of India for the topo sheet requirement, Revenue department for the land record information, PHQ officers for hand pump relocation and quality assessment, Assam SEB offices for electric pole shifting, etc.

These department officials helped to provide various project-related data and information which helped preparation of reports and data analysis.

Table 73: Consultation at Office of Divisional Forest Officer, Dhemaji

Sr. No.	Respondent	Date	Place	Designation	Department
1	Mr. Parshant Dhanda	07-Nov-2020	Office of Divisional Forest Officer, Dhemaji	DFO	Forest
Discussed on:		<ul style="list-style-type: none"> ➤ Confirmed that the project road does not pass-through forest area and no wild animals are observed on the proposed road alignment. ➤ There is no protected area located within 10 km of the project road ➤ Verified that no rare and endangered species are observed on the proposed road alignment. ➤ No killing and accidents of animals have been reported along the project road. ➤ No human-animal conflict has occurred in the area along the project road. 			



Figure 75: Consultation with Divisional Forest Officer, Dhemaji

Table 74: Consultation at Office of Divisional Forest Officer, Lakhimpur

Sr. No.	Respondent	Date	Place	Designation	Department
1	Mr. Dibakar Deb	25-Nov-2020	Office of Divisional	DFO	Forest

Sr. No.	Respondent	Date	Place	Designation	Department
			Forest Officer, Lakhimpur		
Discussed on:		<ul style="list-style-type: none"> ➤ The project road does not pass through or lies within 10 km of any protected area in the state. ➤ There is no forest area along the project road ➤ Confirmed that no rare or endangered species are encountered along the project road and during the tree enumeration survey. ➤ No wild animals, only domestic animals are observed along the proposed project road. 			



Figure 76: Consultation at Office of Divisional Forest Officer, Lakhimpur

7.3.3 Consultation with Local People and Beneficiaries

The consultation generally started with explaining the project, followed by its potential impacts. Participants' views were gathered regarding aspects of the environment that are



already under stress or which may face a positive or negative impact due to various project activities. Key issues discussed are:

- Awareness and extent of the project and development components;
- Benefits of the project for economic and social upliftment of the local community;
- Availability of labor in the project area;
- Local disturbances due to project construction work;
- The necessity of tree felling at the project site;
- Impact on air quality, noise levels, soil, water bodies, and groundwater;
- Local environment and health condition;
- Flora and fauna sighted in the project area;
- Socio-economic standing of the local people

Table 75: Consultation Conducted on Proposed Road

Sr. No.	Location	Date	Male Participants	Female Participants	Total Participants
1	Hatigarh gaon	20-Jan-2020	4	1	5
2	Begena Gara	20-Jan-2020	5	0	5
3	Halaipara	20-Jan-2020	4	0	4
4	Dhakuakhana	06-Nov-2020	2	6	8
5	Deoliya Gaon	06-Nov-2020	4	4	8
6	Kothalguri Gaon	06-Nov-2020	8	0	8
7	Machkowa	06-Nov-2020	5	0	5
8	Hatigarh	06-Nov-2020	4	3	7
Total			36	14	50

The project has immense acceptability among the local people. They perceive that in addition to providing all-weather connectivity, the subproject road will bring positive socioeconomic changes in the area. The local community also discussed issues related to existing environmental issues faced by them.

The Details of Participants and Public Consultation photographs are attached in **Annexure 4**. Also, information on the GRM procedures and formats in local language i.e., Assamese was shared with the local people as provided in **Annexure 5**.

Table 76: Details of Public Consultation at Hatigarh gaon

Date	Issues Discussed	Response	Participant
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Date	Issues Discussed	Response	Participant
20/01/2020	<ul style="list-style-type: none"> ➤ People questioned about embankment design as Assam receive heavy rainfall ➤ People asked about labour requirement ➤ People shared about poor condition of the road and long travel time. ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted. 	<ul style="list-style-type: none"> ➤ Suitable embankment design will be done and protection of embankment will be done to prevent it from damage. ➤ During construction phase the contractor will provide employment to the locals as required ➤ The road improvement work will reduce travel time and allow ease in commute. 	<p>Total = 5 Male = 4 Female = 1</p>



Figure 77: Public consultation at Hatigarh Gaon

Table 77: Details of Public Consultation at Halaipara

Date	Issues Discussed	Response	Participant
20/01/2020	<ul style="list-style-type: none"> ➤ People questioned about impact on the adjacent property along the road ➤ People asked about safety provision along the road ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted. 	<ul style="list-style-type: none"> ➤ The impact property owners will be fairly compensated. ➤ Road safety measures will be provided such as speed brakers, safety signs and rumble strips at designated locations. 	<p>Total = 4 Male = 4</p>



Figure 78: Public consultation at Halaipara

Table 78: Details of Public Consultation at Begana Gaon



Date	Issues Discussed	Response	Participant
20/01/2020	<ul style="list-style-type: none"> ➤ People questioned about impact on the adjacent ponds along the roads ➤ People asked about safety provision near schools ➤ People asked about precaution for increased noise ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted. 	<ul style="list-style-type: none"> ➤ The major ponds along the road will be enhanced by the contractor. ➤ Speed control measures and safety signs will be installed near school. ➤ During construction stage noise barriers will be installed by the contractor in front of sensitive receptors 	Total = 5 Male = 5



Figure 79: Public consultation at Begana Gaon

Table 79: Details of Public Consultation at Dhakuakhana



Date	Issues Discussed	Response	Participant
06/11/2020	<ul style="list-style-type: none">➤ People questioned about junction development at the start location of the road➤ People asked traffic diversion during construction phase of the project➤ People reported that the air and noise quality at the location is good.➤ Water quality is also good and used for day-to-day purpose by the residents➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted.	<ul style="list-style-type: none">➤ Major junctions along the project road will be developed to accommodate the traffic demand.➤ During construction stage the contractor will ensure traffic diversion as per traffic management plan to avoid hinderance.	Total = 8 Male = 2 Female = 6





Figure 80: Public Consultation at Dhakuakhana

Table 80: Details of Public Consultation at Deoliya Gaon

Date	Issues Discussed	Response	Participant
06/11/2020	<ul style="list-style-type: none"> ➤ People questioned about compensation to the project affected people ➤ People enquired about tree cutting and plantation activities. 	<ul style="list-style-type: none"> ➤ The project affected people will be fairly compensated ➤ Tree cutting will be done before the start 	Total = 8 Male = 4 Female = 4



Date	Issues Discussed	Response	Participant
	<ul style="list-style-type: none">➤ People questioned about utility shifting along the road➤ People reported that the air and noise quality at the location is good.➤ Water quality is also good and used for day-to-day purpose by the residents➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted.	<p>of construction and plantation will be done in coordination with the forest department.</p> <ul style="list-style-type: none">➤ The utilities along the road will be shifted along the road in coordination with the respective departments.	





Figure 81: Public Consultation at Deoliya Gaon

Table 81: Details of Public Consultation at Kothalguri Gaon

Date	Issues Discussed	Response	Participant
06/11/2020	<ul style="list-style-type: none"> ➤ People questioned about how many lanes will be constructed ➤ People asked about employment opportunities ➤ People asked about street light provision ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are 	<ul style="list-style-type: none"> ➤ The project road constructed will be a two lane with paved shoulder. ➤ During the construction stage the contractor will provide employment to locals as required. ➤ Solar street light provision will be made at designated locations 	<p>Total = 8 Male = 8</p>

Date	Issues Discussed	Response	Participant
	observed along the project road. Domestic animals can be sighted.		



Figure 82: Public Consultation at Kothalguri Gaon

Table 82: Details of Public Consultation at Machkowa

Date	Issues Discussed	Response	Participant
06/11/2020	<ul style="list-style-type: none"> ➤ People questioned about realignments along the road ➤ People asked road safety provisions ➤ People asked about speed control measures in settlement area ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are observed along the project road. Domestic animals can be sighted. 	<ul style="list-style-type: none"> ➤ To improve the road geometry realignment will be done at certain locations. ➤ Speed control and road safety measures will be implemented to avoid accidents and provide safe travel to the road users. ➤ Provision of speed brakers and rumble strip will be made for speed control 	<p>Total = 5 Male = 5</p>





Figure 83: Public Consultation at Machkowa

Table 83: Details of Public Consultation at Hatigarh

Date	Issues Discussed	Response	Participant
06/11/2020	<ul style="list-style-type: none"> ➤ People asked about construction period of the project road ➤ People questioned about provision of bus stop on the road ➤ People asked about land acquisition along the road ➤ People reported that the air and noise quality at the location is good. ➤ Water quality is also good and used for day-to-day purpose by the residents ➤ Tree cover in the project area is moderate and mostly agricultural land are observed along the road ➤ No Wild animals crossing are observed along the project road. Domestic animals can 	<ul style="list-style-type: none"> ➤ The construction of the project road will take around 2.5 years. ➤ Bus stops at designated locations will be provided. ➤ Appropriate and fair compensation will be provided to the project affected people. 	<p>Total = 7 Male = 4 Female = 3</p>

Date	Issues Discussed	Response	Participant
	be sighted.		



Figure 84: Public Consultation at Hatigarh

Most of the people interviewed strongly support the project. The respondents expect the project to facilitate transport, employment, tourism, boost economic development, and thus provided direct or indirect economic and social benefits to them.

7.4 Public Opinion/views survey

To access the existing environment and likely impacts on the surrounding population, an interview was carried out. A sample of the population was interviewed through a designed questionnaire. Precaution has been exercised during the survey to ensure that the sample interviewed is truly representative of the affected groups and the questions are worded so as not to generate a bias response.



Public Consultation Questionnaire

Name of Project:			
Name of Project Road:			
Project package no.:			
Chainage:		Date:	
Place:		District:	
No of Participants			

Questions to be Asked?

1. How is the Water quality of rivers, ponds, wells, and canals?
 Positive: Negative: No Response:
2. Status of Noise quality in the area?
 Positive: Negative: No Response:
3. How is the Air quality in the area?
 Positive: Negative: No Response:
4. Are there any Archaeological sites in the vicinity?
 Positive: Negative: No Response:
5. Any history of Natural disasters?
 Positive: Negative: No Response:
6. Any Rare species of animals and birds found in the area?
 Positive: Negative: No Response:
7. Are there any Cultural sites in vicinity?
 Positive: Negative: No Response:

Figure 85: Public Consultation Questionnaire

It is observed from the interview survey that there is increased environmental awareness among the people. It can also be seen from **Table 84** that about most of the people are in the opinion that the environmental condition of the area is good. Poor road condition and vehicular emissions are the major sources they feel responsible for this. People are unaware of the presence of archaeological, historical, and cultural sites. There is no major history of natural disasters in the region and local people have mixed responses about natural disasters. Overall, the general environmental conditions in the region are good and people have increased environmental awareness. **Table 84** shows the result of the public opinion survey carried out in the region.



Table 84: People's Perception of Environmental Scenario

Sr. No.	Aspects covered	No. of people interviewed	Positive response	Negative response	No response
1	Water quality of river, ponds, wells and canals	50	35	15	0
2	Noise quality of the area	50	50	0	0
3	Air quality of the area	50	50	0	0
4	Natural disaster	50	0	50	0
5	Presence of archaeological, cultural and religious sites	50	0	50	0
6	Rare species of flora and fauna encountered	50	0	50	0

Source: From public consultation response

Overall, most of the people interviewed strongly support the project. The people living in the entire project area expect the different project elements to facilitate transport, employment, tourism, boost economic development, and thereby provide direct, or indirect benefits to them. Construction camps may however put stress on local resources and infrastructure nearby especially on water resources. The construction camps that will be installed during construction will exert more demand on the existing water source and would pose a threat to the quality of water bodies and groundwater resources. To prevent such problems contractor needs to provide camps with proper drinking water and sanitation facility.

The following are the consultants' initial findings regarding likely positive and negative impacts.

Positive Impacts:

- Improved road conditions will reduce travel time, fuel consumption, and emissions from base traffic volumes.
- Economic development and access will be stimulated.
- Access to Health, agriculture, and education facility will be improved.

Negative Impacts:

- Disturbance to existing traffic during the construction phase.



- Fugitive dust emissions during the construction stage thus harming the air quality. Similarly, noise quality can be affected during construction as well as operation stage.

Based on available information, field visits throughout the project, discussions with project authorities, and other discussions amongst project team and local officials it has been concluded that overall, the project will be beneficial, all negative impacts during and post-construction can be properly mitigated.

7.5 Disclosure

7.5.1 State Level

PMU and the PIUs shall disclose this entire EIA Report and all Safeguards related documents and mitigation plans at their website.

7.5.2 District Level

PMU will also arrange to disclose the final versions of the EIA and ESMP in English and Executive Summary in Assamese in all the District Collectors Offices, PIUs and the local offices of the implementing agencies. These would be in place once the final versions are ready. When this document is updated, then the copies in the different locations would also be updated.

7.5.3 Disclosure requirements of AIIB

The Bank requires the Client to disclose: (a) draft environmental and social assessment reports, ESMPs, ESMPFs, resettlement plans, RPFs, Indigenous Peoples plans and IPPFs, or other approved forms of documentation; and (b) other documents described above, as soon as they become available. The Bank also requires the Client to disclose any material changes to the disclosed environmental and social information for the Project as soon as they become available.

7.5.4 Disclosure by AIIB

The AIIB will disclose the EIA and ESMP for reference to interested parties. During the implementation phase, all the subproject EIA report shall be disclosed by PMU and the PIUs both at the local level and at the state level.



8. Grievance Redress Mechanism

A project-specific Grievance Redress Mechanism (GRM) will be established to receive, acknowledge, evaluate and facilitate the resolution to the complainant with corrective actions proposed using understandable and transparent processes on the social and environmental aspects that are gender responsive, culturally appropriate and readily accessible to all segments of the affected people. The GRM will aim to provide a time-bound and transparent mechanism to voice and resolve social and environmental concerns linked to the project. Records of grievances received, corrective actions taken and their outcomes shall be properly maintained. The complainant may take recourse to the Court of law, if dissatisfied with the verdict of the GRM.

A. Mechanism for Grievance Redressal

The GRM shall be established at four levels viz. Site Level (First Level Grievance), PIU Level (Second Level Grievance), PMU Level (Third Level Grievance) and Court of Law (Third Level Grievance) to address grievances/ complaints. The grievance redress mechanism is given in **Figure 86**. The project-specific GRM is not intended to bypass the government's own redress process; rather it is intended to address affected people's concerns and complaints promptly, making it readily accessible to all segments of the affected people, and is scaled to the risks and impacts of the project.

First Level: When grievances arise, complainant will first need to contact the respective person of the Contractor, CSC and the site engineers. The site level resolution of complaints shall be done within 2 weeks. The Contractor will maintain the records of complaints and the outcome of the solutions.

Second Level: The complainant will need to contact PIU to file complaints on non-resolution at the site level. The address and contact number of the PMU office will be provided in the project information leaflet. The PIU, supported by CSC, is the second tier of GRM which offers the fastest and most accessible mechanism for resolution of grievances. The Environmental officer of PIU, supported by CSC, will be designated as the key officers for grievance redress. Resolution of complaints will be done within 2 weeks. At this stage, Environmental officer will inform the PMU for additional support and guidance in grievance redress matters, if required. Investigation of grievances will involve site visits and consultations with relevant parties (e.g., affected persons, contractors, etc.). Grievances will be documented and personal details of the complainant (name, address, date of complaint, etc.) will be included, unless anonymity is requested. A tracking number will be assigned to each grievance. The local GRC will meet as necessary when there are grievances to be addressed. The local GRC will suggest corrective measures at the field level and assign clear responsibilities for implementing its decision within 2 weeks. The contractor will have observer status on GRC.

Third Level: The Environmental Officer of each PIU will activate the second tier of GRM by referring the unresolved issues (with written documentation) to the PMU, who will pass unresolved complaints upward to the Grievance Redress Committee (GRC). A hearing will be



called by the GRC, if necessary, where the affected person may present his/her concern/issues. The process will facilitate resolution through mediation.

Fourth Level: Alternatively, the affected person can also seek alternative redress through the appropriate court of law. If unsatisfied with the decision, the existence of the GRC will not impede the complainant's access to the Government's judicial or administrative remedies.

The PMU and PIUs, supported by CSC, will make the public aware of the GRM through public awareness campaigns. The grievances can be raised through various methods:

- Modules in e-portal/ website of Asom Mala.
- Dropping complaints in grievance boxes placed in the offices of a) PMU, b) respective PIUs and c) Site offices/ CSC.
- E-mails to respective email address.
- SMS or WhatsApp to respective mobile number(s) dedicated for GRM.
- Using the complaint register and complaint forms (Figure 4) available at the office of PMU/ PIU/ Site offices/ CSC.

All the documents will be made available to the public including information on the contact number, e-mail addresses, addresses of the respective offices of PMU/ PIU/ Site offices/CSC/AE/ RP Implementing Agency and contact person for registering grievances, and will be widely disseminated throughout the project area by the safeguard officers in the PMU and PIUs supported by the CSC/AE/RP Implementing Agencies.

B. Grievance Redress Committee (GRC)

A Grievance Redress Committee (GRC) will be established at the PWRD state level and at the PIU level to assure accessibility for APs. The GRCs are expected to resolve grievances within a stipulated time period of 2 weeks each at the Site level and PIU level, and one month at the PMU level. If the displaced person is not satisfied with the decision of the GRC, the complainant can approach the court of law. At any point in the redressal process the aggrieved person can approach the Land Acquisition and Resettlement and Rehabilitation Authority.

The PMU level GRC will comprise of the:

- Chief Engineer (EAP), PWRD, GoA or any authorised person, who should not below the rank of Executive Engineer
- Nodal Officer, Asom Mala – Member Secretary
- Resettlement Officer, PMU supported by RP Implementation Agency and/ or PCMC
- Environmental Officer, PMU supported by CMC and/ or PCMC
- Representatives from local person of repute and standing in the society or elected representative from Panchayat/ Zilla Parishad /District Council
- Representative from the PIU, supported by RP Implementation Agency



- A representative from IP community for IP related issue, if any
- Representative from local forest authority, if grievances of forest aspects
- Representative from Pollution Control Board, if grievances of environmental aspects
- Representative of the Land Revenue department, if grievances of land related issues

The PIU level GRC will comprise of the:

- Representative of PIU, above the rank of Sub-Divisional Officer
- Resettlement Officer, PIU supported by RIA
- Environmental Officer, PIU supported by CSC/AE
- A representative from local person of repute and standing in the society or elected representative from Panchayat/ Zilla Parishad /District Council.
- A representative for women from a relevant agency which could be from the government, or RP Implementation Agency or local community
- A representative from Vulnerable DPs
- A representative of the local Deputy Commissioners office (land), if the grievance is of acquisition land related issues
- A representative of local Pollution Control Authority (for environmental issues related grievances)
- A representative from IP community for IP related issue, if any.

The functions of the GRC are as follows: (i) resolve problems quickly and provide support to affected persons arising from various issues of water supply, waste disposal, traffic interference and public safety as well as social and resettlement related issues such as land acquisition (temporary or permanent); asset acquisition; and eligibility for entitlements, compensation and assistance; (ii) reconfirm grievances of displaced persons, categorize and prioritize them and aim to provide solutions within a month; and (iii) report to the aggrieved parties about developments regarding their grievances and decisions of the GRC.

C. Grievance Redressal Process

The Grievance Redress Process is presented in **Figure 86**.

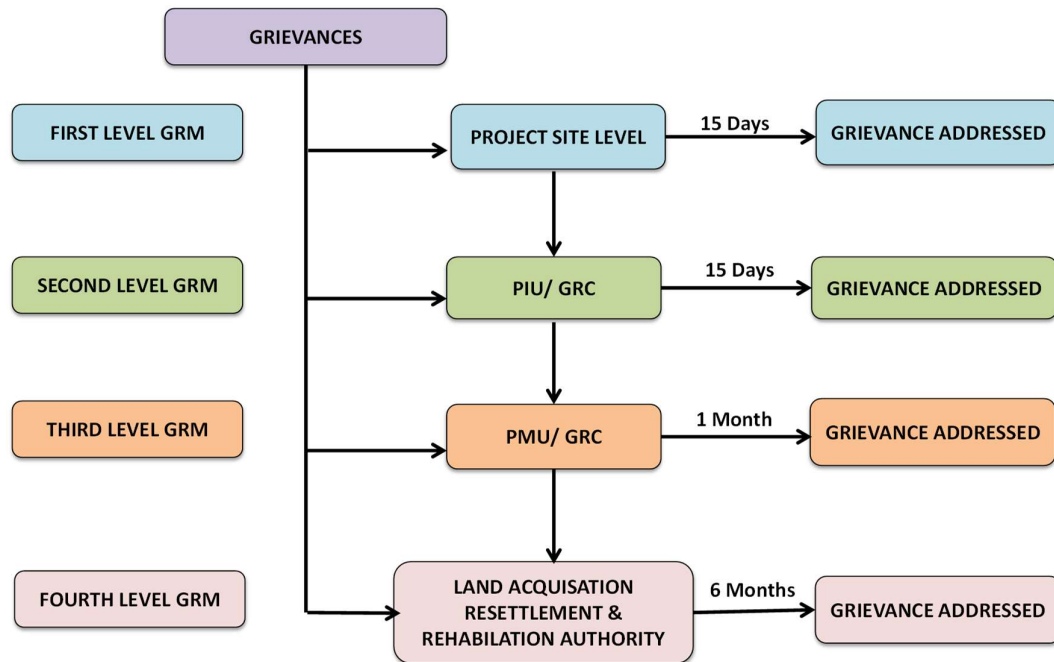


Figure 86: Environmental and Social Grievance Redressal Process

The grievances will be documented and personal details (name, address, date of complaint, etc.) will be included unless anonymity is requested. A tracking number will be assigned to each grievance, including the following elements:

- initial grievance sheet (including the description of the grievance) with an acknowledgement of receipt given to the complainant when the complaint is registered;
- grievance monitoring sheet with actions taken (investigation, corrective measures); and
- closure sheet, one copy of which will be handed over to the complainant after he/she has agreed to the resolution and signed off.

The updated register of grievances and complaints will be available to the public at the PMU office. Should the grievance remain unresolved, the person can seek alternative redress through the appropriate court of law which will be the last level recourse or the AIIB's redress mechanism.

During preparation of EIA or at least during pre-construction stage local communities in project areas shall be informed on grievance redress procedure and contact persons for lodging complaint/s. All the parties involved in project implementation i.e. contractor, CSC/AE, and PIU shall maintain complaint registers at their respective offices.

Environment Safety Officer of contractors and Construction Supervision Consultant shall promptly investigate and review environmental complaints and implement appropriate corrective actions to mitigate cause of the complaints. However, in all cases, it shall be responsibility of contractors to act immediately upon receiving any complaint related to construction activities at site and camps.



The GRC meeting shall be conducted within 30 days of constitution and subsequently it shall be conducted every month to review status of pending cases.

The PMU, with the assistance of the PCMC will be responsible for processing, maintaining database of complaints, recording decisions, issuing minutes of the meetings, and monitoring to see that formal orders are issued and the decisions carried out.

The monitoring reports of the ESMP implementation will include the following aspects pertaining to progress on grievances: (i) number of cases registered with the PIU, at what level of jurisdiction, number of hearings held, decisions made, and the status of pending cases; and (ii) lists of cases in process and already decided upon may be prepared, with details such as name, ID with unique serial number, date of notice, date of application, date of hearing, decisions, remarks, actions taken to resolve issues, and status of grievance(i.e., open, closed, or pending).

All costs involved in resolving the complaints (meetings, consultations, communication, and information dissemination) shall be borne by the PMU.



9. Environmental and Social Management Plan

9.1 Introduction

The environmental impacts associated with any development project are eliminated or minimized to an acceptable level through the development of appropriate mitigation measures based on the most suitable techno-economic options. The Environmental and Social Management Plan (ESMP) is a well-established tool to ensure effective implementation of the recommended mitigation measures throughout the project development stages. The ESMP also ensures that the positive impacts are conserved and enhanced. An ESMP provides location and time-specific actions to be taken with defined responsibility. It also provides measures for institutional strengthening and effectiveness assessment through a defined monitoring plan, reporting corrective & preventive action planning.

9.2 Objectives of the Environmental and Social Management Plan

A sub-project road-specific Environment and Social Management Plan has been formulated which consists of a set of mitigation; monitoring and institutional measures applicable to the design, construction, and operation stages of the project. The components of this ESMP includes (i) mitigation of potentially adverse impacts (ii) monitoring of impacts and mitigation measures during project implementation and operation (iii) institutional capacity building and training (iv) compliance to statutory requirements (v) integration of ESMP with project planning, design, construction, and operation.

9.3 Impacts and Mitigation Measures

The identified environmental, social, health & safety issues and recommended mitigation measures with institutional arrangements for implementation, supervision, and monitoring have been provided in **Table 85**. The Environmental Monitoring plan is given in **Table 86** below.



Table 85: Environmental, Social, Health & Safety Management Plan

1. Environmental

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
A. Pre-Construction and Design Stage			
1. Tree Cutting			
Reduction in forest cover, hence deterioration in climatic conditions. Increase in Green House effect/climate change impact	<ul style="list-style-type: none"> • Geometric adjustments made to minimize tree cutting. • Widening to be accommodated within available ROW such that minimal tree cutting is required • Obtain tree cutting permission from forest/Revenue department as the case may be. • Compensatory plantation with respect to trees cut (1721) with preference to fast growing species as per the orders of Forest department. • Additional Plantation of 17210 trees on both side of the road in non-residential areas will be done with 5m center to center spacing between two trees as per the order of Forest department 	Project areas	PWRD, ASSAM/ Forest Department
2. Joint Field Verification			
2.1.	<ul style="list-style-type: none"> • The Engineer - Incharge of Supervision Consultant and the Contractor shall carry out joint field verification to ascertain the necessity of saving trees, environmental and community resources wherever such representations or suggestions in writing have been received and forwarded by the Employer/Authority or by the Engineer in accordance with the local situations. • The complaints/suggestions together with the observations and expert opinion of the joint verification team containing the need for additional protection measures or changes in design/scale/nature of protection measures including the efficacy of enhancement measures suggested in the ESHS shall be summarized in a written document containing all the details with date, time, place and signature of the individuals involved and this shall be sent to PIU/PMU for approval. 	RoW / Col / Project influence areas	Contractor; Environmental Officer of CSC
B. Construction Stage			
1. Procurement of Machinery - Crushers, Hot-mix Plants & Batching Plants			



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
1.1. Air, noise and water Pollution	<ul style="list-style-type: none"> Specifications of crushers, hot mix plants and batching plants (existing or new) shall comply with the requirements of the relevant current emission control legislations. The Consent to Establish (CTE) & Consent to Operate (CTO) shall be obtained from the SPCB, Assam for the establishment and operation of these plants. Only Crushers licensed by the State Pollution Control Board (SPCB) shall be used. The Contractor shall submit a detailed layout plan for all such sites and seek prior approval of Engineer - Incharge of CSC before entering into formal agreement with a land owner for setting-up such sites. 	Crushers, Hotmix plants & Batching Plants	Contractor
2. Procurement of Other Construction Vehicles, Equipment and Machinery			
2.1. Air, noise and water Pollution	<ul style="list-style-type: none"> The discharge standards promulgated under the Environment Protection Act, 1986 shall be strictly adhered to. All vehicles, equipment and machinery to be procured for construction shall conform to the relevant Bureau of Indian Standard (BIS) norms. Contractor will ensure that all vehicles, equipment and machinery used for construction are regularly maintained and confirm that pollution emission levels comply with the relevant requirements of ASPCB. Noise limits for construction equipment's to be procured such as compactors, rollers, front loaders, concrete mixers, cranes (moveable), vibrators and saws shall not exceed 75 dB (A), when measured at one metre distance from the edge of the equipment in free field, as specified in the Environment (Protection) Rules, 1986. The Contractor shall maintain a record of PUC for all vehicles and machinery used during the contract period, which shall be produced to the PIU for verification whenever required. Ambient Air Quality monitoring has to be performed by the Contractor as per the Environmental Monitoring Program and in accordance with the general and specific condition of CTO. 	Through out the project area	Contractor
3. Air Quality			
3.1. Emission of air pollutants (HC, SO ₂ ,	<ul style="list-style-type: none"> Regular maintenance of machinery and equipment. 	Built-up-Stretches are:	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
NOx, CO etc.) from vehicles due to traffic congestion and use of equipment and machinery	<ul style="list-style-type: none"> • Batching and asphalt mixing plants and crushers at downwind direction (1 km) from nearest settlement. • Only licensed crushers be used. • DG sets with stacks of adequate height should be used. • Ambient air quality monitoring • Following traffic management • Construction work should be carried out in non-peak hours. • LPG should be used as fuel source in construction camps instead of wood • Contractor to prepare traffic management and dust suppression plan duly approved by PWD. • The contractor shall maintain a separate file and submit PUC certificates for all vehicles/ equipment/ machinery that are being used for the project 	Dhakuakhana, Huzgaon, Jiamoria, Deolia, Napani gaon, Kathalguri, Borak gaon, Begenagara, Butikur, Hatigarh, Telijan Sensitive Receptors in close vicinity are: School (0+700, 3+120, 5+930, 6+350, 19+370, 19+800, 20+700, 25+700, 28+600)	
4. Land and Soil			
4.1. Land use Change and Loss of productive/ top soil	<ul style="list-style-type: none"> • No agricultural areas to be used as borrow areas to the extent possible. • Land for temporary facilities like construction camp, storage areas etc. shall be brought back to its original land use. • If using agricultural land, top soil to be preserved and laid over either on embankment slope for growing vegetation. 	Throughout project section and borrow areas Land identified for construction camp	Contractor
4.2. Slope failure and soil erosion due to construction activities, earthwork and cut and fill stockpiles etc.	<ul style="list-style-type: none"> • Care should be taken that the slope gradient shall not be steeper than 2H:1V. • Earth stockpiles to be provided with gentle slopes to avoid soil erosion. • 	Throughout the project road	Contractor
4.3. Borrow area management	<ul style="list-style-type: none"> • Non-productive barren land shall be used for borrowing earth with the necessary permissions/consents. • Depths of borrow pits to be regulated and sides not steeper than 25%. • The 15 cm topsoil to be stockpiled within the site of identified borrow area for use at the rehabilitation stage as preventive measure. The stockpiles shall be covered with gunny bags / tarpaulin. • Follow IRC recommended practice for borrow pits (IRC 10: 1961) for identification of location, its operation and rehabilitation • Borrow areas not to be dug continuously 	Borrow site location as identified in DPR or any selected borrow area	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
	<ul style="list-style-type: none"> • Redevelopment of borrow areas shall be taken up in accordance with the plans approved by the Engineer 		
4.4. Quarry Operations	<ul style="list-style-type: none"> • No quarry and/or crusher units shall be established, which is within 1000m from the residential/ settlement locations, forest boundary, wildlife movement path, breeding and nesting habitats and national parks/sanctuaries. • Aggregates should be sourced from existing licensed quarries. • Copies of consent/approval/ rehabilitation plan for new quarry or use of existing quarries should be sought. • The contractor will develop a quarry redevelopment plan as per mining rules of state. • Obtain environmental clearance from DEIAA in case of opening new quarry. • Contractor shall work out haul road network to be used for transport of quarry materials and report to Engineer who shall inspect and approve the same. 	Location specified as per DPR or another quarry source selected.	Contractor
4.5. Contamination of soil due to leakage/spillage of oil, bituminous debris generated from demolition and road construction	<ul style="list-style-type: none"> • Construction vehicles and equipment will be maintained and refueled in such a fashion that oil/diesel spillage does not contaminate the soil. • Fuel storage and refueling sites to be kept away from drainage channels. • Unusable debris shall be dumped in ditches and low-lying areas. • To avoid soil contamination Oil-Interceptors shall be provided at wash down and refueling areas. • Waste oil and oil-soaked cotton/ cloth shall be stored in containers labelled 'Waste Oil' and 'Hazardous' sold off to MoEF&CC/SPCB authorized vendors • Non-bituminous wastes to be dumped in borrow pits with the concurrence of landowner and covered with a layer of topsoil conserved from opening the pit. • Bituminous wastes shall be disposed of in identified dumping sites approved by State Pollution Control Board. • Soil quality monitoring 	Fueling station, construction sites, construction camps and disposal location	Contractor
4.6. Compaction of soil and impact on	<ul style="list-style-type: none"> • Construction vehicles and equipment will be maintained and refueled in 	Parking area, haulage roads and	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
quarry haul roads due to movement of vehicles and equipment	<p>such a fashion that oil/diesel spillage does not contaminate the soil</p> <ul style="list-style-type: none"> Fuel storage and refueling sites to be kept away from drainage channels Unusable debris shall be dumped in ditches and low-lying areas To avoid soil contamination Oil-Interceptors shall be provided at wash down and refueling areas Construction vehicles, machinery and equipment to be stationed in the designated ROW to avoid compaction. Approach roads/haul roads shall be designed along the barren and hard soil area to reduce the compaction Transportation of quarry material to the dumping site through existing major roads to the extent possible to restrict wear and tear to the village roads. Land taken for construction camp and other temporary facility shall be restored to its original facility. 	construction yards	
5. Water Resources			
5.1. Sourcing of water during construction	<ul style="list-style-type: none"> Requisite permissions shall be obtained for abstraction of groundwater if used. Water availability to nearby communities should remain unaffected. Water intensive activities not to be carried out during summer Provision of water harvesting structures to augment groundwater condition in the area 	Throughout the project site especially construction sites/camps.	Contractor
5.2. Disposal of water during construction	<ul style="list-style-type: none"> Provisions shall be made to connect road side drains with existing nearby natural drains. The Contractor shall take all precautionary measures to prevent the generated wastewater from entering into streams, water bodies or the irrigation channels arising due to construction activity Contractor shall avoid construction works close to the streams or water bodies during monsoon. 	Throughout the Project section	Contractor
5.3. Alteration in surface water hydrology due to embankment	<ul style="list-style-type: none"> Existing drainage should be maintained and enhanced. Provision shall be made for adequate size and number of cross-drainage structures esp. in the areas where land is sloping towards road alignment. 	Waterways streams/nallahs along the section	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
	<ul style="list-style-type: none"> Culverts reconstruction shall be done during lean flow period. In some cases, these minor channels may be diverted for a very short period and shall be brought back to its original course immediately after construction Road level shall be raised above HFL level as per IRC MORTH guidelines 		
5.4. Siltation in water bodies due to construction activities/earthwork.	<ul style="list-style-type: none"> Embankment slopes to be modified suitably to restrict the soil debris entering water bodies Provision of Silt fencing shall be made at water bodies. Earthworks and stone work to be prevented from impeding natural flow of rivers, streams and water canals or existing drainage system. Silt and sediments shall be collected and stockpiled for possible reuse. Silt/sediment should be collected and stockpiled for possible reuse as surfacing of slopes where they have to be re-vegetated Earthwork should be prevented from impeding natural flow of rivers, streams for existing drainage system. 	Ponds located at chainage: 4+200, 6+000, 16+400, 17+300,17+400,20+600,23+700,27+550	Contractor
5.5. Deterioration in surface water quality due to leakage from vehicles and equipment and wastes from construction camps.	<ul style="list-style-type: none"> No vehicles or equipment should be parked or refueled near water bodies to avoid contamination from fuel and lubricants. Oil and grease traps and fueling platforms to be provided at re-fueling locations All chemicals and oil shall be stored away from water bodies. and concreted platform with catchment pit for spills collection All equipment operators, drivers, and warehouse personnel will be trained in immediate response for spill containment and eventual clean-up. Readily available, simple to understand and preferably written in the local language emergency response procedure, including reporting, will be provided by the contractors Construction camps shall be sited away from water bodies. Wastes must be collected, stored and taken to approve disposal site only. Water quality to be monitored periodically. 	Ponds located at chainage: 4+200, 6+000, 16+400, 17+300,17+400,20+600,23+700,27+550	Contractor
6. Flora and Fauna			
6.1. Vegetation loss due to site preparation and construction	<ul style="list-style-type: none"> Compensatory plantations in the ratio as per Assam Government's policy and their maintenance. 	Throughout the project corridor	PWRD, ASSAM/ Forest Department



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
activities.	<ul style="list-style-type: none"> Plantation of 17210 nos. trees on both sides of the road with 5m center to center distance in non-residential areas along the stretch on both sides. Trees should be offset 1m back from the ultimate edge of the roadway to prevent safety hazard and provide adequate sight distance. Use of LPG for cooking in camps to avoid tree cutting Integrate vegetation management (IVM) with the carriage way completely clear of vegetation Controlled use of pesticides and fertilizers. 		
7. Construction Camps/ Occupational Health			
7.1. Impact associated with location	<ul style="list-style-type: none"> Layout of camps shall be prepared by contractor and reviewed by PWD. All camps should be established with prior permission from PCB. Construction camps shall not be proposed within 1000m of Ecologically sensitive areas Location's for stockyards for construction materials shall be identified at least 1000 m from watercourses. The waste disposal and sewage system for the camp shall be designed, built and operated such that no odour is generated. Layout of the campsite shall be approved by the CSC prior to its establishment Top soil shall be preserved as mentioned in the Clause 12 	Construction camps	Contractor
8. Dismantling of Bridgework / Culverts			
8.1. Generation of C & D waste, air and water pollution	<ul style="list-style-type: none"> Bridges and culverts shall be planned for demolition during dry season when the flows are lowest. In case of perennial streams, water shall be diverted away from the work area temporarily and water way shall be protected from contamination through silt fencing. Prevent earthwork, stonework, materials and appendage from impeding cross-drainage at rivers, streams, water canals and existing irrigation and drainage systems 	Bridge and Culvert locations	Contractor
9. Management of Construction Debris			
9.1. Selection of dumping site	<ul style="list-style-type: none"> Contractor to submit a waste/spoil disposal plan and get it approved by AE and EA. Create controlled dumping sites with a non-permeable lining 	Throughout the project corridor	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
	<p>incorporated in the pit design to avoid leachate seepage into the soil, which may later affect ground water quality.</p> <ul style="list-style-type: none"> • Unproductive/ waste land shall be selected for dumping sites away from residential areas and water bodies. • Dumping sites must be having adequate capacity equal to the number of debris generated. • Public perception and consent from the village Panchayats has to be obtained before finalizing the location. 		
9.2. Reuse and disposal of construction and dismantled waste	<ul style="list-style-type: none"> • All excavated materials from roadway, shoulders, verges, drains, cross drainage will be used for backfilling embankments, filling pits, and landscaping. • Unusable and non-bituminous debris materials should be suitably disposed of at pre-designated disposal locations, with approval of the concerned Engineer. • The bituminous wastes shall be disposed in secure landfill sites only in environmentally accepted manner. For removal of debris, wastes and its disposal, MORTH guidelines should be followed. • Unusable and surplus materials, as determined by the Project Engineer, will be removed and disposed off-site. 	Throughout the project corridor	Contractor
10. Site Restoration and rehabilitation			
10.1. Clean-up Operations, Restoration and Rehabilitation	<ul style="list-style-type: none"> • Contractor will prepare site restoration plans, which will be approved by the 'AE'. • The clean-up and restoration operations are to be implemented by the contractor prior to demobilization. • All construction zones including culverts, road-side areas, camps, hot mix plant sites, crushers, batching plant sites and any other area used/affected by the project will be left clean and tidy, to the satisfaction of the AE. • All the opened borrow areas will be rehabilitated and 'AE' will certify. 	Throughout the project corridor, construction camp sites and borrow areas	Contractor
C. Operation Stage			
1. Air Quality			
1.1. Air pollution due to vehicular	• Compensatory tree plantations considered as roadside plantation shall	Throughout the corridor	Operation and



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Environmental Issues	Measures to be adopted	Location	Implementation Responsibility
movement.	<ul style="list-style-type: none"> be maintained as prescribed by Assam Governments' Policy. Regular maintenance of the road will be done to ensure good surface condition Ambient air quality monitoring. If monitored parameters exceeds prescribed limit, suitable control measures must be taken. Signages shall be provided reminding the drivers/road users to properly maintain their vehicles to economize on fuel consumption. Enforcement of vehicle emission rules in coordination with transport department or installing emission checking equipment. Ambient Air Quality monitoring 		Maintenance Agency
2. Noise			
2.1. Noise due to movement of traffic	<ul style="list-style-type: none"> Effective traffic management and good riding conditions shall be maintained The effectiveness of the measures should be monitored and if need be, solid noise barrier shall be placed. Ambient Noise Quality monitoring. 	Sensitive receptors	Operation and Maintenance Agency
3. Land and Soil			
3.1 Soil erosion at embankment during heavy rainfall.	<ul style="list-style-type: none"> Periodic checking to be carried to assess the effectiveness of the stabilization measures viz. turfing, stone pitching, river training structures Necessary measures to be followed wherever there are failures 	At embankment slopes and other probable soil erosion areas	Operation and Maintenance Agency
4. Water resources			
4.1 Siltation	<ul style="list-style-type: none"> Regular visual checks shall be made to observe any incidence of blockade of drains. Regular checks shall be made for soil erosion. Monitoring of surface water bodies 	Near surface water bodies	Operation and Maintenance Agency
4.2 Water logging due to blockage of drains, culverts or streams	<ul style="list-style-type: none"> Regular visual checks and cleaning (at least once before monsoon) of drains to ensure that flow of water is maintained through cross drains and other channels/streams. Monitoring of water borne diseases due to stagnant water bodies 	Near water bodies and cross drainage structures and side drains	Operation and Maintenance Agency
5. Flora			
5.1 Vegetation	<ul style="list-style-type: none"> Planted trees, shrubs, and grasses to be properly maintained. The tree survival audit to be conducted at least once in a year to assess the effectiveness 	Project tree plantation site	Operation and Maintenance Agency



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

2. Social

Social Issues	Measures to be adopted	Locations	Implementation Responsibility
A. Pre-Construction and Design Stage			
1. Loss of Land and Assets			
1.1. Livelihood loss to affected persons	<ul style="list-style-type: none"> Road improvement work to be accommodated within available ROW to the extent possible Social Impact Assessment and Resettlement Plan to be undertaken as per State, National Act, Rules & policy and AIIB guidelines Complete all necessary land and property acquisition procedures prior to the commencement of civil works in that stretch. Adherence to land acquisition procedure, Compensation and assistance in accordance to approved Resettlement Plan (RP) Implementation of Rehabilitation & Resettlement as per approved RP. 	Land Acquisition involved along the project road. Details to be provided in Social Assessment report	PWRD, ASSAM
2. Relocation of Cultural Property			
2.1. Loss of heritage	<ul style="list-style-type: none"> In case there is an impact on religious and/ or cultural properties, they will be relocated at suitable locations, as desired by the community before construction starts. For partially impacted structures enhancement measures shall be applied at the same sites before construction begins, depending on the availability of space, requirement of the communities and fund availability. As far as possible, the architectural elements of the structure should be conserved/ reflected/ translated into the design of new structures in accordance with consultations with the community Meaningful Community meetings shall be conducted to discuss relocation aspects, siting of structures etc. Relocation sites for all cultural properties shall be selected in consultation with concerned communities, local administrative authorities/departments as the case may be. 	Throughout project corridor, if any	Civil Contractor Construction
B. Construction Stage			
1. Labour Codes			
1.1. Labour	<ul style="list-style-type: none"> All the Labour Codes and Acts in effect will have to be maintained properly. 	Construction site, offices, Labour Camp etc.	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Social Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> No Child labour (person below 14 years of age) will be allowed to work in any capacity in the construction. 		
2. Procurement of Machinery - Crushers, Hot-mix Plants & Batching Plants			
1.2. Air, noise and water Pollution	<ul style="list-style-type: none"> Hot-mix and batching plants shall be sited sufficiently away (1000m) away from residential / settlement locations, forest areas, wildlife movement areas and commercial establishments, preferably in the downwind direction. Hot mix plant should be fitted with dust extraction unit. DG sets with stacks of adequate height and use of low sulphur diesel as fuel. 	Crushers, Hotmix plants & Batching Plants	Contractor
3. Flora and Fauna			
2.1 Vegetation loss due to site preparation and construction activities.	<ul style="list-style-type: none"> Preference to locals in plantation activities Regular maintenance of all trees planted. 	Throughout the project corridor	Contractor with Forest Department
4. Construction Camps/ Occupational Health			
3.1 Impact associated with location	<ul style="list-style-type: none"> Construction camps shall not be proposed within 1000m from the nearest habitation to avoid conflicts and stress over the infrastructure facilities, with the local community. 	All construction camp	Contractor
C. Operation Stage			
1. Noise			
1.1. Noise due to movement of traffic	<ul style="list-style-type: none"> Create awareness amongst the residents about likely noise levels from road operation at different distances, the safe ambient noise limits and easy to implement noise reduction measures while constructing a building near road. 	Sensitive receptors	Operation and Maintenance Agency

3. Health

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
A. Construction Stage			
1. Air Quality			
1.1. Dust Generation due to construction activities, transport, storage and handling of construction materials	<ul style="list-style-type: none"> Contractor to submit location and layout plan for storage areas of construction materials approved by Authorities Transport, loading and unloading of loose materials through covered vehicles. 	Throughout the project corridor	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> Storage areas to be located downwind of the habitation area. Dust Suppression/ water spraying using tankers on earthworks, unpaved haul roads and other dust prone areas twice a day using minimum four tankers a day, during construction period. Provision of PPEs to workers. 		
2. Noise			
1.2. Noise from construction vehicles, equipment and machinery.	<ul style="list-style-type: none"> The contractors will provide prior notification to the community on the schedule of noisy construction activities. All equipment to be timely serviced and properly maintained. Timing of noisy construction activities shall be done during night time and weekend near schools, Implement noisy operations intermittently to reduce the total noise generated Bottlenecks to be removed. Construction equipment and machinery to be fitted with silencers and maintained properly. Only IS approved equipment to be used for construction. Construction activities should be carried out in non-peak hours. High noise producing machineries should be placed at least 500 m away from residences. Contractor shall provide noise barriers to the suggested locations of identified schools/ Temples/health centers prior to commencement of work. Honking restrictions near sensitive areas. Noise monitoring as per EMOP, based on the monitoring results, the Engineer, if required, shall recommend any additional noise mitigation measures required to be implemented by the Contractor. 	<p>Throughout the project corridor especially at sections near construct sites, sites near residential and sensitive receptors.</p> <p>Built-up-Stretches are: Dhakuakhana, Huzgaon, Jiamoria, Deolia, Napani gaon, Kathalguri, Borak gaon, Begenagara, Butikur, Hatigarh, Telijan</p> <p>Sensitive Receptors in close vicinity are: School (0+700, 3+120, 5+930, 6+350, 19+370, 19+800, 20+700, 25+700, 28+600)</p>	Contractor
2. Land and Soil			
2.1. Borrow area management	<ul style="list-style-type: none"> Transportation of earth materials should be done in covered vehicles. Borrow area shall be levelled with salvaged material or other filling materials which do not pose contamination of soil. Else, it shall be 	Borrow site location as identified in DPR or any selected borrow	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	converted into fish pond to prevent it from mosquito breeding.	area	
3. Construction Camps/ Occupational Health			
3.1. Impact associated with location	<ul style="list-style-type: none"> Unless otherwise arranged by the local sanitary authority, arrangements for disposal of excreta suitably approved by the local medical health or municipal authorities or as directed by Engineer shall be provided by the contractor 	All construction camp	Contractor
1.3. Worker's Health in construction camp	<ul style="list-style-type: none"> The location, layout and basic facility provision of each labor camp will be submitted to AE and approved by EA. The contractor will maintain necessary living accommodation and ancillary facilities in hygienic manner. Adequate water and sanitary latrines (separate for males and females) with septic tanks and soak pits shall be provided. Preventive medical facilities including health personal in camp along with tie ups with nearest hospital or health facility Waste disposal facilities such as dust bins must be provided in the camps and regular disposal of waste The Contractor will take all precautions to protect the workers from insect and pest to reduce the risk to health. This includes the use of insecticides which should comply with local regulations. No liquor or prohibited drugs will be imported to, sell, give and barter to the workers of host community. Awareness raising to immigrant workers/local community on communicable diseases such as COVID-19 and sexually transmitted diseases such as HIV, AIDs and others. No material will be so stacked or placed as to cause danger or inconvenience to any person or the public. All necessary fencing and lights will be provided to protect the public in construction zones. All machines to be used in the construction will conform to the relevant Indian Standards (IS) codes, will be free from patent defect, will be kept in good working order, will be regularly inspected and 	All construction camp	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	properly maintained as per IS provision and to the satisfaction of the „ Engineer“.		
1.4. Covid-19 Health & Safety (General Directions to the workers)	<ul style="list-style-type: none"> • Avoid handshake, Only Namaste • Non-essential physical work that requires close contact between workers should not be carried out • Work requiring physical contact should not be carried out • Plan all other work to minimize contact between workers • Wash hands often (every 1-2 hrs. or frequently as possible) with soap for at least 20 seconds • Use hand sanitizer • No person should enter the work site other than the authorized persons mentioned by supervisor during start of work • All must implement social distancing by maintaining a minimum distance of 6-feet from others at all times to eliminate the potential of cross contamination. • Avoid face to face meetings – critical situations requiring in-person discussion must follow social distancing i.e., 6 ft from others. • Conduct all meetings via conference calls, if possible. Do not convene meetings of more than 10 people. Recommend use of cell phones, texting, web meeting sites and conference calls for project discussion • All individual work group meetings/ talks should follow social distancing • At each job briefing/toolbox talk, employees are asked if they are experiencing any symptoms, and are sent home if they are • Each worksite should have laminated COVID-19 safety guidelines and handwashing instructions • All restroom/toilet facilities should be cleaned (min twice a day), and handwashing facility must be provided with soap, hand sanitizer and paper towels • All surfaces should be regularly cleaned, including mobiles, tabletops /surfaces, door handles, laptops, records, etc. 	All construction camp	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> • All common areas and meeting areas are to be regularly cleaned (min twice a day) and disinfected at least twice a day • All persons to maintain their own water bottle, and should not be shared. • To avoid external contamination, it is recommended everyone bring food from home • Please maintain Social Distancing separation during breaks and lunch. • Cover coughing or sneezing with a tissue, then throw the tissue in the trash and wash hands, if no tissue is available then cough /sneeze into your upper sleeves or elbow. Do not cough or sneeze into your hands. • Clean your hands after coughing or sneezing thoroughly by using soap and water (minimum for 20 seconds). If soap and water are not available, please use a hand sanitizer. The Contractor shall ensure adequate quantities of sanitizer and soap are made available at all locations including site offices, meeting rooms, corridors, washrooms /toilets, etc. as appropriate. • Avoid touching eyes, nose, and mouth with your hands • To avoid sharing germs, please clean up after Yourself. DO NOT make others responsible for moving, unpacking and packing up your personal belongings • Work schedules are adjusted to provide time for proper cleaning and disinfecting as required. 		
<p>1.5. Workplace prevention practices (Safety measures for ongoing Covid-19 Pandemic)</p>	<ul style="list-style-type: none"> • At the start of each shift, confirm with all employees that they are healthy and inform all workers of reusable and disposable PPE. • Outside person(s) should be strictly prohibited at worksite • All construction workers will be required to wear cut-resistant gloves or the equivalent. • Use of eye protection (reusable safety goggles/face shields) is recommended. The supply of eye protection equipment to the workers is considered as a standard part of PPE during construction 	<p>All construction camp</p>	<p>Contractor</p>



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	<p>works.</p> <ul style="list-style-type: none"> • In work conditions where required social distancing is impossible to achieve, such employees shall be supplied with standard face mask, gloves, and eye protection. • All employees shall drive to work site as per the prevailing guidelines of the Government. • When entering a machine or vehicle which you are not sure you were the last person to enter, make sure that you wipe down the interior and door handles with disinfectant (with 1% sodium hypochlorite solution daily) prior to entry. Adequate quantity of the disinfectant shall be provided by the Contractor at all such site-specific locations. • Workers should maintain separation of 6' from each other. • Multi person activities will be limited where feasible (two persons lifting activities) • Gathering places on the site such as sheds and/or break areas will be eliminated, and instead small break areas will be used with seating limited to ensure social distancing. • Contact the cleaning person of the worksite and ensure proper COVID-19 sanitation processes. Increase cleaning/disinfection visits to at least 2 times a day. Cleaning person(s) to be provided with gloves, gown and face mask for each cycle of cleaning. • The Contractor shall make available adequate supply of PPE and chemicals while the threat of COVID-19 continues. • Clean all high contact surfaces a minimum of twice a day in order to minimize the spread of germs in areas that people touch frequently. This includes but is not limited to desks, laptops and vehicles • All employees to maintaining good health by getting adequate sleep; eating a balanced, healthy diet, avoid alcohol; and consume plenty of fluids. • Continuation of works in construction project with workers available on site and no workers to be brought in from outside 		



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Health Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> The site offices shall have adequate ventilation. The air conditioning or ventilation systems installed at the site offices would have high-efficiency air filters to reduce the risk of infection. The frequency of air changes may be increased for areas where close personal proximity cannot be fully prevented such as control rooms, elevators, waiting rooms, etc. The Contractor shall carry out contactless temperature checks for the workers prior to site entrance, during working hours and after site works to identify persons showing signs of being unwell with the COVID-19 symptoms. 		

4. Safety

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
A. Pre-Construction and Design Stage			
1. Alignment			
1.1. Risk due to constricted sections, pavement damage due to use of unsuitable sub-grade material and inadequate drainage provisions in habitat area	<ul style="list-style-type: none"> CBR value of subgrade adopted in consistent to MORTH guidelines Increase in vent size of cross drains with inadequate waterways Maintain road level above HFL as per site conditions and MORTH guidelines Provision of new cross drainage structures Cover drains in built up area Side drains on hill side in Ghat section and open lined drain in open areas all along the alignment 	Geometric improvement of curves 1 Major and 6 Minor bridge to be retained/improved 21 Culverts proposed for improvement Covered drains = 2.250 km	DPR Consultant during preliminary and detailed design
1.2. Safety along the proposed alignment	<ul style="list-style-type: none"> Horizontal and vertical profile to be improved as per MORTH/IRC specifications considering land availability. Speed limitations near built up sections and sensitive locations by installing rumble strips/speed breakers etc. Provision of side-walks in built up sections over cover drains. 	Built-up-Stretches are: Dhakuakhana, Huzgaon, Jiamoria, Deolia, Napani gaon, Kathalguri, Borak gaon, Begenagara, Butikur, Hatigarh, Telijan Sensitive Receptors in close vicinity are:	DPR Consultant during preliminary and detailed design



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> Provision of cautionary and warning signs, boards near built up sections, sensitive receptors and forest areas Provision of safety kerb at all bridges. Signs and marking viz. delineators, object markers, safety barriers at hazardous locations. Improvement of all major junctions as per MORTH guidelines Provision of Solar blinkers and Solar street lights 	School (0+700, 3+120, 5+930, 6+350, 19+370, 19+800, 20+700, 25+700, 28+600)	
2. Natural Hazards			
2.1. Damage to pavement integrity like rutting, embankment softening and migration of liquid asphalt.	<ul style="list-style-type: none"> Design considers the risk of climate change in the region and accordingly uses asphalt specifications 	Entire stretch	DPR Consultant
2.2. Earthquake	<ul style="list-style-type: none"> Relevant IS codes have been adopted in designing the structures to sustain the magnitude of earthquake corresponding to seismic zone of the project area 	Entire stretch	DPR Consultant during preliminary and detailed design
2.3. Flooding/Water Logging	<ul style="list-style-type: none"> CD structures designed and improved for 50-year return period Roadside drains improved 28 CD structures to be reconstructed/ improved 	Anticipated water logging location as per TCS Type II Covered drains = 2.250 km	DPR Consultant during preliminary and detailed design
3. Shifting of Utilities and common property resources			
3.1. Disruption of utility services and common property resources to local community	<ul style="list-style-type: none"> Geometric adjustments made to minimize shifting needs or loss to any facilities All telephone and electrical poles/wires, underground cables/pipelines should be shifted before start of construction. Necessary permissions and payments should be made to relevant utility service agencies to allow quick shifting and restoration. Local people must be informed through appropriate means. about the time of shifting of utility structures and potential disruption of services if any Relocation of. wells, hand pumps at suitable locations with 	Throughout project corridor	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
	<p>consent from local community.</p> <ul style="list-style-type: none"> • Early completion of works for schools, colleges and health centres including shifting of gates and construction of boundary walls shall be planned during holidays so that the risk of accidents and disturbance to day-to-day activity of such institutions are minimized. • Proper placement (as per codes) of passenger shelters/bus stops shall be ensured to prevent distress to the commuters and passengers. • Relocation sites for all CPRs shall be selected in consultation with concerned communities, local administrative authorities/departments. Concerned authority, local body and public must be informed through appropriate means about the time of shifting of utility structures and potential disruption of services if any, so as to ensure that work does not get affected. 		
B. Construction Stage			
1. Noise			
1.1. Noise from construction vehicles, equipment and machinery.	<ul style="list-style-type: none"> • PPEs to workers 	<p>Throughout the project corridor especially at sections near construct sites, sites near residential and sensitive receptors.</p> <p>Built-up-Stretches are: Dhakuakhana, Huzgaon, Jiamoria, Deolia, Napani gaon, Kathalguri, Borak gaon, Begenagara, Butikur, Hatigarh, Telijan</p> <p>Sensitive Receptors in close vicinity are: School (0+700, 3+120, 5+930, 6+350, 19+370, 19+800, 20+700, 25+700, 28+600)</p>	Contractor
2. Land and Soil			
2.1. Borrow area management	<ul style="list-style-type: none"> • No borrow areas shall be opened within 500m of wildlife movement zones and forest areas. The borrow areas shall be atleast 300m from schools and village access roads. 	Borrow site location as identified in DPR or any selected borrow area	Contractor
3. Flora and Fauna			



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
3.1. Vegetation loss due to site preparation and construction activities.	<ul style="list-style-type: none"> Restrict tree cutting up to toe line considering safety to road users Roadside trees to be removed with prior approval of competent authority. 	Throughout the project corridor	Contractor with Forest Department
4. Traffic Management and Safety			
4.1. Management of existing traffic and safety	<ul style="list-style-type: none"> Traffic Management Plan shall be submitted by the contractor and approved by the AE. The traffic control plans shall contain details of diversions; traffic safety arrangements during construction; safety measures for night time traffic and precautions for transportation of hazardous materials. Timing and scheduling to be done so that transportation of dangerous goods is done during least number of people and other vehicles on the road. The Contractor will ensure that the diversion/detour is always maintained in running condition, particularly during the monsoon to avoid disruption to traffic flow. On stretches where it is not possible to pass the traffic on the part width of existing carriageway, temporary paved diversions will be constructed. Restriction of construction activity to only one side of the existing road The contractor shall inform local community of changes to traffic routes, and pedestrian access arrangements with assistance from "AE". Use of adequate signage's to ensure traffic management and safety. Conduct of regular safety audit on safety measures. 	Throughout the project corridor	Contractor
4.2. Safety of Workers and accident risk from construction activities	<ul style="list-style-type: none"> Contractors to adopt and maintain safe working practices. Usage of fluorescent and retroreflector signage, in local language at the construction sites. Training to workers on safety procedures and precautions. Mandatory appointment of safety officer. 	Construction sites	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> • All regulations regarding safe scaffolding, ladders, working platforms, gangway, stairwells, excavations, trenches and safe entry and egress shall be complied with. • Provision of PPEs to workers. • Provision of a readily available first aid unit including an adequate supply of dressing materials. • The contractor shall not employ any person below the age of 18 years for any work and also declare at site. • Use of hazardous material should be minimized and restricted. • Emergency plan (to be approved by engineer) shall be prepared to respond to any accidents or emergencies. • Accident Prevention Officer must be appointed 		
4.3. Accident risk to local community	<ul style="list-style-type: none"> • Restrict access to construction sites only to authorized personnel. • Physical separation must be provided for movement of vehicular and human traffic. • All measures for the safety of traffic during construction viz. signs, markings, flags, lights and flagmen as proposed in the Traffic Control Plan/Drawings shall be taken. • Provision of temporary diversions and awareness to locals before opening new construction fronts. • Alternate access facility to common properties near construction zones • Speed limitation wherever animal movement is anticipated. 	Throughout the project corridor, construction sites	Contractor
4.4. Pedestrians, cattle movement	<ul style="list-style-type: none"> • Temporary access and diversion, with proper drainage facilities. • Access to the schools, temples and other public places must be maintained when construction takes place near them. • Speed Limitation wherever cattle movement is expected. • If any wild animal is found near the construction site at any point of time, the contractor shall acquaint the Engineer and 	Near habitation on both sides of schools, temples, hospitals, graveyards, construction sites, haulage roads, diversion sites.	Contractor



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
	execute the Engineer's <ul style="list-style-type: none"> instructions for dealing with the same. The Engineer shall report to the nearby forest office (range office) and shall take appropriate steps/ measures in consultation with the forest officials. 		
C. Operation Stage			
1. Noise			
1.1. Noise due to movement of traffic	<ul style="list-style-type: none"> Speed limitation and honking restrictions near sensitive receptors locations. 	Sensitive receptors	Operation and Maintenance Agency
2. Maintenance of Right of Way and Safety			
2.1. Accident Risk due to uncontrolled growth of vegetation	<ul style="list-style-type: none"> Maintain shoulder completely clear of vegetation. Minimum offset as prescribed in IRC: SP:21-2009 to be maintained Regular maintenance/trimming of plantation along the roadside No invasive plantation near the road. Ensure no fuel accumulation and clearances of vegetation by burning near forest areas to avoid forest fires 	Throughout the corridor especially near accident prone curves and forest areas	Operation and Maintenance Agency
2.2. Accident risks associated with traffic movement	<ul style="list-style-type: none"> Traffic control measures, including speed limits, will be forced strictly. Further encroachment of squatters within the ROW will be prevented. No school or hospital will be allowed to be established beyond the stipulated planning line as per relevant local law Monitor/ensure that all safety provisions included in design and construction phase are properly maintained Highway patrol unit(s) for round the clock patrolling. Help lines for accident reporting and ambulance services with minimum response time for rescue of any accident victims, if possible. 	Throughout the Project route	Operation and Maintenance Agency
2.3. Transport of Dangerous Goods	<ul style="list-style-type: none"> Existence of spill prevention and control and emergency responsive system 	MI: Status of emergency system – whether operational or not	Operation and Maintenance Agency



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Safety Issues	Measures to be adopted	Locations	Implementation Responsibility
	<ul style="list-style-type: none"> Emergency plan for vehicles carrying hazardous material 	PT: Fully functional emergency system	

Table 86: Environmental Monitoring plan

Attribute	Project Stage	Parameter	Special Guideline	Standards	Frequency & Duration	Location	Implementation
Air	Construction	PM ₁₀ , PM _{2.5} , SO ₂ , NO _x , CO	Respirable Dust Sampler to be located 50 m from the selected locations in the downwind direction. Use CPCB specified method	Ambient Air quality standards CPCB	24 hr. continuous for three seasons in a year for 3 years (once in a season)	Monitoring near all hot mix plant locations approved by the Engineer Monitoring at construction sites near sensitive locations (36 Samples)	Contractor through approved monitoring agency
	24 hr. continuous, for three seasons for a year (once in a season)				Ambient Air Quality Monitoring (At 1 location where environmental monitoring during baseline data generation done) (9 Samples)		
Noise	Construction	Noise levels as Leq in dB	IS:4954-1968 as adopted by CPCB for identified study area CPCB/IS:4954-1968 Using Noise Level Meter	National Ambient Noise Standard specified in EPA,1986	24 hr. continuous (once in a month) for three seasons in a year for 3 years	At equipment yards/ Hot mix plants/ Construction Camps & Sensitive areas (36 Samples)	Contractor through approved monitoring agency
	24 hr. (once in a month) for three seasons in a year for 1 year				Near Sensitive and residential/Commercial areas as directed by the Engineer (9 Samples)		
Water Quality	Construction	pH, BOD, COD, Turbidity, Total Hardness, SS and others.	Grab Sample collected from source and analyzed as per Standard Methods for Examination of Water and Wastewater	Water quality standards by CPCB	Once in a Season for three seasons in a year for 3 years	Surface Water Quality (27 Samples)	Contractor through approved monitoring agency
	Operation				Once in a Season for three seasons	Discharge Water Quality (As per suggestion in monitoring plan) (9 Samples)	



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Attribute	Project Stage	Parameter	Special Guideline	Standards	Frequency & Duration	Location	Implementation
					in a year for 1 year		
Soil Quality	Construction	NPK (ICAR Standards)	As approved by Engineer	ICAR standards	Once in a Season for three seasons in a year for 3 years	At productive agricultural lands abutting traffic detours and traffic diversions, to be identified by the Engineer (27 Samples)	Contractor through approved monitoring agency
	Operation				Once in a Season for three seasons in a year for 1 year	At accident/spill locations involving bulk transport carrying hazardous material (9 Samples)	
Drainage Congestion	Construction	As approved by Engineer	Visual Checks	None Specific	Throughout the Project Corridor especially Probable drainage congestion areas	Once in a year before rainy season	Contractor
	Operation			None Specific		Once in a year before rainy season	Contractor
Borrow Areas	Construction	IRC guidelines	Visual Checks	IRC guidelines + Compliance conditions of SEIAA	Borrow areas to be operated	Once in a month	Contractor with approval from PWD, Assam.
	Operation	Rehabilitation as per IRC guidelines	Visual Checks		Closed Borrow Areas	Quarterly for 1 year	PWD, Assam / AE
Construction sites and labour camps	Construction	Rapid audit as per reporting format	Hygiene, drainage Medical Facilities Etc.	IRC guidelines	Construction Sites and Camp	Quarterly during construction period	Contractor with approval from PWD, Assam
Tree Plantation	Construction	Surveillance monitoring of trees felling		As approved by Engineer	Throughout the Project Section	During site clearance in construction phase	Compensatory: PWRD, Assam / Local Forest Departments
	Operation	Audit for survival rate of trees plantation		IRC: SP:2009	Throughout the Project Section		The Engineer will be responsible for monitoring up to the Defect Notification Period in any particular stretch. After this period PWRD, Assam will be responsible for monitoring additional plantation



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
 [DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
 [FROM CH. 0+000 TO CH. 23+958]**

Attribute	Project Stage	Parameter	Special Guideline	Standards	Frequency & Duration	Location	Implementation
Record of Accident	Construction		Type, nature and cause of accidents. Methodology as approved by the Engineer	As approved by the Engineer	Throughout the stretch including construction sites, crusher, diversions, Hot Mix Plant, earthwork, demolition site etc.	Occurrence of accidents	Contractor
	Operation			-	Throughout the stretch	Occurrence of accidents	Road Safety unit of PWRD, Assam with support from local police



9.4 Chance Find Procedures

The Contractor shall inform the PWRD immediately upon discovery of a chance find of archaeological Property/ remains. All work at site should be stopped and follow the instructions of the PWRD in dealing with the same and start the work only after further advice from the PWRD. The PWRD shall seek direction from the Department of Archaeology before instructing the Contractor to recommence work on the site. The contractor shall take precautions to prevent his staff, labours or any other persons from removing and damaging any such article or thing.

9.5 Environmental and Social Monitoring and Reporting Program

The purpose of the environmental monitoring program is to ensure that the envisaged objectives of the project are achieved and result in desired benefits. To ensure the effective implementation of the mitigation measures and the Environmental and Social Management Plan (ESMP), an effective monitoring programme must be designed and carried out. The broke objectives of environmental monitoring plan are:

- To evaluate the performance of mitigation measure proposed in the ESMP,
- To evaluate the adequacy of Environmental Assessment
- To suggest improvements in the management plan, if required,
- To assess change in environmental quality,

A comprehensive monitoring plan has been prepared for all stages of the project. This includes parameters to be measured, methods to be used, sampling locations, frequency of measurements, detection limits, cost, and responsibility for implementation and supervision. The monitoring program is designed for monitoring during construction and operation stages with details on budget and responsible agencies:

- Construction Stage: (three years of construction period)
- Monitoring shall be carried out by the Contractor
- Six Monthly monitoring by the external agency shall be arranged by PIU from the Project cost budget. The monitoring report will be submitted by the agency to PWRD.
- Monitoring Programme and schedule for Key Performance Indicators (Physical, biological, and environmental and social management components identified as of its significance) are given in the following section.

9.5.1 Ambient Air Quality (AAQ) Monitoring

Ambient air quality parameters recommended for monitoring road development projects are PM_{2.5}, PM₁₀, Carbon Monoxide (CO), Oxides of Nitrogen (NO_x), and Sulphur Dioxide (SO₂). These are to be monitored, right from the commencement of construction activity at selected locations of plants and machinery, crushers on sites, excavation works, etc. Data should be generated once in a season excluding monsoon at the monitoring locations in accordance with the revised National Ambient Air Quality Standards formulated by MoEF&CC. (Annexure 1).



9.5.2 Water Quality Monitoring

The physical and chemical parameters recommended for analysis of water quality relevant to road development projects are pH, total solids, total dissolved solids, total suspended solids, oil and grease, COD, BOD, Coliform, Chloride, Lead, Zinc, and Cadmium. The location, duration, and pollution parameters to be monitored and the responsible institutional arrangements are given in the Environmental Monitoring Plan. The monitoring of the water quality is to be carried out at locations identified along the project road during the construction and operation phase. The Indian Standard Specifications – IS 10500-2012 is given in Annexure 3.

9.5.3 Noise Level Monitoring

The measurements for monitoring noise levels would be carried out at sensitive receptors and construction sites along the project road. The Ambient Noise Standards formulated by CPCB and the World Bank (IFC) Air Quality Standards to comply. The CPCB standards are given in Annexure 2. Sound pressure levels would be monitored on a twenty-four-hour basis. Noise should be recorded at “A” weighted frequency using a “slow time response mode” of the measuring instrument. The measurement location, duration, and the noise pollution parameters to be monitored and the responsible institutional arrangements are detailed in the Environmental Monitoring Plan.

9.5.4 Tree Plantation

The survival of tree-plantation shall be monitored for three years of the operation phase. If the survival rate is found below 75%, additional compensatory plantation shall be done by the agency responsible for plantation and its maintenance. The survival rate monitoring shall be again taken up after 1 year. This cycle should continue until the 75% survival rate is achieved. Tree plantation would be done through the forest department, monitoring shall be carried out by PWRD.

9.5.5 Soil Erosion and Drainage Congestion

No significant soil erosion problem is anticipated due to the project either in the construction phase or in the operation phase. However, in the construction phase, some localized soil erosion may be noticed owing to construction activities. However, if soil erosion is noticed during the construction and operation phase, the corrective action shall be initiated and the frequency of check be increased to assess the tendency of occurrence.

9.5.6 Social Monitoring

The most crucial components/ indicators to be monitored are specific contents of the activities and entitlement matrix. The Resettlement Action Plan will contain indicators and benchmarks for achievement of the objectives under resettlement program. These indicators and benchmarks are of three kinds:

- Process indicators including project inputs, expenditures, staff deployment, etc.
- Output indicators indicating results in terms of numbers of displaced people compensated and resettled, training held, credit disbursed, etc. and
- Impact indicators related to the longer-term effect of the project on people's lives.



9.6 Environmental and Social Reporting System

The monitoring plan covering various performance indicators, frequency, and institutional arrangements of the project in the construction and operation stages, along with the estimated cost, is summarized in the Environmental Monitoring Plan.

The reporting system will operate linearly with the contractor who is at the lowest rank of the implementation system reporting to the CSC's Engineer, who in turn shall report to the PIU of PWRD, Assam. All reporting by the contractor and CSC's Engineer shall be quarterly. The PIU shall be responsible for preparing targets for each of the identified ESMP activities.

The environmental compliance monitoring and the progress reports on environmental components may be clubbed together and submitted to the PIU quarterly during the implementation period. The operation stage monitoring reports may be annual or biannual provided the Project Environmental Completion Report shows that the implementation was satisfactory. Otherwise, the operation stage monitoring reports will have to be prepared as specified in the said Project Environmental Completion Report.

Responsibilities for overseeing ESMP implementation will rest with the CSC's Engineer staff reporting to the PIU. Capacity to quantitatively monitor relevant ecological parameters would be an advantage but monitoring will primarily involve ensuring that actions taken are in accordance with contract and specification clauses, and specified mitigation measures as per the ESMP.

During the implementation period, a compliance report may include a description of the items of ESMP, which were not complied with by any of the responsible agencies. It would also report to the management about actions taken to enforce compliance. It may, however, be noted that certain items of the ESMP might not be possibly complied with for a variety of reasons. The intention of the compliance report is not to suppress these issues but to bring out the circumstances and reasons for which compliance was not possible (such as jurisdictional issues). This would help in reinforcing the implementation of the ESMP.

Photographic records will also be established to provide useful environmental monitoring tools. A full record will be kept as part of normal contract monitoring. Reporting and Monitoring Systems for various stages of construction and related activities have been proposed to ensure timely and effective implementation of the ESMP.

The reporting system has been prepared for each of the stages of road construction namely:

- Preconstruction stage
- Construction Stage
- Operation Stage

This reporting shall be done through:

- Reporting by the Contractor to the CSC's Engineer
- Reporting by CSC's Engineer to PIU.
- Reporting by PIU to PMU.
- Reporting by the PMU to AIIB



Table 87: Detailed stage-wise reporting system

Format No.	Item	Contractor	Construction Supervision Consultant		PWRD, Assam PIU	
		Implementation and Reporting to Construction Supervision Consultant	Supervision	Reporting to PIU	Oversee/ Field Compliance Monitoring	Reporting to Environment Officer of PIU
C1	Monitoring of construction site and construction camp	Before the start of work	-	Quarterly	-	Quarterly
C2	Target sheet for pollution monitoring	-	As required	After Monitoring	-	After Monitoring
C3	Target sheet for roadside plantation	-	Monthly	Quarterly	Quarterly	Bi-Annual
C4	Target sheet for monitoring of cleaning water bodies	-	Monthly	Quarterly	Quarterly	Bi-Annual
O1	Target sheet for pollution monitoring	-	-	-	As per Monitoring plan	After Monitoring
O2	Target sheet for survival reporting of roadside plantation	-	-	-	Quarterly	After Monitoring
O3	Target sheet for monitoring of cleaning water bodies	-	-	-	Quarterly	After Monitoring

Formats will be developed and provided by CSC to the contractor.

Social Reporting Requirements

Project Division Office responsible for supervision and implementation of the Resettlement Action Plan will prepare monthly progress reports on resettlement activities and submit to PWRD. PWRD will submit semi-annual reports to AIIB.

The external monitoring expert responsible for monitoring of the Resettlement Action Plan implementation will submit a semi-annual review report to PWRD to determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement.

The Independent Monitor for process monitoring under land being purchased under Mutual consent. The report shall be prepared and submitted to PWRD and AIIB on requirement basis till the process for purchase is complete.

9.7 Institutional Arrangement

Public Works Roads Department (PWRD), Government of Assam will be the executing agency. The Chief Engineer (EAP) will be the Project Director (PD) of state level Project Management Unit (PMU). PD PMU will be assisted by an Assistant Executive Engineer as Nodal Officer of Asom Mala Program. **Error! Reference source not found.** shows the implementation arrangement for Asom Mala Program.

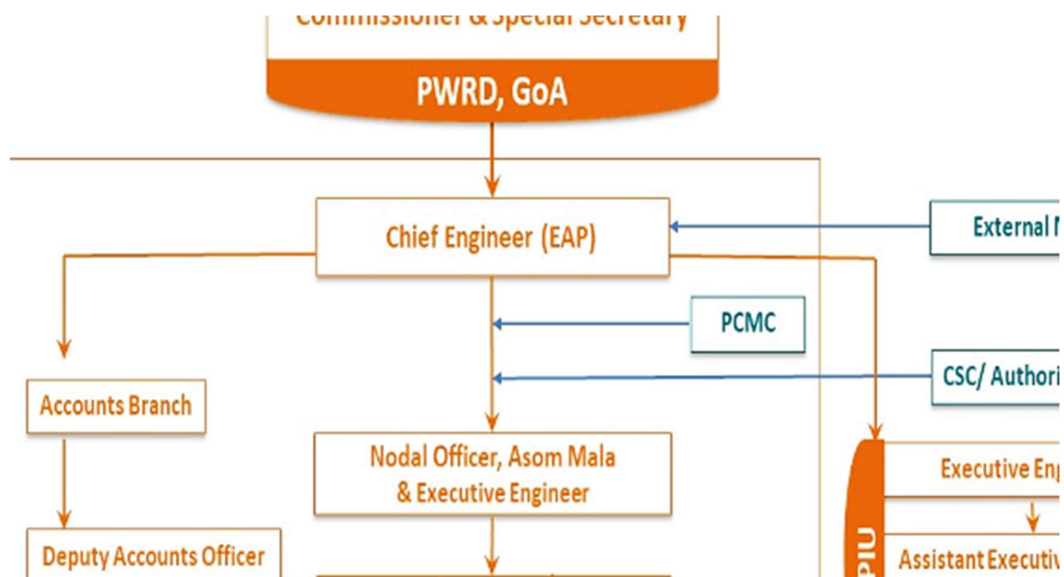


Figure 87: Implementation Arrangement for Environmental and Social Safeguards



9.7.1 Responsibilities of the Program Management Unit (PMU)

The PMU will oversee overall execution and technical supervision, monitoring, and financial control of the project. The PMU shall be assisted by Program Coordination and Management Consultant (PCMC). The PMU will be responsible for the following:

- appointing Independent External Monitors, RP Implementing Agencies, Authority Engineers, Contract Supervision Consultants, Civil work contractors, other Implementing Agencies for PIU level/ Contract level/ Sub-project level/ PMU level, as and when where required;
- Liaising with district administration for direct purchase or land acquisition
- Preparation of ESMPF, Resettlement Planning Framework (RPF), Indigenous Peoples Planning Framework (IPPF) for ASRIP projects of Asom Mala program;
- Review and approving of Resettlement Plan (RP), Environmental and Social Management Plan (ESMP) and all other social and environmental safeguards documents and reports;
- Ensuring timely disbursement of compensation and assistance to the displaced persons in close coordination with the concerned line departments;
- Monitoring of implementation and monitoring of RP and ESMP;
- Proactive and timely measures to address all social and environment safeguards including measures and clearances;
- monitoring, addressing and resolving grievances;
- ensuring availability of budget for implementation activities; and
- ensuring disclosure of relevant frameworks, implementation and management plans and monitoring documents.

The PMU will seek government clearances for submission and disclosure of the environmental, social and resettlement report to AIIB. It will also coordinate with national and state agencies to resolve inter-departmental issues, if any.

9.7.2 Responsibilities of the Project Implementation Units (PIUs)

The PWRD had already established separate state road divisions in each district. These will be responsible to implement all the project related activities in their respective districts/ divisions including the road strengthening and widening works, implementation of road rehabilitation works, land acquisition and forest clearances, data-collection, preparation and implementation of contracts and coordination with local administration and local communities to seek their support.

The PWRD's Superintending Engineers (SEs) in the field will closely monitor and guide the field divisions in implementing all the project related activities in their respective jurisdiction. The SEs will undertake quarterly management meetings with the contractors; coordinate with district administration, forest department, water supply, electricity, and revenue departments to resolve any land acquisition, site readiness, material availability, and law and order or social issue. The PIUs will be supported by CSC and RP Implementation Agency (RIA) to implement environmental and social safeguards activities. The PIU will undertake internal monitoring and supervision and record observations throughout the project period to ensure that the safeguards and mitigation measures are provided as intended.



9.7.3 Responsibilities of the Project Coordination and Support Consultant (PCMC)

A PCMC has been mobilized to provide high quality technical advice and implementation support to PWRD for all the project components under Asom Mala program. The PCMC shall support the Program Management Unit (PMU) for all aspects of Asom Mala program. An Environmental Specialist shall also be appointed as part of the PCMC team to (i) prepare ESMPF for sub-project roads under ASRIP; (ii) review the Environmental Assessment and ESMP prepared by the DPR Consultants in the planning phase; (iv) assist in the monitoring and supervision of ongoing subprojects and ESMP implementation; (v) monitor the implementation of ESMP carried out by the PIU level; and (vi) ensure all subprojects meet safeguard requirements as agreed in the loan covenant and in line with this ESMPF. In addition, (s)he shall play a central role in ensuring capacity building on environmental management of the PMU, RP Implementation Agencies and line departments through capacity development support and training.

9.7.4 Responsibilities of Construction Supervision Consultant (CSC)/ Authority Engineer (AE)

The CSC is the supervising authority for contractors following item rates and the AE is the supervising authority for contractors that follow the EPC modality. They are also responsible for reviewing and approving the detailed engineering design prepared by the EPC contractor. Other than the difference mentioned above, the following are the responsibilities of the CSC and AE:

- Review the environmental and social reports and management plans to understand the background issues of the respective project corridor
- Review and approve the revised ESMP and other required sub-plans such as traffic management plan, health and safety plan, waste management plan etc. prepared by the contractor
- Conduct regular site inspections and monitor implementation of the ESMP and EMOP by the contractor
- Provide on-site training and technical guidance to the contractor workers as necessary
- Review the monthly reports prepared and submitted by the contractor
- Where necessary identify the need for corrective actions and issue official notices to the contractor to implement the corrective actions with clear timeline
- If there are any complaints or grievances, facilitate consultations with the respective complainant and ensure the grievances are addressed in accordance with the GRM system
- Regularly convene meetings to discuss progress or issues on environment safeguards to ensure that all parties (contractor, PIU, PCMC) are on the same page on requirements and milestones for environment safeguards
- Based on site inspections and review of reports submitted by the contractor prepare semi-annual (for category A project corridors) and annual (for category B project corridors) Environmental Monitoring Reports for review and approval by the PMU/PCMC. These reports shall be further forwarded to AIIB for disclosure on their website



9.7.5 RP Implementation Agency (RIA)

An RP Implementation Agencies will be hired to assist PIU to, (i) implement the Resettlement Plans and Indigenous Peoples Plan, if any (ii) conduct consultations and create public participation in the project and conduct verification surveys and (iii) update respective Resettlement Plan and Indigenous Peoples Plan, if required, in line with the Resettlement Planning Framework and Indigenous Peoples Planning Framework, respectively.

9.8 Capacity Building and Training

The Environmental and Social officer of the PMC will provide the basic training required for environmental and social awareness. Specific modules customized for the available skill set will be devised after assessing the capabilities of the members of the Training Programme and the requirements of the project. The entire training would cover basic principles of environmental and social assessment and management; mitigation plans, implementation techniques, monitoring methods and tools. The proposed training program along with the frequency of sessions is presented in **Table 89**.

Table 88: Environmental and Social Training Modules

Sr. No.	Training Program	Duration	Target Group	Responsibility
1	Workshop on: <ul style="list-style-type: none"> ➤ Introduction to Environment and Society: ➤ Basic Concept of surrounding Environment and Society ➤ Environmental and Social Regulations and Statutory requirements as per Govt. of India and AIIB 	¼ Working Day	PWRD & Contractor	Environmental and Social officer of the PMC
2	Environmental and Social management, environmental provisions, implementation arrangements, methodology of assessment, good engineering practices to be integrated into contract/ bid documents	¼ Working Day	PWRD & Contractor	Environmental and Social officer of the PMC
3	Roles and Responsibilities of officials/contractors/consultants towards protection of environment	¼ Working Day	PWRD & Contractor	Environmental and Social officer of the PMC
4	Monitoring and reporting system to the target audience such as Engineers and staff of implementing agencies (PWRD,	¼ Working Day	PWRD & Contractor	Environmental and Social officer of the PMC



Sr. No.	Training Program	Duration	Target Group	Responsibility
	Assam)			
5	Orientation of contractors at the time of issuing work orders on the implementation of SMF	¼ Working Day	PWRD & Contractor	Environmental and Social officer of the PMC
6	Overview of Land Securing and Entitlement Provisions <ul style="list-style-type: none"> ➤ Direct Acquisition ➤ Gift Deed / MoU ➤ Relocation of Common Property Resources ➤ Avoidance of encroachments during the post-construction scenario 	¼ Working Day	PWRD, Contractor & Revenue officials	Environmental and Social officer of the PMC

9.9 Environmental and Social Management Budget

An environmental and social management budget of **INR 22,848,694** has been estimated for the implementation of the environmental and social management plan. This budget also includes the cost of environmental monitoring and associated training. A detail of the environmental and social management budget is given in **Table 90** (Civil Cost) and **Table 91** (Non-Civil Cost).



Table 89: Environment and Social Management Costs (Civil Cost)

Sr. No.	Component	Stage	Item	Unit	Unit Cost (Rs.)	Quantity	Total Cost (INR)
1	Environmental Monitoring Costs						
1.1	Air	Construction	Monitoring near all hot mix plant locations approved by the Engineer	No. Of Samples	2500	At 2 locations once in a season excluding monsoon for 3 years. (18 Samples)	45,000
			Monitoring at construction sites near sensitive locations	No. Of Samples	2500	At 2 locations once in a season excluding monsoon for 3 years. (18 Samples)	45,000
		Operation	Ambient Air Quality Monitoring (At 1 location where environmental monitoring during baseline data generation done)	No. Of Samples	2500	At 3 locations once in a season excluding monsoon for 1 year. (9 Samples)	22,500
1.2	Noise	Construction	At equipment yards/ Hot mix plants/ Construction Camps	No. Of Samples	1000	At 2 locations once in a season excluding monsoon for 3 years. (18 Samples)	18,000
			Near known nesting sites - as directed by the Engineer	No. Of Samples	1000	At 2 locations once in a season excluding monsoon for 3 years. (18 Samples)	18,000
		Operation	As directed by the Engineer	No. Of Samples	1000	At 3 locations once in each season excluding the monsoon season for 1 year (9 Samples)	9,000



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Component	Stage	Item	Unit	Unit Cost (Rs.)	Quantity	Total Cost (INR)
1.3	Water	Construction	Surface Water Quality	No. Of Samples	4000	At 3 locations once in a season excluding monsoon for 3 years. (27 Samples)	108,000
		Operation	Discharge Water Quality (As per suggestion in monitoring plan)	No. Of Samples	4000	At 3 locations once in a season excluding monsoon for 1 year. (9 Samples)	36,000
1.4	Soil	Construction	At productive agricultural lands abutting traffic detours and traffic diversions, to be identified by the Engineer	No. Of Samples	4200	At 3 locations once in a season excluding monsoon for 3 years. (27 Samples)	113,400
		Operation	At accident/spill locations involving bulk transport carrying hazardous material.	No. Of Samples	4200	At 3 locations once in a season excluding monsoon for 1 year. (9 Samples)	37,800
Total monitoring Cost							452,700
3	Mitigation / Enhancement Cost						
3.2	Enhancement of Road side Ponds		5 m width turving on outer side of ponds located at chainage CH. 4+200, 6+000, 16+400, 17+300,17+400,20+600,23+700,27+550	sqm	31	8738	270,878
			[SSR Item no. 3.22]				
			Construction of surface drains on outer side of ponds located at chainage 4+200, 6+000, 16+400, 17+300,17+400,20+600,23+700,27+550	Meter	81	1850	149,850
			[SSR Item no. 3.24 (A)]				



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	Component	Stage	Item	Unit	Unit Cost (Rs.)	Quantity	Total Cost (INR)
3.3	Oil Interceptors		Oil interceptors at parking/ servicing of construction vehicles	No.	60000	1	60,000
3.4	Noise Barrier at sensitive location		Provide Noise barrier at sensitive areas like schools and hospitals. The noise barriers of hollow brick wall/reinforced concrete panels with height of 3.5m. The design of the noise barrier shall be approved by the engineer in charge.	Rm	4000	100	400,000
			School location: 0+700 (R), 3+120 (R)				
Total Mitigation / Enhancement Cost during Construction phase							880,728
Total Environmental Management Cost							1,333,428
Total Environmental Management Cost (Including GST @ 12%)							1,493,439



Table 90: Environment and Social Management Costs (Non-Civil Cost)

Sr. No.	SOR Item No.	Ref. of MoSRT&H	Description	Unit	Quantity	Rate (INR)	Amount (INR)
			Sub Head No-1 Pre-construction Activity (Tree Cutting)				
1			Felling & sectioning of trees	m3	1068.461	1050	1,121,884.00
			Dragging to diesel point	m3	1068.461	700	747,923.00
			Transportation of timber to depot	m3	1068.461	1250	1,335,576.00
			Depot maintenance	m3	1068.461	300	320,538.00
			T.A/D.A of staffs	m3	1068.461	150	160,269.00
			Total site clearance cost in Dhemaji district [Letter no. FDMT/B/Felling of trees/2020/1724]				3,686,190.00
2			Felling & sectioning of trees	m3	696.892		5,907,177.00
			Dragging to diesel point				
			Transportation of timber to depot				
			T.A/D.A of staffs				
			Total site clearance cost in Lakhimpur district [Letter no. FLKT/A/Road side tree (Asom Mala)/2021/346]				5,907,177.00
			Sub Head No-2 Compensatory Plantation				



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	SOR Item No.	Ref. of MoSRT&H	Description	Unit	Quantity	Rate (INR)	Amount (INR)
3			Compensatory plantation of 7910 trees (1:10 ratio) in Lakhimpur district with 5 year maintenance [Letter no. FLKT/A/Road side tree (Asom Mala)/2021/346]	No.	7910		3,095,045.00
4	11.9	307	For Tree Plantation in Dhemaji District - Planting of Trees and their Maintenance for one Year (Planting of trees by the road side (Avenue trees) in 0.60 m dia holes, 1 m deep dug in the ground, mixing the soil with decayed farm yard/sludge manure, planting the saplings, backfilling the trenches, watering, fixing the tree guard and maintaining the plants for one year.	No.	4420	872.55	3,856,671.00



**IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

Sr. No.	SOR Item No.	Ref. of MoSRT&H	Description	Unit	Quantity	Rate (INR)	Amount (INR)
5	11.13		For Tree guards for trees planted in Dhemaji district - Making Tree Guard 53 cm dia and 1.3 m high as per design from empty bitumen drum (Making tree guard 53 cm dia and 1.3 m high as per design from empty bitumen drum, slit suitably to permit sun and air, (supplied by the department at stock issue rate) including providing and fixing 2 nos MS sheet rings 50mmX0.5mm with rivets, complete in all respects.	No.	4420	376.95	1,666,119.00
			Sub Head No-3 Administrative Charges including logistics				
6			Data processing, administrative support, stationery etc.	LS			492,000.00
			Digital Camera for the Environment Cell	No.	1	35990	35,990.00
			Sub Head No-4 Environmental Awareness				



IMP IMPROVEMENT AND AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]

Sr. No.	SOR Item No.	Ref. of MoSRT&H	Description	Unit	Quantity	Rate (INR)	Amount (INR)
			<i>and Training</i>				
7			Providing Environmental awareness and training during first 5 years of project implementation		Past Project Experience		328,000.00
Total Cost							19,067,192.00
Total Cost @ 12% GST							21,355,255.00



10. Conclusions and Recommendations

The proposed project **A22 (Dhakuakhana Butikar Tiniali Telijan)** falls under Category B as per AIIB's Environmental and Social Framework. The project road corridor is neither a new State Highway nor a State Highway expansion project in hilly areas (above 1000 AMSL) and not located within any eco-sensitive area or eco-sensitive zone. Hence, Environmental Clearance from MOEF&CC is not required as per EIA Notification 2006 (amended till date) and NOC from the Standing Committee of National Board for Wildlife is also not required. The project is unlikely to cause any major significant environmental impacts, few impacts are identified, all of which are localized, temporary, and easy to mitigate. Most of the impacts are short term and limited to the construction stage. Key conclusions on the environmental implications of the project are given in the paras below.

Environmental Gains Due to Proposed Work Justifying Implementation

The project entails various impacts on the project setting. There are many positive impacts bearing benefits to the area against the limited number and magnitude of negative impacts. These include (i) The project will substantially improve the transport efficiency on the roads. (ii) The project once implemented will improve the overall environmental conditions with better roads, fuel efficiency, and environmental protection measures (iii) will reduce traffic congestion particularly at junctions hence, air pollution due to the idling of the vehicles.

Potential Impacts and Mitigation

The finding of EIA indicates that the project is unlikely to cause any significant adverse environmental impacts. While some of the minor impacts are negative, there are many bearing benefits to the area. Most of the impacts are likely to occur during the construction stage and are temporary. Anticipated minor impacts will be mitigated through the implementation of mitigation measures summarized in the Environmental and Social Management Plan.

Factors contributing to minimal impacts include widening of the project road confined within the available RoW with minimal land acquisition at some locations, presence of no sensitive environmental issue like a wildlife sanctuary, national park, bio reserve, within 10 km from the project. The nearest protected area from the project road is the Panidihing Wildlife Sanctuary which is at a distance of 16.8 km (approx.) from the project road. However, some of the impacts are unavoidable. These impacts with mitigation measures are indicated below:

- 1233 no. of trees need to be cut with the prior permission of forest authorities. Compensatory Tree plantation of 12330 trees in non-residential areas along the stretch on both sides will be made to compensate for this loss. Preventive measures shall be taken during the construction phase especially in rainy months, to prevent soil erosion because of tree cutting and alteration of ground flora.
- There are 6 identified trees of cultural importance along the road which may be required to be felled due to constraints in geometric improvement of the alignment.



- Air pollution due to construction activities and operation of hot mix plants will be controlled through the adoption of dust suppression measures and provision of a high stack for good dispersion of gaseous emission from hot mix plants.
- Noise levels may increase during the construction phase due to the operation of construction machinery. All the construction equipment and DG set will be well maintained and fitted with silencers.
- Waste materials generated during the construction phase may contaminate soil, surface, and groundwater resources. Waste shall be segregated and reused or disposed of in an environmentally safe manner.
- Along the project stretch, few schools and religious structures are located. Appropriate design options are exercised to minimize the loss of such structures.
- The social issues are addressed through Social Safeguards Due Diligence reports prepared as per AIB's Environmental and Social Framework.

Application of these measures in parallel with MORTH environmentally friendly road construction practices will reduce significantly any potential environmental impact. Impacts remaining on the physical environment (air and water pollution) are temporary and often occur away from the presence of people.

Post EIA Surveillance and Monitoring

While an EIA is meant to provide a comprehensive understanding of the environment status of the area under the study, post EIA surveillance is the means to ensure that the significant impacts identified are adequately mitigated as per the proposed mitigation plan. A detailed monitoring plan has been provided as part of the Environmental and Social Management Plan. Air, water quality, noise, soil erosion, and tree survival rate monitoring and reporting along with the follow-up actions in case of deviation from the norms have been detailed out. The frequency has been set in consideration of the likely impacts.

Public Consultations

The project got support and consent from most of the local people. The local people did not perceive any adverse impact due to the proposed project. Environmental awareness and likewise concern were found generally low. People, however, expressed the desire of minimizing the tree cutting and providing employment.

Recommendations

Adequate mitigations shall be taken up both during the construction and operation stage of the project road to avoid/minimize adverse environmental impacts due to this event and any such event in the future as suggested in EIA.

Effective ESMP implementation is essential for the elimination or minimization of the identified impacts. The PWRD shall ensure that ESMP and EMoP are included in the Bill of Quantity (BOQ)



and forms part of the bid document and civil works contract. The same shall be revised if necessary, during project implementation or if there is any change in the project design.

PWRD needs capacity building and practical exposure. Adequate training shall be imparted as proposed under the environmental and social management plan to enhance the capability of concerned Executing Agency officials.



Annexure 1: Ambient Air Quality Standards

National Ambient Air Quality Standards

Pollutant	Concentration in ambient Air			Methods of Measurement
	Average	Industrial, Residential and other rural area	Ecologically Sensitive Area (Notified by Central Government)	
SO ₂ ug/m ³	Annual*	50	20	- Improved West and Geake
	24 hours**	80	80	- Ultraviolet Fluorescence
NO _x ug/m ³	Annual*	40	30	- Modified Jacob and Hochheiser
	24 hours**	80	80	- Chemiluminescence
PM ₁₀ ug/m ³	Annual*	60	60	- Gravimetric
	24 hours**	100	100	- TEOM - Beta Attenuation
PM _{2.5} ug/m ³	Annual*	40	40	- Gravimetric
	24 hours**	60	60	- TEOM - Beta Attenuation
Ozone (O ₃) ug/m ³	8 Hours**	100	100	- UV Photometric
	1 Hour**	180	180	- Chemiluminescence - Chemical Method
Lead ug/m ³	Annual*	0.50	0.50	- AAS/ICP Method after sampling on EPM 2000 or equivalent filter paper
	24 hours**	1.0	1.0	- ED-XRF using Teflon filter
CO ug/m ³	8 Hours**	2000	2000	- Non-Dispersive Infra-Red Spectroscopy
	1 Hour**	4000	4000	
NH ₃ ug/m ³	Annual*	100	100	- Chemiluminescence
	24 hours**	400	400	- Indophenol blue method



Pollutant	Concentration in ambient Air			
	Average	Industrial, Residential and other rural area	Ecologically Sensitive Area (Notified by Central Government)	Methods of Measurement
Benzene (C ₆ H ₆) ug/m ³	Annual*	05	05	- Gas Chromatography based Continuous Analyzer - Adsorption followed by GC Analysis
Benzo Pyrene-Particulate Phase only ug/m ³	Annual*	01	01	- Solvent extraction followed by HPLC/GC analysis
Arsenic ng/m ³	Annual*	06	06	- AAS/ICP Method after sampling on EPM 2000 or equivalent filter paper
Nickel ng/m ³	Annual*	20	20	- AAS/ICP Method after sampling on EPM 2000 or equivalent filter paper

Source: Gazette of India, Part II-Section -3-Subsection (i)

* Annual Arithmetic Mean of minimum 104 measurements in a year taken twice a week 24-hourly at uniform interval.

** 24-hourly / 8-hourly values or 0.1 hourly monitored values will be complied with 98% of the time in the year. However, 2% of the time, it may exceed but not on two consecutive days.



WHO Ambient Air Quality Guidelines

Sulphur dioxide (SO₂)	24-hour	125 (Interim target-1) 50(Interim target-2) 20 (guideline)
	10 minute	500 (guideline)
Nitrogen dioxide (NO₂)	1-year	40 (guideline)
	1-hour	200 (guideline)
Particulate Matter PM₁₀	1-year	70 (Interim target-1) 50 (Interim target-2) 30 (Interim target-3) 20 (guideline)
	24-hour	150 (Interim target-1) 100 (Interim target-2) 75 (Interim target-3) 50 (guideline)
Particulate Matter PM_{2.5}	1-year	35 (Interim target-1) 25 (Interim target-2) 15 (Interim target-3) 10 (guideline)
	24-hour	75 (Interim target-1) 50 (Interim target-2) 37.5 (Interim target-3) 25 (guideline)
Ozone	8-hour daily maximum	160 (Interim target-1) 100 (guideline)



Annexure 2: Ambient Noise Level Standards

Govt. of India Ambient Noise level standards

Area Code	Category of Zones	Limits of Leq in dB(A)	
		Day time*	Night time*
A	Industrial	75	70
B	Commercial	65	55
C	Residential	55	45
D	Silence Zone **	50	40

The maximum permissible sound level (LAeq) according to the receiving zones (WHO)

Category	Noise level, Leq dBA	
	Day Time	Night time
Noise sensitive area, low density residential, institutional (School, Hospital), worship areas	50	40
Suburban residential, Medium density areas, public spaces, parks, recreational areas	55	45
Urban residential, high density areas, designated mixed development areas (commercial)	60	50
Commercial business zones	65	55
Designated industrial zones	70	60



Annexure 3: Indian Standard Drinking Water Specification IS: 10500-2012

Sr. No.	Parameter and Unit	Desirable Limit	Permissible Limit in Absence of Alternate Source
1.	Colour (Hazen units)	5	15
2.	Odour	Agreeable	-
3.	Taste	Agreeable	-
4.	Turbidity (NTU)	1	5
5.	pH	6.5-8.5	No relaxation
6.	Total Coliforms (MPN/100 mL)	nil	-
7.	Pathogenic Organisms or Virus	nil	-
8.	TDS (mg/L)	500	2000
9.	Mineral Oil (mg/L)	0.5	No relaxation
10.	Free Residual Chlorine (mg/L)	0.2	1
11.	Cyanide (mg/L as CN)	0.05	No relaxation
12.	Phenol (mg/L C ₆ H ₅ OH)	0.001	0.002
13.	Total Hardness (mg/L as CaCO ₃)	200	600
14.	Total Alkalinity (mg/L as CaCO ₃)	200	600
15.	Chloride (mg/L as Cl)	250	1000
16.	Sulphate (mg/L as SO ₄)	200	400
17.	Nitrate (mg/L as NO ₃)	45	No relaxation
18.	Fluoride (mg/L as F)	1	1.5
19.	Calcium (mg/L as Ca)	75	200
20.	Magnesium (mg/L as Mg)	30	100
21.	Copper (mg/L as Cu)	0.05	1.5
22.	Iron (mg/L as Fe)	0.3	No relaxation
23.	Manganese (mg/L as Mn)	0.1	0.3



Sr. No.	Parameter and Unit	Desirable Limit	Permissible Limit in Absence of Alternate Source
24.	Zinc (mg/L as Zn)	5	15
25.	Boron (mg/L as B)	0.5	1
26.	Aluminium (mg/L as AL)	0.03	0.2
27.	Arsenic (mg/L as As)	0.01	0.05
28.	Mercury (mg/L as Hg)	0.001	No relaxation
29.	Lead (mg/L as Pb)	0.01	No relaxation
30.	Cadmium (mg/L as Cd)	0.003	No relaxation
31.	Chromium (VI) (mg/L as Cr)	0.05	No relaxation
32.	Selenium (mg/L as Se)	0.01	No relaxation
33.	Anionic Detergents (mg/L MBAS)	0.2	1
34.	PAH (mg/L)	0.0001	No relaxation
35.	Pesticides ($\mu\text{g/L}$)	Absent	0.001
36.	Alpha Emitters (Bq/L)	0.1	No relaxation
37.	Beta Emitters (Bq/L)	1.0	No relaxation



Annexure 4: Record of Public Consultation

Environmental Assessment Study

Public Consultation Attendance

Name of Project:	Arum Mala		
Name of Project Road:	A 22		
Project package no.:	Group 3		
Chainage:		Date:	6/11/20
Location:	Deolliagaon	District:	Lakshimpur
No of Participants	Total = 08 (Male - 4, Female - 4)		

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.	Signature
	Rudheswar Baruah	Deolliagaon	Farmer	—	
	Mina Chakya	Modaguri	Shopowner	6000308904	Mina Chakya
	Belhasam Baruah	Deolliagaon	Farmer	—	
	Bolin Baruah	"	Farmer	—	
	Jyoti Baruah	"	Housewife	—	
	Semita Baruah	"	Housewife	—	
	Anu Bora	"	ANM	8486680302	
	Hunmoina Baruah	"	Shopowner	9365274284	Hunmoina Baruah



Environmental Assessment Study Public Consultation Attendance

Name of Project:	Asom Mala		
Name of Project Road:	A22		
Project package no.:	Group 3		
Chainage:		Date:	6/11/20
Location:	Kothalguri Gaon	District:	Lakhimpur
No of Participants	Total = 08 (Male = 08)		

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.	Signature
	Diskataw	Kothalguri	Shopowner	6000485985	Diskataw
	Kushu Bosa	Kothalguri	Farmer	—	Kushu Bosa
	Prasanto Chitra	No 2 Kothalguri	Business	6000816797	Prasanto
	Govind Sarmah	Kothalguri	Business	9954326358	Govind
	Motdul Bhuyan			7896484197	Motdul Bhuyan
	Bichitra Baruah			—	Bichitra Baruah
	Akash Pegu		Student	9707343291	Akash Pegu
	Deepak Pegu		Business	9365056892	Deepak Pegu



Environmental Assessment Study Public Consultation Attendance

Name of Project:	Asom Mala		
Name of Project Road:	A 22		
Project package no.:	Group 3		
Chainage:		Date:	6/11/20
Location:	Machkhowa	District:	Dhemaji
No of Participants	Total = 05 (Male = 5)		

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.	Signature
	Bidyia Koch	Machkhowa	shopowner	9365943511	Bidyia Koch
	Turan Pegu	"	Self employed	9101340856	Turan Pegu
	Tingkul Pegu	"	"	9101184670	Tingkul Pegu
	Ramanseswar	"	Outfit maker	9435663705	Ramanseswar
	Rupam Bours	"	"	9675206402	Rupam Bours



Environmental Assessment Study Public Consultation Attendance

Name of Project:	Asom Mala		
Name of Project Road:	A22		
Project package no.:	Group 3		
Chainage:		Date:	6/11/20
Location:	Hatigash	District:	Dhemaji
No of Participants	Total = 7 (Male = 4, Female = 3)		

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.	Signature
	Manoj Borgohain	Hatigash	Shopowner	9101416149	Manoj Borgohain
	Manju Borgohain	"	"	7086863062	Manju Borgohain
	Jyoti Borkhagman	Markhawa	Self employed	8676403916	Jyoti Borkhagman
	Jinti Didingia	Hatigash Dhemaji	Student	8011760685	JINTI DILINGIA
	Binua Borgohain	Hatigash	Farmer	8638712977	Binua Borgohain
	Kalyan Borgohain	"	Defense Employee	7061372593	Kalyan Borgohain
	Dipal Borgohain	"	Housewife	—	Dipal Borgohain



Public Consultation Meeting Attendees List

Name of Project: Improvement at SH and MDRS under Asom Mala

Name of Project Road: A22

Project package no.: 3

Chainage: 31+560

Date: 20-01-2020

Place: Hathigash

District: Dhemaji

List of Stakeholders/Participants who attended public consultation meeting

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.
1	Mamas Boruah	Hathigash	farmer	8761226992
2	Benuchar Boruah in	Hathigash	Farmer	
3	Rupem Konwar	Hathigash	farmer	
4	Raipa Boruah	Hathigash	Housewife	
5	Binanda Boruah	Hathigash	farmer	



Public Consultation Meeting Attendees List

Name of Project: Improvement of SH and MDRS under Asom Mala

Name of Project Road: A22

Project package no.: 2

Chainage: 23+930

Date: 20-1-2020

Place: Kamkama chari ali / Begena Barua District: Dhemaji

List of Stakeholders/Participants who attended public consultation meeting

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.
1	Rajdeep Daloy	Begena Barua	Student	8003232425
2	Bokul Pegu	Begena Barua	Student	
3	Mabem Bogai	Begena Barua	Student	
4	Jitul Dale	Begena Barua	Shop keeper	
5	Deeep Bogai	Begena Barua	Student	



Public Consultation Meeting Attendees List

Name of Project: *Improvement of SH and MDRS under Asom Mala*

Name of Project Road: *A 22*

Project package no.: *3*

Chainage: *24+310*

Date: *20-01-2020*

Place: *Hilipasa*

District: *Dhemaji*

List of Stakeholders/Participants who attended public consultation meeting

Sr. No.	Name of Respondent	Village Name	Occupation	Mobile No.
1	<i>Dweependra Boruah</i>	<i>Hilipasa</i>	<i>Workers</i>	<i>9881200305</i>
2	<i>Rajen Borah</i>	<i>Hilipasa</i>	<i>workers</i>	
3	<i>wishwajeetkash</i>	<i>Hilipasa</i>	<i>workers</i>	
4	<i>Nayan Niohkon Boruah</i>	<i>Hilipasa</i>	<i>workers</i>	



Public consultation at Hatigarh Gaon



Public consultation at Halaipara



Public consultation at Begana Gaon





Public Consultation at Dhakuakhana



Public Consultation at Deoliya Gaon



Public Consultation at Kothalguri Gaon



Public Consultation at Machkowa



Public Consultation at Hatigarh



Annexure 5: GRM Information Sheet

SAMPLE GRIEVANCE REGISTRATION FORM

(To be available in Hindi, Assamese or any other local languages, if any)

We encourage persons with grievance to provide their name and contact information to enable us to get in touch with you for clarification and feedback.

Should you choose to include your personal details but want that information to remain confidential, please inform us by writing/typing ***(CONFIDENTIAL)*** above your name. Thank you.

Date:		Place of Registration:	
Contact Information/Personal Details:			
Name:		Gender:	Age:
Home Address:			
Village/Town:			
District:			
Phone No.:			
Email:			
Complaint/Suggestion/Comment/Question Please provide the details (who, what, where and how) of your grievance below:			
If included as attachment/note/letter, please tick here:			
How do you want us to reach you for feedback or update on your comment/grievance?			

For Official Use only



Registered by: (Name of Official Registering Grievance)
If yes: <ul style="list-style-type: none">❖ Note/Letter❖ E-mail❖ Verbal/Telephonic
Reviewed by: (Names/ Positions of Official(s) reviewing grievance)
Action taken:
Whether Action taken disclosed: <ul style="list-style-type: none">❖ Yes❖ No
Means of Disclosure:



অভিযোগ পঞ্জীয়ন প্র-পত্ৰৰ নমুনা

স্পষ্টীকৰন আৰু প্ৰতিক্ৰিয়াৰ বাবে অভিযোগকাৰীৰ লগত যোগাযোগ কৰিবলৈ সক্ষম হবলৈ আমি অভিযোগকাৰী সকলক তেওঁলোকৰ নাম আৰু ঠিকনাৰ তথ্য দিবলৈ আহ্বান জনাওঁ।

আপুনি যদি আপোনাৰ ব্যক্তিগত তথ্য দিব বিচাৰে আৰু সেই তথ্য গোপন ৰাখিব বিচাৰে, তেনেহলে আপোনাৰ নামৰ ওপৰত (গোপনীয়/CONFIDENTIAL) লিখি দিব/টাইপ কৰি দিব।

তাৰিখ:	পঞ্জীয়নৰ স্থান:	
যোগাযোগৰ তথ্য/ব্যক্তিগত তথ্য:		
নাম:	লিঙ্গ:	বয়স:
ঠিকনা:		
গাওঁ/চহৰ:		
জিলা:		
ফোন নং		
ই-মেইল:		
অভিযোগ/পৰামৰ্শ/মন্তব্য/প্ৰশ্ন - আপোনাৰ অভিযোগৰ সবিশেষ (কোন, কি, ক'ত আৰু কেনেকৈ) তলত দিব:		
যদি সংযোজন/চিঠি/টোকা আদি গাথি দিয়া হৈছে, তেনেহলে ইয়াত টিক চিন্হ দিব:		
প্ৰতিক্ৰিয়া অথবা আপোনাৰ অভিযোগ/মন্তব্য সংক্ৰান্তত নতুন তথ্যৰ বাবে আমাক আপোনাৰ লগত কেনেধৰণে যোগাযোগ কৰাটো বিচাৰে?		



কাৰ্য্যালয়ৰ ব্যৱহাৰৰ বাবে

পঞ্জীয়ন কৰোতাঃ (অভিযোগ পঞ্জীয়নকাৰী বিষয়াৰ নাম)
যদিঃ <ul style="list-style-type: none">• টোকা/চিঠি• ই-মেইল• মৌখিক/টেলিফোনযোগে
পৰ্যবেক্ষণকাৰীঃ (পৰ্যবেক্ষণকাৰী বিষয়াৰ নাম আৰু পদবি)
ইতিমধ্যে লোৱা ব্যৱস্থাঃ
ইতিমধ্যে লোৱা ব্যৱস্থা প্ৰকাশ কৰা হৈছে নে নাইঃ <ul style="list-style-type: none">❖ হৈছে❖ হোৱা নাই
প্ৰকাশ কৰাৰ ধৰণঃ



Annexure 6: Guidelines for Borrow Area Management

A. Selection of Borrow Areas

The location of borrow areas shall be finalized as per IRC: 10-1961 guidelines. The finalization of locations in case of borrows areas identified in private land shall depend upon the formal agreement between landowners and contractors. If the agreement is not reached between the contractor and landowners for the identified borrow areas sites, arrangement for locating the source of supply of material for embankment and sub-grade as well as compliance to environmental requirements in respect of excavation and borrow areas as stipulated from time to time by the Ministry of Environment, Forests and Climate Change, Government of India, and local bodies, as applicable shall be the sole responsibility of the contractor. The contractor in addition to the established practices, rules, and regulations will also consider the following criteria before finalizing the locations.

- The borrow area should not be located in the agriculture field unless unavoidable i.e. barren land is not available.
- The borrow pits preferably should not be located along the roads.
- The loss of productive and agricultural soil should be minimum.
- The loss of vegetation is almost nil or minimum.
- The Contractor will ensure that suitable earth is available.

B. Contractor's Responsibility

The Contractor shall obtain representative samples from each of the identified borrow areas and have these tested at the site laboratory following a testing program approved by the Engineer. It shall be ensured that the sub-grade material when compacted to the density requirements shall yield the design CBR value of the sub-grade. Contractor shall begin operations keeping in mind following;

- Haulage of material to embankments or other areas of fill shall proceed only when sufficient spreading and compaction plants are operating at the place of deposition.
- No excavated acceptable material other than surplus to requirements of the Contract shall be removed from the site. The contractor should be permitted to remove acceptable material from the site to suit his operational procedure, then shall make a consequent deficit of material arising therefrom.
- Where the excavation reveals a combination of acceptable and unacceptable materials, the Contractor shall, unless otherwise agreed by the Engineer, excavate in such a manner that the acceptable materials are excavated separately for use in the permanent works without contamination by the unacceptable materials. The acceptable material shall be stockpiled separately.



- The Contractor shall ensure that he does not adversely affect the stability of excavation or fills by the methods of stockpiling materials, the use of plants is siting of temporary buildings or structures.

C. Borrowing from Different Land-Forms

Areas located in Agricultural Lands

- The preservation of topsoil will be carried out in stockpile.
- A 15 cm topsoil will be stripped off from the borrow pit and this will be stored in stockpiles in a designated area for height not exceeding 2m and side slopes not steeper than 1:2 (Vertical: Horizontal).
- Borrowing of the earth will be carried out up to a depth of 1.5m from the existing ground level.
- Borrowing of the earth will not be done continuously throughout the stretch.
- Ridges of not less than 8m widths will be left at intervals not exceeding 300m.
- Small drains will be cut through the ridges, if necessary, to facilitate drainage.
- The slope of the edges will be maintained not steeper than 1:4 (vertical: Horizontal).
- The depth of borrow pits will not be more than 30 cm after stripping the 15 cm topsoil aside.

Borrow Areas located in Elevated Lands

- The preservation of topsoil will be carried out in stockpile.
- A 15 cm topsoil will be stripped off from the borrow pit and this will be stored in stockpiles in a designated area for height not exceeding 2m and side slopes not steeper than 1:2 (Vertical: Horizontal).
- At the location where private owners desire their fields to be leveled, the borrowing shall be done to a depth of not more than 1.5m or up to the level of surrounding fields

Borrow Areas near River Side

- The preservation of topsoil will be carried out in stockpile.
- A 15 cm topsoil will be stripped off from the borrow pit and this will be stored in stockpiles in a designated area for height not exceeding 2m and side slopes not steeper than 1:2 (Vertical: Horizontal).
- Borrow area near to any surface water body will be at least at a distance of 15m from the toe of the bank or high flood level, whichever is maximum.

Borrow Areas near Settlements

- The preservation of topsoil will be carried out in stockpile.
- A 15 cm topsoil will be stripped off from the borrow pit and this will be stored in stockpiles in a designated area for height not exceeding 2m and side slopes not steeper than 1:2 (Vertical: Horizontal).



- Borrow pit location will be located at least 0.75 km from villages and settlements. If unavoidable, the pit will not be dug for more than 30 cm, and drains will be cut to facilitate drainage.
- Borrow pits located in such locations will be re-developed immediately after borrowing is completed. If spoils are dumped, that will be covered with layers of stockpiled topsoil in accordance with compliance requirements with respect to MOEF&CC/SPCB guidelines.

Borrow Pits along the Road

Borrow pits along the road shall be discouraged and if deemed necessary and permitted by the Engineer; following precautions are recommended

- The preservation of topsoil will be carried out in stockpile.
- A 15 cm topsoil will be stripped off from the borrow pit and this will be stored in stockpiles in a designated area for height not exceeding 2m and side slopes not steeper than 1:2 (Vertical: Horizontal).
- Ridges of not less than 8m widths should be left at intervals not exceeding 300m.
- Small drains shall be cut through the ridges of facilitating drainage.
- The depth of the pits shall be so regulated that their bottom does not cut an imaginary line having a slope of 1 vertical to 4 horizontals projected from the edge of the final section of bank, the maximum depth of any case being limited to 1.5m.
- Also, no pit shall be dug within the offset width from the toe of the embankment required as per the consideration of stability with a minimum width of 10m.

Rehabilitation of Borrow Areas

- The objective of the rehabilitation program is to return the borrow pit sites to a safe and secure area, which the general public should be able to safely enter and enjoy. Securing borrow pits in a stable condition is the fundamental requirement of the rehabilitation process. This could be achieved by filling the borrow pit floor to approximately the access road level.
- Re-development plan shall be prepared by the Contractor before the start of work in line with the owners will require and to the satisfaction of the owner. The Borrow Areas shall be rehabilitated as per following;
- Borrow pits shall be backfilled with rejected construction wastes and will be given a vegetative cover. If this is not possible, then excavation sloped will be smoothed and depression will be filled in such a way that it looks more or less like the original round surface.
- Borrow areas might be used for aquaculture in case landowner wants such development. In that case, such a borrow area will be photographed after their post-use restoration and Environment Expert of Supervision Consultant will certify the post-use redevelopment.



The Contractor will keep records of photographs of various stages i.e., before using materials from the location (pre-project), for the period borrowing activities (construction Phase) and after rehabilitation (post-development), to ascertain the pre and post borrowing status of the area.



Annexure 7: Guidelines for Emergency Management System

Many emergencies can occur in construction sites and will need to be effectively handled. The environmental and occupational health and safety aspects and related emergency can include incidences such as subsidence of soil / Fire / Explosion / Gas Leak, Collapse of Building / Equipment, and other Occupational Accidents. Onsite and off-site emergency management plans will be developed to effectively handle them. The following guidelines will be used to develop these plans.

Guidelines:

Availability of 'On-Site Emergency Management Plan'

- The contractor will have a written-on site emergency management plan. The contractor should submit a copy of this plan to PWRD, Assam, and the Supervision Consultant before the start of the work.
- The contractor will develop an onsite emergency plan considering the potential environmental, occupational health, and safety emergency at the site.
- The contractor will include a list of potential emergencies in the emergency management plan including potential Environmental and Occupational Health and Safety Emergency Situations during construction, operation, and maintenance stages.

Examples of potential emergencies have been defined below for guidance purposes.

The contractors may follow refer to this for developing site-specific on-site emergency preparedness plans.

Emergency conditions/ situations	Sources
Collapse/subsidence of soil and structures	<ul style="list-style-type: none">• Civil structures• Heavy construction machinery
Bulk spillage	<ul style="list-style-type: none">• Hazardous substance / inflammable liquid storage• Vehicular movement on Highway
Fire and explosion	<ul style="list-style-type: none">• Inflammable Storage Areas• Gas Cylinder Storage Areas• Electrical Circuits• Isolated Gas Cylinders (LPG/DA) Welding / Gas Cutting Activity
Flooding	<ul style="list-style-type: none">• Heavy Monsoons



Emergency conditions/ situations	Sources
	<ul style="list-style-type: none"> ● Upstream activities of irrigation and damming ● Glacial lake outburst Flood at the source of the river
Electrical Shocks	<ul style="list-style-type: none"> ● HT line ● LT distribution ● Electrically operated machines/ equipment's/ Hand tools/ Electric cables
Gaseous leakage	<ul style="list-style-type: none"> ● Gas cylinder storage areas ● Gas cylinder used in Gas cutting / Welding purposes
Accidents due to Vehicles	<ul style="list-style-type: none"> ● Heavy earth moving machinery ● Cranes ● Fork lifts ● Trucks ● Workman Transport Vehicles (cars/ scooters/ motorcycles/ cycles) ● Collapse, toppling or collision of transport equipment
Slips & Falls (Man & Material)	<ul style="list-style-type: none"> ● Work at Height (Roof works, Steek Erection, Scaffold, Repair & Maintenance, Erection of equipment, Excavation etc.) ● Slips (Watery surface due to rain) ● Lifting tools & Tackles (Electric hoist & Forklifts)
Collision with stationary or moving objects	<ul style="list-style-type: none"> ● Vehicular movement on highway
Other Hazards	<ul style="list-style-type: none"> ● Cuts & Wounds ● Confined Space (under & inside machinery etc) ● Hot burns ● Pressure impacts (Plant contains several pressure vessels & pipefittings containing CO₂, air, water, product & steams, which can cause accident & injuries to person)

Design of 'On-Site Emergency Plan'

The 'On-site emergency plan' to be prepared by the contractor will include a minimum of the following information:



- Name & Address of Contractor
- Updation sheet
- Project Location
- Name, Designation & Contact Numbers of the organization, nearby hospitals, fire agencies etc. and key personnel including their assigned responsibilities in case of an emergency.
- The roles and responsibilities of executing personnel
- Site Layout Diagram
- Identification of Potential Emergencies Situations/ preventive measures / control & response measures
- Location of Emergency Control Centre (or designated area for emergency control / coordination) with requisite facilities.
- Medical services / first aid
- List of emergency equipment including fire extinguishers, fire suits, etc.

Emergency Control Centre

The emergency control center will be equipped with the following facilities:

- Copy of current on-site emergency plan
- Display of the name of site emergency controller
- Appropriate numbers of artificial respiratory sets
- Appropriate numbers of Stretchers
- Vehicle/ambulances on each construction site for 24 hours
- Adequate and reliable communication facilities (phone, handset, etc.)
- Site layout diagram with entry and exit routes / Assembly points
- Directory of internal/external emergency phone Numbers
- Fire extinguishers (DCP type / Foam Type / CO2) on all construction camps and yards
- List of fire extinguishers installed in the construction sites and yards including maintenance records
- A set of personal protective equipment (PPE) for every member of the construction team
- First-aid boxes with prescribed first-aid medicines in every construction campsite and yard
- List of competent first-aiders
- List of fire trained personnel
- Appropriate numbers of blankets, rescue ropes, and high beam torches
- Drinking water
- Gas leak detectors
- Lifeboats & jackets

Records:

The following records will be maintained:



- Record of emergency preparedness plan with emergency contact numbers
- Mock drill/emergency preparedness exercise records
- Corrective preventive action record after the emergency occurs

Reporting:

The accident and incident records and emergency preparedness drill reports will form part of the quarterly report to PWRD, Assam, and the Supervision Consultant.

Responsibility:

- Prime Responsibility: Contractor will be responsible for implementing the Emergency plan and reporting
- Supervisory Responsibility: The Supervision Consultant will check compliance of the contractor with the above guideline



Annexure 8: Guidelines for Waste Disposal and Management

Waste disposal and management plan will be prepared by the contractor before the start of construction works and submitted to PWRD, Assam, and the Supervision Consultant for their review and approval. The management plan will follow the guidelines as given below:

- The debris disposal site should be identified which are preferably barren or low-lying areas away from settlements.
- Prior concurrence will be taken from concerned Govt. Authorities or landowner
- Due care should be taken during site clearance and disposal of debris so that public/private properties are not damaged or affected, no traffic is interrupted.
- All efforts should be made to use debris in road construction or any other public utilities.
- The debris should be stored at the site ensuring that existing water bodies and drains within or adjacent to the site are kept safe and free and no blocking of drains occurs.
- All dust prone material should be transported in a covered truck.
- All liquid waste like oils and paint waste should be stored at identified locations and preferably on a cemented floor. The provision of a spill collection pit will be made on the floor to collect the spilled oil or paint. These should be sold off to authorized recyclers.
- All domestic waste generated at construction camp preferably be composted in a portable mechanized composter. The composted material will be used as manure.
- In case composting is not feasible, the material will either be disposed of through a waste disposal system or disposed of through land burial. The dumpsite must be covered up with at least a six-inch thick layer of soil.
- Only appropriately design, engineered and compliant landfills will be used for disposing of waste. Engineered dump sites mean clay or other non-permeable liners to prevent water and soil contamination.
- All efforts should be made that no chemical/ oily waste spill over to ground or water bodies.
- All precautions should be followed for emergency preparedness and occupational health & safety during construction and handling waste.
- Provision of fire extinguishers will be made at the storage area
- Adequate traffic control signals and barriers should be used in case traffic is to be diverted during debris disposal. All efforts should be made to ensure avoidance of traffic jams, which otherwise results in air pollution, noise pollution, and public unrest.
- Hazardous waste and chemicals should be stored in a dedicated storage area that has:
1) weather protection, 2) solid impermeable surface and drainage to the treatment system, 3) security fence/lock, 4) primary and secondary containment with 110% volume for liquids.



Records: The following records will be maintained

- Generation and disposal quantity with the location of disposal
- Recyclables waste generation and disposal
- Domestic waste disposal locations details

Reporting:

- The waste generation and disposal details will form part of the quarterly report to PWRD Assam.

Responsibility:

- Prime Responsibility: Contractor will be responsible for waste management and reporting
- Supervisory Responsibility: Supervision Consultant will check the contractor's adherence to the above guidelines



Annexure 9: Outline of an Environmental Monitoring Report

1. Introduction

(Report Purpose, Brief project background including organizational setup, list of roads, planned project schedule, etc., Details on Project Implementation Progress with details on current site works, location, earthworks, vegetation clearing, spoils disposal, the establishment of construction camp and other construction-related facilities (e.g., concrete mixing plant, asphalt batching plant, crushing plant, etc.), establishment and operation of quarry/borrow areas, etc., including locations, schedules, dates, etc., Schedule of construction activities for the subsequent months).

2. Compliance on Environment Safeguards Requirements

(Status of compliance with AIIB loan covenants: provide a list of environmental loan covenants and specify the level of compliance).

Status of compliance with government environmental requirements: provide a list of government environmental requirements (permits, etc.) for the project as well as construction-related facilities/ activities and specify the level of compliance, indicate any required environmental permit/license/consent obtained to date and to be obtained (including the schedule) for the project and construction-related facilities/activities).

3. Changes in project scope

(Such as a change in alignment or footprint in case of horizontal infrastructure, implementation of additional Project component/s, etc. (with reference to the Project scope identified in the AIIB cleared environmental assessment report, i.e., EIA) and corresponding safeguard measures are undertaken, if applicable).

4. Implementation of Environmental and Social Management Plan

Indicate how ESMP requirements are incorporated into contractual arrangements, such as with contractors or other parties.

Summary of Environmental Mitigations and Compensation Measures Implemented.

Based on ESMP; it may include measures related to air quality, water quality, noise quality, pollution prevention, biodiversity, and natural resources, health and safety, physical cultural resources, capacity building, and others. Provide a table/matrix showing a summary of each environmental mitigation measure specified in the ESMP.



ESMP Requirement (list all mitigation measures specified in the ESMP)	Compliance Attained (Yes, No, Partial)	Comment on Reasons for Partial or Non-Compliance	Issues for Further Action and Target Dates
1			
2			
3			
4			
5			
etc.			

5. Environmental Monitoring Activities

(Compliance Inspections, Summary of Inspection Activities, Mitigation Compliance Mitigation Effectiveness. Findings of Environmental Monitoring Plan (EMOP) on quality of air, noise, water, etc. and Results Assessment)

6. Key Environmental Issues

(Key Issues Identified (e.g., non-compliance to loan covenants, ESMP and/or government environmental requirements, insufficient mitigation measures to address Project impacts, incidents, accidents, etc.) Actions Taken and Corrective Action Plan (specify actions taken and corrective action plans to be implemented to address non-compliance and other identified issues. Such an action plan should provide details of specific actions to be undertaken to resolve identified issues, responsible persons who will carry out such actions and timeframe/target date to carry out and complete required actions. The action plan could be presented in a tabular/matrix form (see below). Timeframe and responsibilities for reporting to AIIB on the progress of implementation of the corrective action plan should also be specified under this section.)

Issue	Cause	Required Action	Responsibility	Timing (Target Dates)	Description of Resolution and Timing (Actual)
Old Issues from Previous Reports					
1					
2					
New Issues from this Report					
1					
2					

Complaints: Details of Complaint/s (Provide details of any complaints that have been raised by the local population and other stakeholders regarding environmental performance and Overall



compliance with mitigation implementation requirements could be described in qualitative terms or be evaluated based on a ranking system, such as the following:

- Very Good (all required mitigations implemented)
- Good (the majority of required mitigations implemented)
- Fair (some mitigations implemented)
- Poor (few mitigations implemented)
- Very Poor (very few or no mitigations implemented)

Additional explanatory comments should be provided as necessary.

Effectiveness of mitigation implementation could be described in qualitative terms or be evaluated based on a ranking system, such as the following:

- Very Good (mitigations are fully effective)
- Good (mitigations are generally effective)
- Fair (mitigations are partially effective)
- Poor (mitigations are generally ineffective)
- Very Poor (mitigations are completely ineffective)

Additional explanatory comments should be provided as necessary.

Discharge levels should be compared to the relevant discharge standards and/or performance indicators noted in the ESMP. Any accidents should be highlighted for attention and follow-up. Besides, discharge levels could be compared to baseline conditions (if baseline data is available) and described in qualitative terms or be evaluated based on a ranking system, such as the following:

- Very Good (overall conditions are generally improved)
- Good (conditions are maintained or slightly improved)
- Fair (conditions are unchanged)
- Poor (conditions are moderately degraded)
- Very Poor (conditions are significantly degraded)

Additional explanatory comments should be provided as necessary.

Environmental impacts (complainant, nature of the complaint, date complaint was filed, which office received the complaint, etc.)

Action Taken (Document how the complaints were addressed or will be addressed by indicating the following:

- Names and designation of specific staff or officials within the Grievance Redress Committee, executing agency, project management unit, local government, contractor, and/or supervision consultant involved in receiving, documenting, and resolving the complaint (s).
- Specific actions are taken to be taken to resolve the complaint and corresponding timeframe



7. Conclusion and Recommendation

- Overall Progress of Implementation of Environmental and Social Management Measures
- Problems Identified and Actions Recommended
- Monitoring adjustment (recommended monitoring modifications based on monitoring experience/trends and stakeholder's response)

8. Appendices

- Site Inspection / Monitoring Reports
- Source and Ambient Monitoring Results (Laboratory Analysis)
- Photographs
- Location Map of Sampling Stations
- Copies of Environmental Permits/Approvals
- Other relevant information/documents

Overall sector environmental and social management progress could be described in qualitative terms or be evaluated based on a ranking system, such as the following:

- Very Good
- Good
- Fair
- Poor
- Very Poor

Additional explanatory comments should be provided as necessary.



Annexure 10: Impacts of Climate Change on Road Transport in the state of Assam

1. Introduction

The PWRD road project is mainly linked to road transport engineering aspects of augmentation, rehabilitation, and widening initiatives with the primary objective of supporting the State's accelerated economic development. This climate risk and vulnerability Adaptation (CRVA) is an essential component, the study needs to demonstrate that climate considerations have been integrated into the DPR of the project road.

Projected change in the global climate is almost certain to have a significant impact on the appraisal, planning, design, construction, operation, and maintenance of road infrastructure. The environmental impact reports of the project roads state that climate change and its associated impacts will be experienced through changing temperatures and precipitation, changes in the frequency and severity of climate extremes, and the dynamics of hazardous conditions. Existing roads designed and constructed decades ago were meant to typically withstand local weather and climate but now underexposures and sensitivities to climate-related extremes, the need for the adaptation to climate change has been recognized by the State Government.

As per the Assam State Action Plan on Climate Change, Rapid increase in numbers of motor vehicles on road in Assam has been observed over the past decade. The on-road vehicle population in the State reached 1.98 million in 2013-14 from 0.53 million in 2001-01. The growth has been at a compounded annual growth rate of 12.7%. The number of Motor vehicles registered in the State is 6360 per lakh of population.

Due to the lack of adequate public transport systems where buses comprise only 1% of the total population of vehicles on road, and due to the availability of easy loans, most of the people are aspiring to buy their vehicles. As a result, two-wheelers are 57% of the total vehicle mix in the State, and cars follow suit with a 21% share in 2013-14.

The road transport sector is a direct consumer of fossil fuel, emits GHG into the atmosphere. With an increase in population and per capita rise in the number of personal vehicles, GHG emissions are likely to rise. The use of the public transport system needs to control future emissions in the future and also to ease off the pressure of vehicles on the roads, hence. This would require policy changes in the way lending is done by banks, enabling fuel mix with biofuels, and also behavioral changes of the population whereby they use more and more non-motorized transport at short distances and public transport for long distances. The Guwahati city is already in the process of developing the Bus Rapid Transit system, but further development of the public transport system is required. Other major cities also need to embrace the same for an orderly functioning road transportation system in the cities of Assam. The roads and bridges built for the transport sector are also susceptible to floods and landslides in the State, the intensity of which is likely to increase in the future. In this context



therefore roads, bridges need to be built keeping in view the maximum projected intensity of extreme events.

Suggested Strategies for the transport sector

Sr. No.	Action	Cost (INR Cr)	Sources of Fund	Priority	Department Responsible
1	Installation of CNG pump stations across major cities of Assam; 100 depots	25	Funded	VH	Department
2	Procurement of CNG enable buses, 1000 buses	250	JNNURM	VH	Department of Transport
3	Assess req of non-motorized transport numbers and Introduce tracks for non-motorized transport along existing roads, 10	2	State Govt./Central Govt.	H	Department of Transport
4	Retrofitting all Public Vehicles with CNG Kit – Policy regulations to be formulated	100		VH	Department of Transport
5	Introducing intelligent traffic management systems, 10 major cities	10		H	Department of Transport



Sr. No.	Action	Cost (INR Cr)	Sources of Fund	Priority	Department Responsible
6	Construct parking slots in Guwahati, Tinsukia, Dibrugarh, Nagaon, Tezpur, Jorhat, and Silchar. Partial cost of construction, 7	35		H	Department of Transport
7	Promote better driving practices and maintenance of vehicles among truck, bus and car drivers to enhance fuel efficiency	1		H	Department of Transport

Source: Assam State Action Plan on Climate Change

2. Review of Climate Change Literatures Specific to Assam

With the "Tropical Monsoon Rainforest Climate", Assam is temperate (summer max. at 35–39 °C and winter min. at 5–8 °C) and experiences heavy rainfall and high humidity. The climate is characterized by heavy monsoon downpours, which reduce summer temperatures, enable the formation of foggy nights and mornings in winters. Spring (Mar-Apr) and autumn (Sept-Oct) are usually pleasant with moderate rainfall and temperature.

For ascertaining long term climate trends, State level climate data for the period 1951 to 2010 has been analyzed by the India Meteorological Department. This analysis is based on 282 stations for temperature and 1721 stations for rainfall across the country. In Assam, the analysis is based on data collected from 6 Stations for temperature and 12 Stations for rainfall. The analysis indicates that the mean temperature in the State has increased by +0.01°C/year. There is also an increase in seasonal temperatures across seasons with pronounced warming in post-monsoon and winter temperatures. The annual rainfall has also decreased by -2.96 mm/year during the same period.



Climate trends in Assam between 1951 and 2010

Annual	Winter	Summer	Monsoon	Post Monsoon
Mean Max Temp +0.02 (°C/yr)	0.01	No trend	0.01	0.02
Mean Min Temp +0.01 (°C/yr)	0.02	0.01	0.01	0.02
Mean Temp (°C/yr) +0.01	0.01	No trend	0.01	0.02
Rainfall (mm/yr) -2.96	0.08	-0.56	-2.19	-0.75

Source: Assam State Action Plan on Climate Change

Projected Changes in Climate

	2021-2050 wrt BL	Remarks
Mean Temperature	1.7-2.0°C	All across Assam
Annual Rainfall	-5 to 5%	North-western districts
	5-10%	North-Eastern districts
	10-25%	Central, South Eastern districts
Extreme rainfall days	5-38%	Rainfall >25 to 150 mm
Drought weeks	-25% to >75%	Southern districts show a marginal reduction in drought weeks but rest of the district show an increase by more than 75% wrt BL

Source: Assam State Action Plan on Climate Change



Annexure 11: Tree Inventory

Tree Inventory for Dhakuakhana to Machkhowa Section

LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1	3.1	rintree	5.9	22	1	1.1	velow	6.3	15
2	1.1	narikol	6.3	12	2	1.8	velow	6.1	20
3	1.2	narikol	6.4	13	3	5.2	ahat	4.7	42
4	3.5	mango	6.1	22	4	0.7	velow	6.6	5
5	0.95	hilikha	5.3	13	5	0.37	kutkara	7.6	4
6	1	rintree	5.4	25	6	0.4	velow	6.6	5
7	2	ragu	5.4	30	7	0.92	neem	7.6	12
8	2.25	krishansura	5.9	15	8	1	velow	6.5	23
9	0.37	supari	6.2	17	9	0.8	puja	7.2	12
10	1.4	ragu	5.7	18	10	0.3	tamul	7.1	8
11	1.3	rintree	7	10	11	0.37	tamul	7.4	14
12	0.8	aomlokhi	6.7	8	12	0.7	coconut	6.4	4
13	0.42	supari	6.1	13	13	1.1	rintree	6.5	19
14	0.35	supari	6.1	3	14	0.9	velow	6.7	15
15	0.4	supari	6.1	10	15	0.4	neem	6.6	4
16	0.55	hilikha	6.1	4	16	0.6	much	7.4	3
17	0.35	supari	6.9	4	17	0.5	puja	7.3	7
18	0.4	supari	6.1	13	18	0.37	neem	7.4	5
19	0.42	supari	6.3	6	19	1.4	rintree	7.5	23
20	0.37	supari	6.2	8	20	0.7	much	6.1	3
21	0.36	supari	6.2	5	21	0.85	velow	6.2	4
22	0.4	supari	6.6	7	22	1.3	much	5	9
23	0.38	supari	7.5	6	23	1.79	ahat	5	11
24	1.2	narikol	7.5	7	24	0.87	neem	4.1	12
25	1.35	modar	5.3	8	25	0.4	mango	5.1	7
26	0.72	kutkara	7.9	5	26	0.35	neem	4.8	6
27	0.5	supari	7.7	8	27	0.49	neem	4.9	9



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
28	0.67	puja	7.9	8	28	0.32	tamul	4.9	3
29	0.51	supari	7	7	29	0.7	hengalu	5.4	13
30	0.41	puja	7.3	7	30	0.45	jababfal	4.5	4
31	0.73	aja	7.9	4	31	0.32	tamul	6.3	10
32	0.5	supari	8	15	32	0.34	tamul	6.8	12
33	0.51	supari	6.6	14	33	1.1	coconut	7.2	16
34	0.79	sisu	6.5	9	34	0.32	tamul	5.8	10
35	0.41	supari	6.4	8	35	0.85	hilikha	5.9	14
36	0.78	mango	6.5	10	36	0.6	neem	7.3	8
37	0.38	supari	8	15	37	1.5	sthalapadam	5.3	12
38	0.39	supari	6.4	12	38	1.15	sthalapadam	4.4	13
39	0.95	jamun	5.2	20	39	1.7	sotihana	4.5	19
40	0.72	narikol	7.9	12	40	1.25	sotihana	5.1	15
41	0.75	mango	7.9	12	41	1.2	sotihana	4.8	20
42	0.67	modar	4.6	7	42	1.6	sotihana	5	15
43	0.65	borun	4.6	6	43	1.55	sotihana	4.8	13
44	0.95	modar	4.6	5	44	4	himalu	4.7	50
45	0.45	aomlokhi	4.6	6	45	0.33	velow	7.1	2
46	1.5	narikol	8	8	46	0.6	velow	5.2	4
47	0.97	bell	4.5	8	47	0.6	velow	6.4	2
48	0.54	modar	6.3	3	48	0.4	velow	6.1	4
49	0.95	velow	6.4	12	49	0.65	velow	5.5	7
50	1.5	bell	5.7	7	50	0.35	tamul	5.7	12
51	0.75	narikol	7.3	8	51	0.37	tamul	5.5	11
52	0.39	supari	6.3	12	52	0.39	tamul	5.5	13
53	0.4	supari	6.2	15	53	0.4	tamul	5.7	14
54	1.5	kathal	7.4	7	54	0.7	tamul	6.3	17
55	1.4	puja	7.3	22	55	0.4	tamul	5.6	12
56	1.5	mango	7.2	15	56	0.37	tamul	6	14
57	0.36	supari	5.4	8	57	0.36	tamul	7.3	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
58	0.37	supari	6	6	58	0.48	much	6.2	4
59	0.38	karabi	6	3	59	0.4	neem	5.1	2
60	0.37	karabi	6.2	3	60	0.32	bamboo	6.1	19
61	1.1	mango	6.5	7	61	0.6	keso	5.3	13
62	1.7	mango	6.4	15	62	0.45	keso	5.9	11
63	1.4	ohmora	4.7	13	63	0.35	tamul	6	15
64	1.7	himalu	5.9	22	64	0.4	tamul	6.1	14
65	0.42	supari	8	15	65	0.4	tamul	6	12
66	1.5	modar	7.9	13	66	0.35	tamul	7.2	8
67	0.41	supari	7.1	15	67	0.4	much	5.5	7
68	0.43	supari	7.1	16	68	1.5	velow	6.5	21
69	0.63	jalfai	7.2	6	69	2.45	ohtenga	8	37
70	1.3	narikol	7.6	8	70	1	velow	8	15
71	0.32	modar	5.9	3	71	1.15	velow	8	24
72	0.33	much	6.2	3	72	1.2	velow	7.8	30
73	0.34	sotihana	5.9	3	73	0.4	tamul	7.2	9
74	0.75	sotihana	4.3	15	74	0.37	tamul	7.4	10
75	1.75	sotihana	4.3	17	75	0.35	tamul	7.5	11
76	0.5	velow	4.3	3	76	0.5	rintree	5.2	7
77	1.1	sthalapadam	6.4	4	77	0.45	aja	6.6	9
78	0.36	velow	5.8	3	78	0.5	rintree	5.6	8
79	0.37	much	5.5	3	79	0.44	neem	5.5	6
80	0.38	supari	7.2	8	80	1.6	much	6.6	30
81	0.97	himalu	7.9	15	81	1.3	velow	5.6	15
82	0.38	supari	7.6	13	82	0.4	tamul	6.2	10
83	0.42	velow	7.9	3	83	0.45	neem	6.6	5
84	0.57	velow	7.2	4	84	1.5	much	4.8	19
85	1.16	mango	5.4	15	85	0.5	velow	4.5	4
86	0.42	supari	4.4	15	86	1.7	velow	6.3	37
87	0.42	tenga	7.7	12	87	0.7	neem	6.7	5
88	0.65	ksow	7.3	8	88	1	puja	4.5	20



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
89	2.25	krishansura	5.4	25	89	0.65	mango	6.1	3
90	0.42	supari	7.7	20	90	0.9	much	4.4	15
91	1.2	much	5.5	20	91	1	sotihana	6	17
92	1.37	velow	5.9	23	92	1.4	much	6	35
93	1.42	velow	5.9	20	93	1.25	much	4.9	4
94	1.2	velow	8	12	94	0.55	velow	5.6	5
95	1.3	velow	8	13	95	1.65	velow	5.7	23
96	3.97	himalu	5.9	35	96	0.3	much	5.6	5
97	0.97	kathal	7.9	12	97	1.45	velow	4.8	23
98	0.71	kathal	6.2	13	98	2.6	rintree	5	42
99	0.9	kathal	6.2	12	99	1.6	velow	5.4	19
100	1.45	velow	6.3	17	100	0.4	sthalapadam	7.1	6
101	0.43	supari	7.2	11	101	0.35	sthalapadam	7.1	5
102	0.44	supari	7.2	14	102	1	velow	3.8	17
103	0.41	supari	7.2	8	103	0.32	tamul	6.5	15
104	0.91	puja	7.3	15	104	0.4	tamul	7.5	12
105	1.4	puja	7.2	13	105	1.35	much	6.5	20
106	0.41	supari	7.4	14	106	0.5	tamul	7.4	12
107	0.38	supari	7.4	8	107	0.4	mango	7.5	5
108	0.41	supari	6.4	15	108	0.55	tamul	8	14
109	0.43	supari	7.5	14	109	0.4	tamul	6.1	7
110	0.41	supari	7.2	8	110	0.5	tamul	5.9	14
111	0.42	supari	7.1	12	111	0.45	tamul	5.8	12
112	1.3	puja	7.2	30	112	0.55	tamul	5.9	13
113	0.43	supari	7.4	14	113	0.5	sanuali	6.8	9
114	0.43	supari	7.3	10	114	0.4	tamul	6.5	13
115	2.1	much	5.5	30	115	0.34	hachi	5	3
116	1.5	velow	5.3	10	116	0.6	mango	5.2	2
117	4.4	himalu	5.2	32	117	0.32	harej	5.3	2
118	0.91	much	5.9	15	118	0.35	tamul	7	17



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
119	0.92	much	5.9	12	119	0.4	tamul	7.6	18
120	0.75	velow	6.1	10	120	0.37	tamul	7	16
121	2.2	mango	5.1	17	121	0.33	hachi	7	3
122	0.75	velow	7.1	3	122	0.45	tamul	4	7
123	2.26	himalu	6.8	22	123	0.4	tamul	4.1	10
124	0.45	supari	7.7	11	124	1	kathal	4.4	17
125	0.42	supari	6.4	12	125	0.35	tamul	5.8	3
126	0.43	supari	6.4	13	126	0.65	kathal	7.4	15
127	0.41	supari	6.3	13	127	0.5	amara	7.4	4
128	1.7	ahjun	6.7	12	128	0.45	tamul	7.4	5
129	0.41	supari	7.8	15	129	0.5	tamul	6.9	25
130	1.1	hilikha	7.9	16	130	0.3	tamul	7.9	4
131	1.35	modar	5.9	12	131	0.55	tamul	7.8	23
132	0.36	velow	5.8	3	132	0.4	tamul	6.8	9
133	4.2	rintree	5.1	22	133	0.45	tamul	7.6	12
134	1.5	sotihana	5	14	134	0.4	tamul	7.6	10
135	4.2	ahat	7.1	17	135	0.4	kathal	5.1	3
136	0.42	supari	7.3	11	136	0.55	mango	5.3	4
137	0.43	supari	7.4	12	137	0.7	sthalapadam	7.2	3
138	0.31	bamboo	5.4	13	138	0.9	hilikha	6	12
139	0.92	velow	5.4	10	139	1.1	krishnsura	5.3	11
140	0.42	supari	7.8	12	140	0.5	tamul	5.5	14
141	0.41	supari	6.2	1	141	0.5	tamul	5.4	10
142	0.4	supari	6.1	11	142	0.5	tamul	5.3	12
143	0.53	velow	5	3	143	0.4	neem	4.8	4
144	0.85	velow	5.2	4	144	0.55	neem	8	8
145	0.43	supari	7.6	10	145	0.45	tamul	7.1	4
146	0.42	supari	6.5	11	146	0.6	neem	7.9	6
147	0.43	supari	6.4	12	147	0.35	sthalapadam	7.8	5
148	0.45	supari	6.4	15	148	1	neem	8	21



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
149	0.48	supari	6.4	16	149	0.4	tamul	7.4	18
150	0.36	supari	6.4	7	150	0.5	tamul	7.8	3
151	0.37	supari	6.4	6	151	0.5	baral	6.7	3
152	0.4	supari	6.4	7	152	0.55	tamul	6.6	23
153	0.4	supari	6.4	6	153	0.5	tamul	7.9	7
154	0.43	supari	6.5	12	154	0.3	sahgosh	3.4	1
155	0.41	supari	7.9	11	155	0.55	tamul	4.9	6
156	0.37	supari	6.2	4	156	0.55	omlokhi	7	7
157	2.45	rintree	5.7	22	157	1.4	baral	6.8	30
158	0.36	ksow	7.2	3	158	0.9	tamul	6.3	20
159	0.45	supari	7	12	159	0.4	dimow	6.4	7
160	0.47	supari	6.4	11	160	0.85	tamul	6.9	10
161	0.51	supari	6.4	8	161	1.35	uriyam	7.8	25
162	0.43	supari	5.2	7	162	1.55	sotihana	5.3	40
163	0.52	supari	7.8	13	163	0.8	aja	4.6	12
164	0.75	jobafal	4.8	3	164	0.4	sotihana	5.4	3
165	0.51	supari	6.7	5	165	0.75	krishnsura	5.4	5
166	0.52	supari	7.9	12	166	0.4	dimow	6.1	2
167	0.53	supari	7.8	7	167	0.55	krishnsura	5	9
168	0.54	supari	6.1	13	168	0.45	krishnsura	6.6	11
169	0.51	supari	6.1	12	169	0.35	krishnsura	6.7	13
170	0.5	supari	6.9	11	170	0.3	krishnsura	5.8	10
171	0.51	supari	6.1	13	171	0.85	baral	6.8	12
172	0.53	supari	6.8	14	172	0.6	krishnsura	4.4	8
173	0.54	supari	6.7	13	173	5	dimow	5.9	60
174	0.52	supari	6.6	12	174	0.4	banhulk	6	5
175	0.51	supari	7.2	13	175	0.95	neem	5.9	6



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
176	0.5	supari	6.3	10	176	0.4	sotihana	4.8	3
177	0.45	supari	7.7	6	177	0.4	tamul	5.1	18
178	0.46	supari	7.8	5	178	0.9	coconut	7	14
179	0.52	supari	6.6	12	179	1	coconut	5.7	17
180	0.52	supari	7.6	13	180	0.95	mango	5.8	12
181	0.58	supari	7.2	4	181	0.4	tamul	5.7	14
182	0.35	himalu	5.6	3	182	1.1	neem	5.6	25
183	0.95	neem	6.2	8	183	0.35	tamul	5.7	12
184	0.52	supari	6.9	8	184	0.4	tamul	5.8	13
185	0.5	supari	6.9	10	185	0.35	tamul	5.9	12
186	0.51	supari	8	11	186	1.5	tamul	6.1	27
187	0.92	jamun	7.9	12	187	0.35	tamul	5.4	12
188	1.1	jobafal	7.9	2	188	0.45	tamul	5.3	10
189	0.51	supari	4.3	8	189	0.4	tamul	5.2	11
190	1.2	kathal	4.7	11	190	0.37	tamul	5.3	9
191	0.95	hilikha	4.9	15	191	0.36	tamul	6.2	11
192	0.55	supari	7.5	13	192	0.37	tamul	7.1	12
193	0.48	supari	7	8	193	0.35	tamul	8	10
194	0.51	supari	7.8	12	194	0.4	tamul	7.9	12
195	0.52	supari	7.8	11	195	0.38	tamul	4.2	10
196	0.51	supari	7.8	13	196	0.36	tamul	4.1	11
197	0.5	supari	7.8	3	197	0.35	tamul	4.3	12
198	0.36	supari	8	6	198	0.4	tamul	4.4	14
199	0.48	supari	8	12	199	0.32	tamul	4.5	13
200	0.49	supari	8	13	200	0.33	tamul	5.1	15
201	0.5	supari	8	11	201	0.36	tamul	5.6	16
202	0.48	supari	7.6	15	202	0.34	tamul	5.3	9
203	0.51	supari	7.4	17	203	0.36	tamul	6.5	8
204	0.51	supari	6.8	8	204	0.35	tamul	6.2	7
205	0.5	supari	6.8	15	205	1.1	tamul	7.2	20
206	0.52	supari	6.7	10	206	0.33	tamul	7.1	10
207	0.46	supari	6.7	8	207	0.34	tamul	7.3	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
208	0.49	supari	7.5	7	208	0.37	tamul	7.9	12
209	0.45	supari	6.4	13	209	0.38	tamul	7.4	14
210	0.52	supari	8	16	210	0.39	tamul	6.4	13
211	0.51	supari	6.4	13	211	0.3	tamul	6.5	14
212	0.4	puja	8	4	212	0.32	tamul	6.6	15
213	0.5	supari	7.9	13	213	0.34	tamul	7.1	16
214	0.48	supari	6.8	8	214	0.38	tamul	7.2	14
215	0.49	supari	5.8	13	215	0.34	tamul	6.1	12
216	0.51	supari	8	10	216	0.37	tamul	6.2	13
217	0.42	supari	6.8	10	217	0.4	tamul	6.3	10
218	0.43	supari	6.7	11	218	0.95	neem	8	12
219	1.45	krishansura	2.8	14	219	0.36	tamul	5	10
220	0.42	supari	6.2	11	220	0.45	bogari	5.2	5
221	1.7	krishansura	3.4	16	221	0.35	tamul	5.2	11
222	0.42	supari	6.3	8	222	0.33	tamul	5.3	12
223	0.5	supari	6.2	17	223	0.34	tamul	5.6	10
224	0.36	supari	6.4	12	224	0.5	tamul	5.2	13
225	0.42	supari	6.3	17	225	0.45	tamul	5.3	14
226	0.52	supari	7.8	10	226	0.4	tamul	5	4
227	0.51	supari	6.8	15	227	0.45	tamul	5	15
228	0.36	supari	6.2	3	228	0.45	tamul	5.6	13
229	0.42	supari	6.2	12	229	0.4	tamul	5.7	12
230	0.51	supari	6.3	13	230	0.5	tamul	5.9	16
231	0.43	supari	6.3	14	231	0.45	tamul	7.3	14
232	0.39	supari	6.2	13	232	0.47	tamul	7.8	15
233	0.42	supari	6.3	10	233	0.44	tamul	7.8	16
234	0.55	hilikha	7.7	5	234	0.85	bogari	4.4	4
235	0.5	supari	7.4	12	235	0.45	sawali	7.3	4
236	0.51	supari	6.4	11	236	1.55	ohtenga	7.8	14
237	0.52	supari	7.3	10	237	0.5	neem	5.8	7
238	0.51	supari	6	13	238	0.45	tamul	6.1	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
239	0.53	supari	6.1	12	239	0.4	sthalapadam	4.3	2
240	0.35	krishansura	5.6	3	240	0.6	himalu	4.7	12
241	0.51	supari	4.6	12	241	0.7	sthalapadam	4	11
242	0.5	neem	4.8	3	242	0.65	sthalapadam	4.7	5
243	0.35	much	4.8	3	243	0.37	tamul	6.4	6
244	0.67	sera	4.8	7	244	0.38	tamul	6.5	12
245	0.43	supari	7.4	12	245	0.35	tamul	6.4	13
246	0.51	supari	8	15	246	0.4	tamul	6.5	14
247	0.5	supari	7.6	14	247	0.38	tamul	5.3	11
248	1.2	gomari	5.4	15	248	0.4	tamul	6.4	13
249	1.3	ohjun	5.3	16	249	0.45	tamul	6.4	16
250	0.95	sisu	5.4	13	250	0.4	tamul	6.8	14
251	0.62	bakul	5.4	8	251	0.39	tamul	7	11
252	1.2	aomlokhi	5.6	11	252	0.45	kardoi	5.8	10
253	0.37	bakul	5.3	5	253	0.4	kardoi	4.8	9
254	0.42	supari	6.7	13	254	0.35	tamul	5.1	19
255	0.54	supari	5.8	10	255	0.45	tamul	5.7	20
256	0.52	supari	6	12	256	0.4	tamul	6.7	14
257	0.5	supari	4.5	13	257	0.7	kathal	5.7	7
258	0.48	supari	4.6	14	258	0.5	tamul	4.8	4
259	0.49	supari	4.5	10	259	1.3	sthalapadam	4.1	6
260	0.52	supari	4.9	11	260	0.45	puja	4.1	10
261	0.4	supari	6.6	13	261	0.45	tamul	4.2	8
262	0.42	supari	4.5	14	262	0.4	tamul	5.8	12
263	0.42	supari	6.3	13	263	0.4	sum	4.5	3
264	0.35	supari	6.5	3	264	0.35	tamul	4.3	4
265	0.45	supari	7.5	12	265	0.35	tamul	4.1	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
266	0.96	pahariya	8	13	266	0.4	tamul	5.9	16
267	0.46	supari	7.5	13	267	0.45	tamul	5.8	14
268	0.42	supari	7.6	11	268	0.45	tamul	4.8	17
269	0.43	supari	7.6	10	269	0.35	tamul	4.6	18
270	0.52	supari	7.5	12	270	0.4	sthalapadam	4.5	7
271	0.53	supari	7.5	3	271	0.38	tamul	6.3	10
272	0.52	supari	6.2	12	272	0.45	tamul	5.1	12
273	0.42	supari	6.2	11	273	0.4	tamul	6.2	13
274	0.39	supari	6.3	13	274	0.38	tamul	5.7	14
275	0.42	supari	6.4	14	275	0.5	tamul	4.6	10
276	0.51	supari	6.5	15	276	0.4	tamul	4.8	9
277	0.55	supari	6.4	10	277	1.4	neem	4	30
278	1.2	narikol	5.4	12	278	0.4	tamul	4.6	12
279	0.56	hilikha	4.5	3	279	0.5	tamul	5.1	15
280	1.2	narikol	6.8	10	280	1.3	mango	5	25
281	1.2	modar	6.3	13	281	0.55	neem	4.8	5
282	0.35	supari	6.3	12	282	0.4	tamul	5.8	12
283	0.4	supari	6.3	13	283	0.5	tamul	6	13
284	0.42	supari	6.3	8	284	0.4	tamul	7.9	8
285	0.43	supari	6.3	11	285	0.45	tamul	8	9
286	1.2	puja	6.4	15	286	0.35	panial	7.5	3
287	0.42	supari	6.2	12	287	0.35	neem	8	3
288	0.51	supari	6.2	18	288	1.5	amara	5.3	15
289	0.53	supari	6.2	12	289	1	tamul	5.3	7
290	0.54	supari	6.2	13	290	0.85	neem	4.1	1
291	0.42	supari	6.3	12	291	0.75	tamul	7	12
292	1.7	mango	8	20	292	0.35	tamul	5	2
293	0.37	supari	6	3	293	0.4	tamul	4.4	11
294	0.38	supari	4.9	8	294	0.35	tamul	4.4	12
295	0.42	supari	4.6	7	295	0.35	tamul	6.1	13
296	0.43	supari	4.6	10	296	0.4	tamul	7.4	11
297	0.44	supari	4.6	13	297	0.32	tamul	8	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
298	0.57	supari	5.2	15	298	0.38	tamul	6.7	16
299	0.5	supari	4.5	10	299	0.4	tamul	5.9	13
300	0.48	supari	4.5	14	300	0.45	tamul	7.2	15
301	0.53	supari	7.2	13	301	0.4	tamul	5.8	14
302	0.42	supari	7.2	3	302	0.45	tamul	4.8	12
303	0.43	supari	5.8	8	303	0.35	tamul	5	10
304	0.52	supari	5.7	14	304	0.4	tamul	5.9	12
305	0.41	supari	6.1	12	305	0.45	tamul	6	9
306	0.4	supari	6	13	306	0.3	omlokhi	5.3	8
307	0.42	supari	6.1	11	307	0.4	tamul	6.4	7
308	0.55	bogari	4.7	3	308	0.37	tamul	6.8	14
309	0.42	supari	4.7	13	309	0.38	tamul	7.8	12
310	0.55	supari	6.5	14	310	0.4	tamul	4.9	11
311	0.53	supari	6.2	15	311	0.4	tamul	4.8	12
312	0.36	supari	6.8	4	312	0.38	tamul	8	15
313	0.45	supari	4.6	12	313	0.4	tamul	6.4	10
314	0.46	supari	4.7	13	314	0.33	tamul	5	8
315	0.51	supari	4.7	11	315	0.39	tamul	6.2	12
316	0.53	supari	6.8	4	316	0.42	tamul	7	14
317	0.43	supari	6.7	8	317	0.4	tamul	7.4	14
318	0.42	supari	6.7	6	318	0.7	kathal	4.4	12
319	0.45	supari	5.1	10	319	0.35	amara	4.9	3
320	0.45	supari	4.9	9	320	0.35	tamul	4.1	3
321	0.51	supari	5.2	25	321	0.8	kathal	6.5	12
322	0.4	supari	5.2	10	322	0.38	tamul	5.2	10
323	0.48	supari	5.7	26	323	0.4	tamul	5.9	11
324	0.49	supari	5.7	19	324	0.48	tamul	5.8	12
325	0.41	supari	5.6	18	325	0.35	tamul	6.8	10
326	1	bangaliana	4.2	8	326	0.45	tamul	7.8	13
327	0.39	supari	5.9	11	327	0.35	tamul	4.7	9
328	0.37	supari	7.2	14	328	0.4	tamul	7.6	10
329	0.4	supari	6.2	15	329	0.35	tamul	6.2	14



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
330	0.36	supari	4.8	12	330	0.38	tamul	4.7	9
331	0.35	supari	4.8	12	331	0.55	tamul	4.6	12
332	0.39	supari	4.8	12	332	0.5	tamul	5.2	10
333	4	aomlokhi	6.2	7	333	0.53	tamul	4.5	12
334	0.4	supari	4.8	12	334	0.4	tamul	6.7	14
335	0.39	supari	4.9	13	335	0.4	tamul	7.7	13
336	0.6	supari	6.3	25	336	0.42	tamul	7.6	12
337	0.85	mango	7.3	20	337	0.4	mango	7.5	7
338	0.52	supari	5.2	20	338	0.5	tamul	5.1	15
339	0.4	supari	6.3	12	339	0.4	tamul	5.8	12
340	0.53	supari	5.5	18	340	0.5	dimow	6.3	6
341	0.52	supari	6.9	15	341	0.48	neem	7.8	5
342	0.82	bogari	7.3	9	342	0.3	sthalapadam	6.3	3
343	1.3	gomari	4.9	28	343	0.4	tamul	7.9	12
344	0.7	gomari	4.9	22	344	0.5	tamul	7	15
345	0.5	supari	4.9	25	345	0.42	tamul	7.2	14
346	0.39	supari	7.9	22	346	0.4	tamul	6.9	13
347	0.42	supari	5.8	23	347	0.35	tamul	6.8	11
348	0.4	supari	7.3	21	348	0.42	tamul	5.6	10
349	0.4	supari	7.2	12	349	0.46	pithakawa	5.4	7
350	0.38	supari	5.6	16	350	0.35	much	5.7	8
351	0.42	supari	6.1	16.00	351	0.34	tamul	6.9	10
352	0.56	supari	6.5	20	352	0.4	pithakawa	6.7	8
353	0.55	supari	5.2	19	353	0.32	bamboo	3.7	19
354	0.5	supari	8	20	354	0.5	sthalapadam	7.1	7
355	0.49	supari	5.7	18	355	0.4	sthalapadam	6.2	5
356	0.4	supari	6.6	17	356	0.8	mada	4.5	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
357	0.5	devdaru	5.5	9	357	0.42	tamul	5	14
358	0.62	supari	6.1	25	358	0.45	tamul	5.2	13
359	0.42	supari	8	16	359	0.4	tamul	6.3	12
360	0.58	devdaru	4.9	8	360	0.35	tamul	7	3
361	0.57	devdaru	4.9	9	361	0.5	tamul	6.5	4
362	0.3	supari	4.9	7	362	0.75	tamul	4.8	12
363	0.44	supari	5.1	20	363	0.5	tamul	5.1	10
364	0.44	devdaru	4.9	9	364	0.42	tamul	5.2	11
365	0.45	supari	5.1	20	365	0.4	tamul	6.6	13
366	0.5	devdaru	4.2	8	366	0.85	neem	7	6
367	0.45	supari	4.5	16	367	1	sthalapadam	4.1	7
368	0.32	supari	5	4	368	1.1	sthalapadam	4.2	12
369	0.4	supari	5.5	15	369	0.4	tamul	4.3	9
370	0.42	supari	4.5	10	370	0.95	gomari	5.9	11
371	0.43	supari	4.8	15	371	0.8	bogari	5.4	12
372	0.58	devdaru	4.8	10	372	0.32	neem	4.2	3
373	0.41	supari	8	12	373	0.35	tamul	7.8	10
374	0.42	supari	7.9	11	374	0.4	tamul	7.9	12
375	0.41	supari	6.8	8	375	0.5	tamul	6.9	11
376	0.42	supari	6.8	11	376	0.52	tamul	7.2	14
377	0.4	supari	4.5	15	377	0.47	tamul	7.3	13
378	0.41	supari	4.6	14	378	0.4	tamul	7.9	14
379	0.42	supari	4.6	13	379	0.38	tamul	7.8	12
380	0.41	supari	4.7	15	380	0.34	puja	7.4	5
381	0.42	supari	6.8	13	381	0.4	tamul	7.8	12
382	0.45	supari	5.4	17	382	1.6	mada	5.7	10
383	0.41	supari	4.2	8	383	1.8	kathal	4.6	14
384	0.42	supari	5.2	13	384	0.4	tamul	5.1	10
385	0.43	supari	5.2	10	385	0.4	neem	4.9	5
386	0.4	supari	5.5	13	386	0.35	neem	5	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
387	0.51	supari	5.9	14	387	0.37	sthalapadam	5.4	6
388	0.4	supari	5.4	8	388	0.35	tamul	5	13
389	0.41	supari	5.4	12	389	2.4	ahat	4	50
390	0.35	jobafal	5.2	3	390	0.34	tamul	5.9	8
391	0.42	supari	5.6	12	391	0.39	tamul	6.6	7
392	0.43	supari	5.9	13	392	0.38	tamul	4.9	12
393	0.45	supari	5.9	15	393	0.35	tamul	6.4	11
394	0.41	supari	5.8	12	394	0.5	tamul	6.3	10
395	0.85	ohmora	4.9	4	395	0.4	tamul	6.4	9
396	0.45	supari	7	13	396	0.4	tamul	6.5	8
397	0.41	supari	7.2	14	397	0.45	tamul	6.3	7
398	0.43	supari	7.1	11	398	0.42	tamul	5.4	6
399	0.45	supari	7.1	13	399	0.35	tamul	5.3	11
400	0.42	modhari	7.2	4	400	0.4	tamul	5.2	12
401	0.9	gomari	5.6	4	401	0.9	neem	5.6	11
402	1.4	ohmora	7.2	15	402	0.4	tamul	7.4	10
403	0.4	supari	7	12	403	0.3	madhuri	4.2	9
404	0.42	supari	5.3	13	404	0.6	mango	5.2	9
405	0.62	supari	7.5	16	405	0.4	tamul	5.3	11
406	4	supari	8	10	406	0.5	velow	5.4	3
407	0.42	supari	5.5	15	407	0.7	velow	5.6	7
408	0.41	ksow	5.5	3	408	0.4	much	5.3	6
409	0.42	supari	6.2	10	409	0.5	much	5.4	8
410	0.43	supari	6.2	8	410	0.45	much	5.5	7
411	0.36	bamboo	6.3	17	411	0.32	bamboo	5.2	11
412	1.15	puja	6.6	5	412	1.7	himalu	5.4	37
413	0.41	supari	6.5	8	413	0.37	neem	6.2	4
414	0.42	supari	7.9	11	414	0.65	neem	5.8	7
415	0.35	neem	5.9	4	415	0.38	neem	5.7	2
416	1.1	modar	6	5	416	0.5	neem	7.1	5
417	0.35	sthalapadam	6.1	4	417	0.35	velow	7	3



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
418	0.4	supari	5.1	12	418	1.7	ohtenga	7.6	32
419	0.51	supari	6.2	4	419	2.1	much	7.8	37
420	0.41	supari	7.5	3	420	0.35	tamul	7.1	13
421	0.4	supari	7.1	10	421	0.4	tamul	7	12
422	0.48	supari	7.8	4	422	0.38	tamul	7.3	11
423	0.5	supari	5.5	13	423	0.8	uriyam	6.2	10
424	0.41	supari	7.3	12	424	0.8	puja	7.4	15
425	0.4	modhari	7.2	4	425	0.9	kathal	6.8	14
426	0.42	supari	7.6	4	426	0.35	tamul	6.7	11
427	0.52	sthalapadam	5.9	3	427	0.65	jamun	6.6	10
428	0.62	velow	5.4	3	428	0.3	tamul	6.7	11
429	0.58	velow	6.2	3	429	0.98	hilikha	5.2	12
430	1.2	much	5.8	2	430	0.35	nahar	5.3	10
431	0.58	ksow	6.4	4	431	0.3	tamul	5.7	11
432	0.42	supari	7.8	11	432	0.34	tamul	5.1	12
433	2.75	rintree	6.2	20	433	1.5	neem	5.2	15
434	1.5	ahjun	6.9	13	434	0.4	tamul	7.8	12
435	0.41	supari	7.9	14	435	0.38	tamul	7.6	11
436	0.58	velow	7.6	10	436	0.4	tamul	5.2	9
437	0.62	much	6.9	5	437	1.1	kathal	5.3	13
438	0.75	modar	6	12	438	0.37	tamul	7.1	12
439	0.95	much	6.3	8	439	0.38	tamul	6.2	9
440	1.3	modar	6.2	8	440	0.65	velow	6.3	10
441	0.97	much	6.2	10	441	0.4	tamul	5.7	11
442	0.45	much	5.9	4	442	0.39	tamul	5.8	10
443	0.95	aja	5.9	5	443	0.36	tamul	6.3	12
444	0.41	supari	7.8	13	444	0.34	tamul	5.8	7
445	0.42	supari	7.8	15	445	0.4	neem	5.7	11
446	0.55	much	5.2	2	446	0.45	ragu	6	12
447	0.43	supari	8	15	447	0.9	gomari	6.1	11
448	0.44	supari	8	13	448	1.4	mango	7	15
449	0.45	supari	5.6	12	449	0.3	bamboo	4	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
450	0.43	supari	7.3	15	450	0.9	neem	5	14
451	0.44	supari	7.3	6	451	0.45	nahar	7.2	10
452	0.45	supari	7.2	10	452	0.5	mango	7.3	11
453	0.41	supari	6.5	12	453	2.3	bomgosh	6	11
454	1.2	sisu	5.4	25	454	0.9	puja	6	11
455	0.42	supari	6.5	12	455	0.9	velow	5.9	11
456	0.43	puja	6.9	17	456	0.6	velow	8	10
457	0.4	bamboo	4.2	20	457	3.2	lai	4.9	13
458	0.9	ohmora	3.6	8	458	0.5	supari	7.9	9
459	0.38	supari	3.6	13	459	0.9	coconut	7.5	5
460	0.37	supari	3.6	14	460	0.5	coconut	5.8	3
461	0.41	supari	3.5	15	461	0.4	devdaru	5.8	6
462	0.42	supari	4	13	462	0.7	pain	7.7	7
463	0.43	supari	4.8	15	463	1.1	hewali	7.2	10
464	0.41	supari	4.3	12	464	3	ahat	6.1	15
465	0.4	supari	4.9	13	465	0.9	hilikha	7	14
466	0.42	supari	6.9	15	466	0.4	aja	5.2	6
467	0.41	supari	6.9	13	467	1.1	nahar	5.8	11
468	0.38	supari	7.9	5	468	0.35	supari	5.4	6
469	0.42	supari	4.1	12	469	0.45	supari	5.1	5
470	0.41	supari	4.1	12	470	0.6	neem	8	6
471	0.38	supari	4.1	13	471	1.2	hewali	6.3	12
472	0.39	supari	4.1	12	472	1.25	puja	8	15
473	0.47	supari	4.1	10	473	1.15	velow	6.8	13
474	0.42	supari	4.2	11	474	1.75	velow	5.3	6
475	0.4	supari	4.2	13	475	1.8	velow	4.7	10
476	0.52	supari	4.1	12	476	2.2	velow	7.3	8
477	0.5	supari	4.2	11	477	4.2	ohtenga	7.9	14
478	0.48	supari	4.8	10	478	1.1	velow	5.9	9
479	0.42	supari	4.8	13	479	1.7	velow	5.9	12
480	0.41	supari	5.2	15	480	1.9	velow	5.5	4
481	0.42	supari	5.3	12	481	0.7	bohot	5.6	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
482	0.43	supari	6.2	15	482	0.5	much	5.5	6
483	0.43	supari	4.2	10	483	0.5	much	5.5	7
484	0.47	supari	4.2	12	484	1.1	velow	5.6	12
485	0.48	supari	4.2	13	485	2.4	ahat	6.8	16
486	0.4	supari	5.3	12	486	0.35	much	7.2	8
487	0.41	supari	5.3	5	487	0.47	supari	8	11
488	0.45	supari	4.9	13	488	0.5	supari	8	10
489	0.48	supari	4.2	12	489	0.4	supari	6	9
490	0.42	supari	4.5	12	490	0.35	supari	6	5
491	0.45	supari	6.3	12	491	0.45	supari	7.8	7
492	0.41	supari	6.3	13	492	0.4	supari	7.7	10
493	0.42	supari	7.2	12	493	0.35	supari	7	10
494	0.59	supari	8	15	494	0.25	bamboo	7.6	17
495	0.42	supari	4.5	12	495	0.5	supari	8	14
496	0.45	supari	5.3	13	496	0.5	supari	8	15
497	0.46	supari	5.3	12	497	0.9	coconut	8	13
498	0.52	supari	5.3	15	498	0.4	supari	8	9
499	0.48	supari	5.3	10	499	1.2	neem	6.7	17
500	0.42	supari	5.4	11	500	1	coconut	7.5	12
501	0.41	supari	4.3	8	501	0.6	supari	7.4	10
502	3.9	ahat	6.3	20	502	2.2	sotihana	5.1	6
503	1.35	ahat	5.8	13	503	0.7	supari	7.5	10
504	1.25	aomlokhi	4.5	7	504	0.65	supari	7.5	8
505	0.4	supari	5.6	8	505	0.4	supari	7.9	10
506	0.42	supari	7.9	10	506	0.4	supari	8	10
507	0.43	supari	7.8	11	507	0.5	phul	5.5	5
508	0.4	supari	6.9	12	508	0.9	puja	6	7
509	1.4	jobafal	4.2	3	509	0.3	madhuri	6.5	4
510	0.42	supari	4.3	12	510	1	sum	8	12
511	0.43	supari	4.2	13	511	2.9	sum	6	11
512	0.62	jobafal	3.9	3	512	0.85	sum	7.6	13
513	0.45	supari	6.3	12	513	0.6	sum	8	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
514	0.41	supari	7.2	13	514	0.5	sum	8	10
515	0.42	supari	6.3	12	515	0.4	dimow	3.4	5
516	0.43	supari	7.2	13	516	0.45	dimow	6.2	9
517	0.42	supari	6.3	14	517	0.5	supari	6.4	8
518	0.37	sotihana	4.6	22	518	0.4	supari	7.3	5
519	0.39	sotihana	4.8	8	519	0.4	supari	7.4	4
520	3.1	ahat	4.9	15	520	0.4	supari	7.2	9
521	1	narikol	7.8	10	521	0.35	supari	7.2	5
522	0.52	karobi	7.0	2	522	0.4	supari	4.7	6
523	0.35	modhari	5.1	4	523	0.35	supari	4.6	7
524	0.41	supari	5.6	12	524	0.35	madhuri	7.6	6
525	0.42	supari	5	12	525	0.55	supari	4.3	14
526	0.42	supari	5.6	13	526	0.35	supari	4.1	4
527	0.41	heyali	5.2	3	527	0.3	supari	4.4	11
528	0.45	supari	6.3	12	528	0.5	supari	4.4	7
529	0.52	much	8	13	529	0.3	supari	4.3	5
530	3.5	ahat	4.1	20	530	0.6	supari	3.3	11
531	2.2	sah	7	12	531	0.5	supari	3.3	11
532	1.1	ahat	5.3	20	532	0.45	supari	4.6	12
533	0.6	neem	7	15	533	0.5	supari	3.9	10
534	0.4	supari	7.3	12	534	0.35	supari	4.6	9
535	0.4	supari	6.5	12	535	0.4	supari	3.7	10
536	0.5	bakul	6.2	10	536	0.5	supari	5.6	12
537	0.3	supari	5.6	13	537	0.4	supari	5.6	12
538	0.3	modhari	6.2	9	538	0.7	kathal	6.6	10
539	0.4	supari	5.4	13	539	0.3	supari	7.4	9
540	1.1	sum	5.5	15	540	0.55	supari	6	12
541	0.3	mas	5.6	11	541	0.5	supari	4	13
542	0.67	aja	5.7	11	542	0.5	supari	4.9	13
543	0.3	aja	5.7	7	543	0.5	supari	4.8	14
544	0.55	velow	5	11	544	0.5	supari	4.2	10
545	0.5	velow	5.1	8	545	0.45	supari	4.1	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
546	0.45	sah	6.1	12	546	0.45	supari	4.3	10
547	1.65	velow	6.4	20	547	0.5	supari	4.5	11
548	0.5	velow	6.1	15	548	0.8	nahar	5.7	9
549	1.2	baran	7.3	20	549	0.5	supari	7.6	12
550	1	baran	6.3	11	550	0.4	supari	4.2	10
551	0.4	supari	6	10	551	0.5	supari	6	12
552	0.5	supari	5	9	552	0.45	supari	4.3	11
553	0.75	sah	7.5	12	553	0.5	supari	4.2	12
554	0.5	supari	7.5	13	554	0.5	supari	5.7	13
555	0.5	supari	7.6	18	555	0.45	supari	5.5	7
556	0.5	supari	5.2	17	556	0.5	supari	5.7	11
557	0.5	hangalo	4.8	10	557	1.4	kathal	4.5	12
558	0.63	hangalo	5.2	10	558	0.5	supari	4.6	10
559	0.3	sum	7.5	9	559	0.5	supari	6.1	12
560	0.4	supari	4.9	10	560	0.5	supari	7.2	13
561	0.5	supari	7.4	11	561	2.1	mango	5.4	16
562	0.6	dimow	7.2	12	562	0.45	supari	6.3	13
563	0.5	supari	5.4	11	563	0.5	supari	8	10
564	0.5	supari	5.2	11	564	0.9	puja	3.8	8
565	0.3	hangalo	4.2	11	565	0.8	puja	4.6	9
566	0.3	sum	4.8	9	566	0.4	supari	6.7	9
567	1.1	bakul	4.7	12	567	0.4	supari	7.1	10
568	0.6	ahjun	3.8	12	568	0.35	supari	7.8	11
569	1.2	hilikha	3.9	15	569	0.9	ukliptus	8	9
570	2.1	mango	4.3	16	570	0.95	omlikhi	7.5	10
571	0.5	aja	5.2	9	571	0.5	supari	8	12
572	0.3	supari	3.5	8	572	0.5	supari	7.4	12
573	1	sum	4	15	573	0.86	omlikhi	7.2	8
574	0.4	supari	3.7	12	574	1.1	tal	7.3	10
575	0.45	supari	3.8	12	575	0.4	supari	6.8	10
576	0.9	ahjun	5.8	9	576	0.6	mango	4.4	7
577	1.2	sum	6.2	9	577	0.35	supari	6.5	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
578	0.9	hua	6.4	9	578	0.4	supari	6.8	9
579	1.5	bayal	6	11	579	0.5	mango	6.5	4
580	1.1	sum	6.1	13	580	0.55	supari	6.7	11
581	0.53	karabi	3.7	8	581	0.5	supari	6.3	12
582	0.3	bogari	3	9	582	0.4	supari	6.3	9
583	0.35	hilikha	3.4	9	583	0.45	supari	8	11
584	1	ahjun	3.9	10	584	0.3	supari	8	9
585	1.4	ahjun	3.9	11	585	0.4	supari	8	10
586	0.95	mango	4.2	12	586	0.35	supari	8	10
587	0.8	neem	4.8	12	587	0.5	supari	7	7
588	0.4	supari	6	15	588	0.3	supari	6.7	6
589	0.45	amara	4.5	11	589	0.4	supari	5.9	5
590	0.5	supari	6.5	11	590	0.4	supari	6.5	5
591	0.5	supari	6.4	15	591	0.5	supari	6.5	10
592	0.3	supari	7.8	12	592	0.55	supari	4.7	10
593	0.4	supari	7.9	12	593	0.4	supari	6.8	8
594	0.5	supari	7.8	11	594	0.3	supari	6.8	4
595	0.5	supari	8	13	595	0.5	supari	4.7	10
596	0.5	supari	7.6	12	596	0.3	supari	5.2	7
597	0.4	supari	6.7	13	597	0.5	supari	5.2	9
598	0.4	supari	3.7	10	598	0.55	neem	6.6	5
599	0.4	supari	5.5	13	599	0.9	amara	5	9
600	0.4	velow	4.2	8	600	0.66	supari	3.9	7
601	4	bakul	8	40.10	601	0.9	amara	5	10
602	0.3	velow	7.5	12	602	0.4	karabi	5	5
603	0.35	baral	7.6	16	603	0.5	karabi	5.2	7
604	5	baral	7	16	604	0.35	joba	5.2	5
605	1.1	himalu	6.3	17	605	0.3	joba	5.2	7
606	3	baral	6.8	12	606	1	sotihana	5.2	12
607	0.7	sara	6.5	9	607	0.6	rintree	6.4	11
608	0.5	sara	6.5	12	608	0.8	hilikha	5.5	12
609	0.95	sotihana	5.9	12	609	2.2	ahat	5	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
610	0.5	sotihana	5.5	11	610	0.55	supari	4.8	7
611	0.45	supari	7.3	12	611	0.9	coconut	5.8	10
612	0.7	kathal	5.8	16	612	1.2	arjun	4.9	15
613	0.5	supari	4.4	12	613	1.1	velow	5	17
614	0.52	supari	4.5	10	614	0.45	velow	4.3	5
615	0.45	supari	4.5	12	615	1	mada	6.2	18
616	0.5	supari	4.6	11	616	0.8	neem	6.1	6
617	0.45	supari	7.2	12	617	131	velow	6.4	12
618	0.5	supari	7.9	11	618	0.35	sum	6.7	5
619	0.45	supari	5.5	15	619	0.4	puja	6.9	7
620	0.5	supari	4.1	15	620	1.9	sotihana	6.4	23
621	0.5	supari	3.8	15	621	0.45	huya	7.4	4
622	0.5	supari	5.4	15	622	0.6	sotihana	6.4	2
623	0.5	supari	5.5	14	623	2.85	sotihana	5.9	30
624	0.5	supari	5.1	15	624	2.9	ahat	5	33
625	0.5	supari	7.7	13	625	3.9	ahat	5.2	40
626	0.5	supari	6.8	10	626	0.39	baral	5.9	2
627	0.52	supari	5.8	15	627	1.2	velow	6	18
628	0.54	supari	4.8	10	628	0.8	velow	5.8	3
629	0.5	sara	5.5	5	629	1.2	bogari	6.8	15
630	0.3	kasaoce	3.5	15	630	0.6	kutkara	6.3	3
631	0.5	supari	3.3	8	631	0.35	baral	4.9	3
632	0.45	supari	4	15	632	0.37	neem	7.4	2
633	0.5	supari	5.9	13	633	1.5	puja	4.2	8
634	0.5	supari	6.6	12	634	0.8	velow	4.5	4
635	0.5	supari	6.5	14	635	0.9	velow	4.4	5
636	2.95	kathal	6.1	5	636	0.5	kutkara	4.6	3
637	0.3	kasaoce	3.8	13	637	0.8	velow	7	3
638	0.5	supari	4.6	12	638	0.35	velow	7.3	4
639	0.5	supari	4.1	10	639	1.55	velow	5.2	13
640	0.6	tenga	4.5	11	640	0.55	velow	6	2
641	0.5	supari	7.4	13	641	0.4	velow	5.8	3



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
642	0.5	supari	4.4	15	642	0.55	velow	5.9	5
643	0.35	supari	4.3	14	643	0.5	velow	6	6
644	0.4	supari	7.3	10	644	1.3	velow	4.7	17
645	0.45	supari	6	11	645	0.7	velow	6.5	4
646	0.5	supari	4.7	12	646	0.45	velow	6.6	5
647	1.5	puja	4.3	8	647	1.2	velow	4.8	20
648	0.5	supari	6.5	7	648	1	velow	4.5	18
649	0.54	supari	7.3	12	649	1.4	baral	4.7	17
650	0.4	supari	4.8	11	650	1	velow	5.1	16
651	0.5	supari	4.8	10	651	0.9	baral	5.2	17
652	0.45	supari	4.2	13	652	0.4	velow	4.1	4
653	0.5	supari	5.6	14	653	0.8	velow	4.4	14
654	0.5	supari	7.1	11	654	0.4	velow	4.1	2
655	0.5	supari	5.8	10	655	0.5	velow	4.3	4
656	0.5	supari	7.1	15	656	0.45	velow	4.5	5
657	0.5	supari	7.9	10	657	0.4	velow	4.7	4
658	0.5	supari	7	10	658	0.39	neem	5.1	3
659	0.3	karabi	4.7	12	659	0.4	velow	5.2	5
660	1.1	puja	5.1	12	660	0.5	velow	4.8	4
661	0.5	supari	4.9	11	661	0.98	velow	5.1	16
662	0.45	supari	3.5	10	662	0.7	baral	5.3	14
663	0.5	supari	4.4	9	663	0.35	velow	5	4
664	4	kathal	6.3	15	664	1.3	velow	5.7	18
665	0.5	supari	4.2	11	665	0.7	velow	4.7	13
666	0.5	supari	4.9	8	666	0.6	bogari	4.9	8
667	0.5	supari	6.6	12	667	1.1	velow	5	24
668	0.4	supari	4.6	11	668	1.5	velow	5.5	30
669	0.5	supari	4.2	9	669	0.8	velow	4.5	8
670	0.5	supari	4.2	8	670	0.45	velow	4.6	2
671	0.5	supari	5.6	9	671	0.42	velow	4.1	7
672	0.5	supari	4.7	8	672	0.57	bogari	4.5	4
673	0.4	supari	5.6	9	673	0.55	velow	6.9	5



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
674	0.45	supari	6.1	10	674	0.6	velow	4.4	10
675	0.47	supari	7.4	11	675	1.3	velow	4.3	18
676	0.5	supari	7.4	12	676	1	velow	4.6	14
677	0.5	supari	5.7	13	677	1.4	rintree	5.3	20
678	0.4	supari	4.5	10	678	1.1	velow	5.4	13
679	0.5	supari	4.1	11	679	0.9	velow	5.7	11
680	0.4	supari	4.1	9	680	1.1	velow	6.3	16
681	0.5	supari	7.4	11	681	1	velow	5.7	17
682	0.5	supari	4	10	682	0.5	velow	5.9	2
683	0.5	supari	4.1	12	683	1	velow	5.5	16
684	0.5	supari	4.1	11	684	0.6	velow	5.7	3
685	0.4	supari	6.5	12	685	0.6	velow	5.8	4
686	0.4	supari	6.1	11	686	0.4	velow	5.6	2
687	1.1	kathal	6.6	13	687	1.3	velow	6.4	18
688	0.4	supari	7.6	14	688	0.9	velow	5.6	5
689	0.4	supari	5.1	15	689	1.5	arjun	8	16
690	0.4	supari	4.6	12	690	0.7	velow	5.2	2
691	0.5	supari	5.3	8	691	0.8	sotihana	4.9	3
692	0.5	supari	6.3	10	692	0.9	velow	6.7	5
693	0.4	supari	6.3	11	693	0.98	baral	7.3	8
694	1.1	puja	6.3	12	694	0.4	sthalapadam	6.6	3
695	0.4	supari	7.4	9	695	1.4	velow	5.1	25
696	2.6	hilikha	6.1	13	696	1.3	velow	4.7	23
697	0.5	supari	8	10	697	0.95	puja	5.2	2
698	0.5	supari	8	11	698	0.85	velow	8	15
699	4.4	jamun	6.4	13	699	0.8	neem	5.5	5
700	0.5	supari	7.4	10	700	2.4	rintree	4.2	40
701	0.4	supari	7.7	10	701	1.9	rintree	4.3	4
702	1	sum	7.3	16	702	1.4	velow	4.3	17
703	0.5	supari	7.3	10	703	1.2	velow	4.4	18
704	0.4	supari	7.3	10	704	1.3	velow	7.5	16
705	0.36	ohmara	4.6	2	705	2.3	himalu	8	35



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
706	0.98	aja	5.9	15	706	1.5	velow	7.9	14
707	0.8	huya	5.2	4	707	2.1	sotihana	7.6	28
708	0.42	velow	7.9	2	708	2.2	himalu	7	45
709	0.55	sotihana	5.3	2	709	0.9	velow	6	2
710	2.2	sotihana	4.6	17	710	0.75	velow	6.1	2
711	0.72	ohmara	3.9	2	711	2.7	rintree	6.8	34
712	0.45	velow	5.2	2	712	0.75	velow	7.5	12
713	0.55	hilikha	8	3	713	1.85	much	8	23
714	1.2	bogari	7.1	5	714	2.35	ragu	7.9	27
715	1.3	velow	7.5	11	715	0.7	neem	7.7	8
716	1	velow	5.2	9	716	0.4	tamul	7.9	11
717	1	velow	5	4	717	0.34	tamul	6.1	9
718	0.9	velow	4.2	2	718	1.6	velow	6.4	24
719	0.65	dimow	5.2	4	719	1.2	velow	5.7	19
720	0.52	kutkara	4.7	3	720	0.9	puja	7.4	12
721	3.9	ahat	5.8	20	721	1.55	sotihana	5.6	15
722	1.2	sotihana	4.9	12	722	0.35	tamul	6.3	13
723	0.6	kutkara	4.9	7	723	0.55	gomari	7.9	10
724	0.35	jamun	4.2	3	724	0.37	much	8	7
725	1.9	sotihana	4.1	17	725	0.35	sum	6.2	10
726	2.1	huya	6.5	13	726	0.5	sotihana	4.1	11
727	0.4	velow	3.9	3	727	0.45	sotihana	4.3	9
728	0.37	huya	4.5	2	728	0.6	velow	5.7	5
729	0.6	velow	5.9	1	729	1.6	sthalapadam	4.1	10
730	0.96	velow	4.9	3	730	1.4	sthalapadam	4.4	11
731	2.85	sotihana	4.8	12	731	0.45	tamul	4.7	12
732	0.62	velow	3.8	1	732	0.4	tamul	4.5	14
733	0.45	huya	4.1	2	733	0.5	tamul	4.2	11
734	0.91	velow	2.6	3	734	0.51	tamul	4.3	10
735	1.1	velow	5.9	8	735	0.45	tamul	4.1	15
736	0.51	huya	7.7	4	736	0.4	tamul	4.6	13



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
737	1.6	huya	6.1	5	737	0.44	tamul	4.8	12
738	5.37	puja	6.3	13	738	0.45	tamul	5	10
739	0.8	velow	5.1	5	739	0.4	tamul	5.3	11
740	0.65	puja	6.9	1	740	0.43	tamul	4.8	9
741	1.2	aja	6.9	3	741	0.3	bamboo	5.4	12
742	0.39	huya	6.2	2	742	0.4	bamboo	7.2	17
743	1.2	velow	4.4	15	743	0.4	bamboo	7.8	16
744	1.26	velow	5.4	12	744	0.65	mango	7.4	9
745	1.2	velow	5.2	13	745	0.9	velow	5	14
746	1.1	velow	5.4	10	746	0.45	velow	5.1	4
747	1.3	velow	5.5	9	747	0.5	velow	5.4	5
748	0.82	velow	6.4	7	748	0.55	sthalapadam	7.2	2
749	1.1	velow	4.5	8	749	0.8	sthalapadam	7.3	6
750	3	rintree	7	21	750	1.8	much	7.4	21
751	2.8	rintree	4.3	20	751	0.4	much	6.9	5
752	2.8	rintree	7.1	22	752	0.5	much	6.7	7
753	2.8	rintree	4.6	18	753	0.3	much	6.1	6
754	2.85	rintree	7.1	15	754	0.85	much	5.1	13
755	0.51	velow	4.6	4	755	0.65	much	5.9	7
756	0.95	velow	4.3	6	756	0.7	dimow	6.9	8
757	0.87	jamun	5.1	7	757	0.4	much	6	3
758	1.2	velow	4.6	8	758	0.4	baral	5.7	4
759	1.25	velow	4.3	1	759	0.5	sotihana	5.4	6
760	1.35	velow	4.4	12	760	0.5	baral	5.8	7
761	1.2	huya	6	7	761	0.4	much	6.1	5
762	0.81	hilikha	5.4	8	762	1.3	much	4.4	23
763	0.41	supari	5.4	9	763	1.1	rintree	5	15
764	0.92	himalu	4.2	27	764	0.65	velow	5.4	4
765	2.4	puja	3.7	17	765	0.45	much	4.3	5
766	2.7	rintree	6.4	18	766	0.97	baral	6.1	16
767	2.9	himalu	4.4	20	767	3.6	rintree	5	50



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
768	1.77	velow	4.5	10	768	2	rintree	4.7	30
769	0.65	ohmara	53	6	769	0.7	velow	6.6	10
770	3.25	rintree	4.8	20	770	0.58	baral	6.4	11
771	1.9	nahora	6.8	12	771	0.4	baral	6.3	10
772	2.1	nahora	6.7	13	772	1.1	bogari	6.5	12
773	0.43	supari	6.9	12	773	0.4	much	7.3	8
774	0.95	puja	6.9	13	774	0.98	himalu	7.3	2
775	0.85	ohmara	7	12	775	0.4	tamul	8	10
776	0.43	supari	7	13	776	0.4	kathal	7.7	6
777	1.1	rintree	5.9	10	777	0.5	tamul	7.6	14
778	0.42	supari	7.2	12	778	0.4	mango	7.7	10
779	0.43	supari	7.9	11	779	0.32	neem	7.6	6
780	0.42	supari	8	11	780	0.45	tamul	7.8	12
781	0.43	supari	8	12	781	0.32	nahar	7.7	8
782	0.56	velow	8	8	782	0.5	sum	7.1	2
783	0.35	bamboo	4.6	8	783	0.98	hilikha	7.4	15
784	1.1	narikol	5.2	8	784	0.4	tamul	7.5	16
785	0.41	supari	7.8	7	785	0.7	hilikha	7.3	14
786	0.42	supari	7.9	12	786	0.4	tamul	8	13
787	0.39	supari	5.1	11	787	0.45	tamul	6.3	10
788	0.41	supari	5.2	12	788	0.4	baral	5.9	5
789	0.4	supari	5.3	8	789	0.55	sthalapadam	6.5	5
790	0.42	supari	5.2	10	790	0.5	velow	6	6
791	0.45	supari	7.2	8	791	0.7	sthalapadam	5.9	6
792	0.42	supari	5.3	10	792	0.5	neem	6.1	4
793	0.42	supari	5.8	9	793	1.8	baral	6.2	30
794	0.41	supari	5.8	8	794	0.8	sthalapadam	4.9	2
795	0.43	supari	5.9	10	795	0.4	tamul	6.6	11
796	0.44	supari	7.3	8	796	0.34	tamul	6.7	12
797	0.57	modar	7.3	9	797	0.4	tamul	8	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
798	0.42	supari	7.4	11	798	0.4	tamul	6.5	10
799	0.52	modar	7.9	2	799	0.35	jamun	7	11
800	0.51	bamboo	6.2	22	800	0.8	aja	8	10
801	0.41	supari	7.8	13	801	0.4	velow	6.7	9
802	0.51	puja	6.8	12	802	0.5	velow	7.8	5
803	0.42	supari	6.8	13	803	0.7	velow	6.2	7
804	0.43	supari	8	10	804	0.5	velow	5.3	4
805	0.43	supari	8	9	805	1.1	puja	7.8	18
806	0.42	supari	7.2	12	806	0.8	velow	7.5	13
807	0.45	supari	7.2	10	807	0.37	bamboo	4.8	20
808	0.42	supari	7.2	12	808	0.4	tamul	5.5	12
809	0.43	supari	6.4	10	809	0.45	sum	6.1	8
810	0.43	supari	7.8	13	810	0.5	keso	7.1	7
811	0.41	supari	7.2	12	811	0.4	tamul	7	12
812	0.42	moliya	7.6	3	812	0.8	puja	7.1	17
813	0.42	supari	8	12	813	0.35	tamul	7	11
814	0.41	supari	7.6	8	814	0.4	tamul	7.5	13
815	0.42	supari	7.6	12	815	0.4	tamul	7.6	12
816	0.42	supari	7.2	11	816	0.6	keso	8	7
817	0.42	supari	7.1	12	817	0.4	tamul	7.8	10
818	0.48	supari	6.8	14	818	0.5	tamul	7.6	11
819	0.46	supari	7.5	11	819	0.4	keso	7.5	7
820	0.44	supari	7.5	10	820	0.45	tamul	7	12
821	0.41	supari	6.8	10	821	0.39	tamul	7	13
822	0.45	supari	7.8	12	822	0.4	mada	7.8	8
823	0.41	supari	7.9	12	823	0.4	nahar	8	10
824	0.45	supari	7.7	3	824	0.4	nahar	8	11
825	0.41	supari	7.2	12	825	0.4	tamul	8	9
826	0.42	supari	6.8	5	826	1.2	himalu	6.3	20
827	0.41	supari	7.4	12	827	0.4	tamul	7	10
828	0.42	supari	8	10	828	0.45	velow	5.6	8
829	1.2	painga	7.8	11	829	0.4	tamul	5.8	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
830	1.2	kathal	6.9	10	830	0.35	tamul	5.1	9
831	0.42	devdaru	7.8	7	831	0.4	tamul	4.8	10
832	1.2	kathal	6.9	12	832	0.4	tamul	5.8	12
833	0.41	supari	8	13	833	0.35	tamul	6.2	11
834	0.42	supari	5.8	10	834	0.37	supari	6.4	10
835	0.4	supari	8	12	835	0.8	kathal	6.7	11
836	0.41	supari	7.9	10	836	0.6	tamul	7.6	9
837	0.42	supari	7.5	11	837	0.4	tamul	7.7	10
838	0.39	supari	8	6	838	0.4	tamul	7	12
839	0.42	supari	8	7	839	0.35	bamboo	6.7	17
840	0.38	supari	7.9	8	840	0.37	tamul	6.8	7
841	0.4	supari	7.9	7	841	0.39	tamul	7.8	8
842	0.42	supari	7.8	8	842	0.4	keso	7.9	5
843	0.41	supari	7.8	12	843	0.4	tamul	7.9	2
844	0.55	puja	7.2	8	844	0.4	tamul	8	11
845	1.1	mango	6.5	13	845	0.37	tamul	7.8	9
846	0.4	hilikha	7.8	10	846	0.39	tamul	8	8
847	0.4	supari	7.6	15	847	0.4	tamul	7.1	10
848	0.41	supari	7.9	15	848	0.37	tamul	6.5	7
849	0.4	supari	7.9	13	849	0.5	keso	6.8	6
850	0.42	supari	8	14	850	4.7	bamboo	5	11
851	0.42	supari	7.2	10	851	0.5	nahar	6.2	11
852	0.43	supari	7.3	11	852	0.5	nahar	5.3	12
853	0.41	supari	7.4	8	853	0.4	tamul	4.8	6
854	0.41	supari	7.8	10	854	1.25	segun	5.8	32
855	0.42	supari	7.6	11	855	1.1	segun	6	27
856	0.43	supari	7.2	10	856	0.8	segun	5.7	16
857	0.42	supari	7.3	8	857	1.1	segun	7.2	17
858	0.4	jamun	7.3	4	858	0.75	mango	7.6	11
859	0.38	modar	3.4	2	859	1.5	nahar	5.4	9
860	0.45	velow	4.2	2	860	1	nahar	5.4	8
861	0.55	ksow	7.1	5	861	0.4	tamul	6.8	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
862	0.65	velow	6.5	3	862	0.45	tamul	6.7	11
863	0.58	ksow	7.1	4	863	0.39	tamul	7.2	12
864	1.25	ksow	6.7	7	864	0.4	tamul	7.3	10
865	0.42	much	6.7	4	865	0.35	tamul	7.4	9
866	0.35	much	6.7	5	866	0.5	tamul	7.5	12
867	0.72	dimow	6.9	10	867	0.4	tamul	7.5	10
868	0.58	ksow	7.9	7	868	0.37	tamul	7.8	9
869	1.58	ohmara	7.9	13	869	0.45	tamul	7.6	11
870	0.45	velow	7.8	2	870	0.4	tamul	5.4	11
871	1.15	rintree	7.7	15	871	0.42	tamul	6.8	12
872	1.35	rintree	7.9	20	872	0.45	tamul	5.7	11
873	0.41	velow	5.9	1	873	0.39	tamul	6.8	9
874	0.52	sotihana	6.1	2	874	0.34	tamul	6.9	8
875	0.62	ksow	5.8	6	875	0.5	tamul	7	12
876	1.25	kathal	7.8	7	876	0.37	tamul	7.8	10
877	0.41	supari	5.8	8	877	0.38	tamul	7.9	9
878	0.42	modhari	5.7	2	878	0.4	tamul	8	10
879	0.52	karabi	7.9	2	879	0.8	gomari	7.8	12
880	0.38	puja	4.8	3	880	1	amara	5.2	6
881	1.1	sum	5.5	10	881	1.5	sthalapadam	5.6	7
882	0.35	much	7.5	3	882	0.7	puja	4.3	3
883	0.38	puja	8	6	883	0.98	puja	5	12
884	0.4	velow	6.8	1	884	0.4	tamul	7.5	11
885	1.1	bakul	7.8	10	885	0.35	tamul	7.5	10
886	0.98	sthalapadam	7.3	5	886	..37	tamul	7.4	9
887	0.85	sthalapadam	4.1	3	887	0.38	tamul	6.8	8
888	0.7	sthalapadam	5.1	3	888	0.39	tamul	6.9	11
889	1	velow	7.3	8	889	0.4	tamul	6.7	12
890	0.62	velow	7.4	4	890	0.37	tamul	5.8	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
891	0.85	velow	7.4	2	891	0.36	tamul	7.9	9
892	0.85	sotihana	6.2	1	892	0.37	tamul	8	8
893	0.92	modar	7.1	8	893	0.4	tamul	7.9	11
894	0.58	modar	6.4	2	894	0.4	tamul	7.8	10
895	0.35	sum	6.4	5	895	0.38	tamul	8	8
896	0.35	jamun	4.7	4	896	0.35	tamul	7.6	7
897	0.97	krishnsura	4.7	15	897	0.31	modar	8	5
898	0.35	modar	4.6	4	898	0.89	neem	7	7
899	0.42	sthalapadam	4.5	1	899	0.7	kathal	8	10
900	0.55	ksow	6.9	6	900	0.8	puja	7.3	7
901	0.32	bamboo	7.3	15	901	1	himalu	6.4	12
902	0.55	dimow	7.4	7	902	2.4	baral	6.9	30
903	0.38	ksow	7.1	3	903	0.4	tamul	7.1	8
904	1.15	puja	8	15	904	0.8	gomari	6.9	14
905	0.52	ksow	7.2	3	905	1.1	gomari	6.7	17
906	0.41	supari	7.7	3	906	0.37	tamul	7.4	10
907	1.15	dimow	6.6	8	907	0.39	tamul	7.8	9
908	0.51	modhari	6.8	4	908	0.38	tamul	7.6	8
909	1.15	ohmara	7.8	10	909	1.1	gomari	6.8	20
910	0.42	supari	7.9	8	910	0.4	tamul	7.7	3
911	0.41	supari	7	10	911	0.35	tamul	7.5	4
912	0.42	supari	7.2	10	912	0.4	tamul	7.8	8
913	2.2	rintree	7.1	14	913	0.38	tamul	7.9	6
914	0.42	baral	3	2	914	0.5	velow	7.6	5
915	1.57	sajana	7.5	13	915	0.38	tamul	8	10
916	0.38	puja	5.8	2	916	0.37	tamul	8	11
917	1.6	rintree	4.2	15	917	0.8	neem	5.4	3
918	0.35	aja	7.9	2	918	0.7	puja	4.7	12
919	0.35	puja	5.6	3	919	0.6	puja	4.9	11
920	0.35	ksow	5	3	920	0.5	puja	5.9	8
921	0.38	sah	5.6	4	921	0.4	tamul	8	7



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
922	0.62	modar	5.7	3	922	0.42	sum	7.5	6
923	0.75	kutkara	5.6	4	923	0.3	puja	7.7	6
924	0.56	sera	6.3	10	924	0.4	tamul	7.4	5
925	0.68	velow	6.1	5	925	0.38	neem	7.5	5
926	2.1	vatgila	7.2	10	926	0.4	tamul	7.4	4
927	1.1	baral	8	17	927	0.38	tamul	7	5
928	1.2	sera	8	12	928	0.37	tamul	6.8	5
929	0.35	ksow	6.1	1	929	0.39	tamul	7.4	6
930	0.35	ohmara	6.1	4	930	0.85	puja	6.7	17
931	0.35	himalu	6.1	5	931	1.3	puja	7	18
932	1.1	much	7.1	6	932	0.8	sum	7.7	9
933	0.38	puja	5.6	5	933	0.7	neem	5.9	8
934	4.2	ahat	7.3	20	934	0.34	bamboo	6.2	11
935	2.2	rintree	7.2	13	935	0.4	tamul	7.9	10
936	0.72	karabi	7.4	4	936	1.1	seya	5.7	25
937	0.37	sesafall	7.7	3	937	1.5	seya	5.6	23
938	0.35	sesafall	7.7	2	938	1.15	seya	5.5	24
939	1.2	modar	5.6	7	939	0.95	seya	5.3	17
940	0.35	supari	6.9	2	940	0.8	sum	5.9	11
941	0.35	supari	6.9	3	941	0.38	tamul	6.7	12
942	0.37	supari	6.9	3	942	0.35	tamul	7.2	10
943	0.36	supari	6.9	3	943	0.4	tamul	6.6	11
944	0.4	supari	7	3	944	1.1	arjun	6.8	18
945	0.45	sthalapadam	7	10	945	0.4	tamul	7.4	13
946	3.1	mango	6.6	15	946	0.48	jamun	6.7	12
947	1.2	much	7.2	13	947	0.37	neem	6.8	9
948	0.38	dimow	7.2	8	948	0.4	tamul	6	14
949	0.4	much	7.1	6	949	0.45	tamul	5.9	11
950	2	velow	5	13	950	0.5	tamul	5.8	9
951	1.7	krishnsura	5.2	12	951	0.35	tenga	5.6	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
952	3	krishnsura	5.7	17	952	0.38	tamul	6.1	10
953	0.36	bamboo	6	15	953	0.4	lich	6.1	3
954	1.15	rintree	6	17	954	0.37	tamul	6.4	12
955	1.2	much	7.1	15	955	0.4	tamul	6	11
956	0.35	hengalu	6.5	4	956	0.39	tamul	5.7	3
957	0.35	much	6.5	4	957	0.4	tamul	5.8	11
958	0.62	huya	7.3	4	958	0.45	tamul	6.3	10
959	0.39	ahat	6.2	10	959	0.5	tamul	6.7	12
960	1.4	much	8	13	960	0.38	tamul	5	4
961	0.35	modar	6.8	12	961	0.4	tamul	7	10
962	0.41	velow	6.1	5	962	0.45	tamul	4.9	12
963	0.45	rintree	7.1	6	963	0.43	tamul	7.2	11
964	0.35	supari	7.3	6	964	0.47	tamul	6.8	10
965	0.41	supari	7.9	3	965	0.5	tamul	6.2	13
966	1.1	ohmara	5.9	12	966	0.3	tamul	5.9	14
967	0.42	hilikha	5.7	7	967	0.4	tamul	5.7	10
968	0.41	hilikha	5.7	7	968	1.2	neem	4.3	17
969	0.8	puja	6.1	15	969	0.85	neem	5.9	14
970	0.65	sajana	6.8	13	970	0.5	himalu	7	11
971	0.35	puja	5.7	6	971	0.5	tamul	5.7	12
972	2.1	rintree	7.5	15	972	0.4	tamul	6.4	11
973	0.45	supari	7.1	16	973	0.7	aja	4.1	7
974	0.8	ohmara	4.4	10	974	0.5	puja	4.3	4
975	0.62	modar	4.5	3	975	0.8	velow	4.5	2
976	1.5	velow	5.2	16	976	0.9	sthalapadam	4.7	3
977	0.95	velow	5.3	14	977	0.4	tamul	7.9	11
978	1.2	velow	4.2	15	978	0.95	velow	4	8
979	0.37	velow	4.3	8	979	1.4	ahat	4.2	20
980	1.15	velow	4.5	15	980	0.7	neem	4	12
981	0.42	velow	4.6	14	981	0.7	much	4.1	9
982	0.58	velow	5.5	17	982	0.4	tamul	7	3



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
983	1.2	velow	5.6	18	983	0.5	tamul	7.5	11
984	1.25	velow	5.6	13	984	1	omlikhi	5.4	10
985	1.25	velow	5.6	12	985	1.1	sum	5.6	11
986	0.35	velow	6	5	986	0.4	tamul	4.7	10
987	0.32	velow	6.7	7	987	0.45	tamul	6.8	11
988	2.1	velow	5.7	17	988	0.98	gomari	7.3	12
989	0.95	much	5.8	9	989	0.5	tamul	7.4	10
990	1.15	velow	5.7	16	990	0.45	tamul	4.4	13
991	1.1	hilikha	5.2	15	991	0.5	aja	4.5	3
992	1.75	puja	4.5	15	992	0.38	tamul	4.6	11
993	1.2	rintree	6.4	10	993	0.45	tamul	4.8	12
994	0.75	rintree	6.2	10	994	0.5	tamul	5.7	11
995	1.75	rintree	5.8	11	995	0.5	tamul	5.8	12
996	2.1	much	4.5	15	996	0.4	tamul	5.9	10
997	2.1	rintree	4.9	14	997	0.45	tamul	5.5	13
998	1.5	modar	5	10	998	0.47	tamul	6.4	14
999	1.45	modar	5.2	11	999	0.48	tamul	5.7	11
1000	1.95	velow	7	18	1000	0.43	tamul	5.8	13
1001	2.1	modar	5.3	17	1001	0.45	tamul	6.5	11
1002	2.1	velow	4.8	20	1002	0.47	tamul	7.7	8
1003	2.1	much	4.9	25	1003	0.5	modar	5.5	3
1004	3.75	ahat	7.2	17	1004	1.1	velow	4	15
1005	2.1	wiam	4.9	22	1005	0.5	kardoi	4.1	7
1006	1.7	velow	4.3	16	1006	0.8	bogari	4.2	8
1007	1.7	wiam	5.4	13	1007	0.85	puja	4.1	14
1008	2.1	much	4.7	20	1008	0.5	velow	4.2	2
1009	1.2	modar	4.7	13	1009	0.45	bogari	4	4
1010	1.1	puja	5.1	10	1010	0.5	sum	7	3
1011	1	ahat	6.1	13	1011	0.85	sum	7.1	5
1012	1.1	much	4.9	16	1012	0.45	puja	5.1	2
1013	1.1	modar	5.9	17	1013	0.7	hilikha	7.6	12
1014	0.35	modar	4.9	6	1014	0.6	keso	6.8	8



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1015	0.42	hilikha	7.2	6	1015	0.4	neem	6.4	7
1016	0.51	aomlokhi	7.8	5	1016	0.38	keso	7.5	5
1017	0.48	supari	8	7	1017	0.7	mango	3.7	12
1018	1.5	velow	4.1	20	1018	0.8	puja	3.6	13
1019	2.9	rintree	4.9	13	1019	1.1	baral	7.2	7
1020	4.45	modar	4.2	15	1020	1.5	hilikha	6.8	12
1021	0.51	puja	4.2	8	1021	0.35	tamul	7.8	11
1022	1.95	sotihana	4.2	17	1022	0.9	sum	7.2	10
1023	1.8	velow	5.9	13	1023	0.8	aja	7	5
1024	2.9	sotihana	5.9	17	1024	0.4	tamul	8	16
1025	0.41	supari	5.8	9	1025	0.4	tamul	5.6	10
1026	0.51	puja	5.4	10	1026	0.8	keso	7.2	5
1027	0.4	supari	5.2	3	1027	0.4	tamul	7.4	12
1028	0.42	supari	4.8	9	1028	0.4	tamul	8	11
1029	0.85	hilikha	4.8	16	1029	0.6	keso	4.5	6
1030	0.42	supari	4.8	13	1030	0.38	tamul	8	7
1031	0.48	supari	4.8	12	1031	1.1	neem	7.3	12
1032	0.35	neem	4.8	5	1032	1.1	henaru	5.3	5
1033	0.41	supari	4.8	15	1033	0.7	henaru	6.3	4
1034	0.85	hilikha	4.9	16	1034	1.5	velow	8	6
1035	0.66	kathal	6	8	1035	0.9	much	5.7	7
1036	0.65	hilikha	5.2	12	1036	0.4	velow	7	8
1037	0.95	sotihana	4.7	10	1037	0.4	tamul	6	10
1038	0.97	sera	4.8	13	1038	1.5	velow	5.5	17
1039	0.95	much	5.2	15	1039	1.6	velow	8	14
1040	2.1	rintree	7.8	17	1040	0.9	velow	7.8	10
1041	0.65	puja	3.9	12	1041	1.1	velow	5.8	7
1042	2	wiam	7.2	20	1042	0.7	velow	6.2	5
1043	0.95	puja	3.9	13	1043	0.6	velow	4.9	7
1044	0.65	much	4.6	2	1044	0.5	velow	5	7
1045	1.2	mango	4.6	10	1045	0.9	velow	6.9	3
1046	0.41	supari	4.3	12	1046	0.65	velow	6.7	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1047	0.42	supari	4.3	10	1047	0.9	velow	4.5	2
1048	0.55	sum	4.5	13	1048	0.5	velow	4.6	2
1049	2.1	himalu	4.3	22	1049	0.7	velow	4.7	2
1050	0.86	wiam	4.3	11	1050	0.9	velow	5.3	1
1051	0.42	supari	4.5	3	1051	0.5	velow	4.5	3
1052	0.35	ksow	4.3	5	1052	0.8	velow	6.7	7
1053	0.58	wiam	4.3	10	1053	1.2	velow	5.4	12
1054	0.42	supari	4.4	9	1054	0.6	velow	5	5
1055	0.42	puja	4.4	11	1055	0.7	velow	4.8	7
1056	1.65	himalu	4.5	22	1056	0.8	velow	4.9	8
1057	0.36	mango	5.1	6	1057	1.4	velow	5.1	14
1058	0.41	supari	4.5	7	1058	0.9	velow	5.6	10
1059	0.42	supari	4.5	8	1059	1.8	aja	7	15
1060	1.3	much	4.4	17	1060	0.9	neem	7	9
1061	0.65	puja	5.2	13	1061	0.8	velow	4.2	10
1062	0.43	supari	5.2	9	1062	0.35	velow	6.8	8
1063	0.35	hilikha	5.2	8	1063	0.7	velow	7	10
1064	0.35	supari	5.2	7	1064	0.7	velow	7.3	12
1065	0.91	puja	5.3	19	1065	0.8	velow	7.5	13
1066	0.39	sum	5.4	12	1066	0.5	velow	7.6	14
1067	0.41	aja	6.5	8	1067	0.7	velow	6.5	11
1068	0.4	supari	5.2	5	1068	1.1	velow	3.8	13
1069	0.35	aja	5.2	3	1069	0.9	velow	6.5	12
1070	0.42	jamun	4.8	8	1070	0.9	velow	6	11
1071	0.38	supari	4.8	6	1071	1.9	ohtenga	6	14
1072	0.95	much	4.8	13	1072	1.6	velow	3.4	13
1073	1.85	aja	7.5	22	1073	0.9	aja	7	4
1074	0.41	supari	6.5	8	1074	0.8	velow	3.9	11
1075	0.35	himalu	4.8	5	1075	0.7	velow	4	10
1076	0.41	supari	5.6	12	1076	1.2	velow	3.4	17
1077	0.42	supari	5.6	10	1077	0.8	velow	5.5	12
1078	0.43	supari	5.6	8	1078	0.9	aja	6.3	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1079	0.5	much	5.7	10	1079	0.4	velow	6	12
1080	0.42	supari	7.3	11	1080	1	velow	5.9	14
1081	0.7	velow	6.5	6	1081	0.4	velow	6.2	10
1082	0.6	velow	4.5	8	1082	0.35	velow	6	8
1083	2.4	velow	6.8	13	1083	1.6	velow	3.6	14
1084	2.5	aja	6.9	15	1084	0.7	velow	4.8	7
1085	1	velow	4.3	10	1085	0.5	velow	5	4
1086	0.95	velow	4.2	10	1086	0.45	velow	4.9	6
1087	0.42	puja	4.8	5	1087	0.48	velow	4.8	5
1088	0.35	velow	4.2	5	1088	1.2	velow	4.3	12
1089	0.32	aja	4.5	8	1089	0.5	velow	4.4	10
1090	2.1	velow	4.1	12	1090	2.4	velow	4.5	14
1091	0.85	velow	4.3	10	1091	0.9	velow	5.6	8
1092	1.15	modar	5	11	1092	0.4	velow	5.2	5
1093	1.1	modar	6.6	10	1093	1.3	velow	4.6	18
1094	1.15	velow	4.8	12	1094	0.9	velow	5.7	11
1095	0.35	velow	4.9	6	1095	1	velow	4.1	14
1096	0.37	velow	5.3	7	1096	1	velow	3.8	15
1097	0.35	velow	5.5	2	1097	0.9	velow	5.7	12
1098	1.55	jamun	5.9	12	1098	0.9	velow	5	11
1099	1	velow	4.5	13	1099	1	velow	5.4	14
1100	0.9	velow	5.3	13	1100	0.7	velow	4.2	12
1101	0.75	velow	4.7	7	1101	1.2	velow	4.3	11
1102	0.35	velow	5.2	3	1102	1	velow	5.1	13
1103	0.45	velow	4.9	4	1103	1.4	velow	5.1	19
1104	0.52	velow	5.3	3	1104	0.8	velow	6.2	11
1105	0.5	velow	5.8	4	1105	1.1	velow	4.1	20
1106	1.2	velow	4.5	13	1106	0.7	velow	5.2	8
1107	0.81	modar	5.6	7	1107	1.1	velow	5.1	15
1108	0.38	velow	5.7	7	1108	1.1	velow	4.8	14
1109	0.6	velow	4.6	7	1109	0.9	velow	5	6
1110	0.85	velow	5.1	10	1110	0.8	velow	5.3	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1111	0.97	modar	5.2	12	1111	0.5	velow	5.3	8
1112	1.35	himalu	4.8	15	1112	2.8	baral	6.2	25
1113	0.35	velow	6.5	3	1113	0.9	velow	4.4	9
1114	0.65	velow	4.6	4	1114	1	velow	5	15
1115	0.75	velow	5.7	7	1115	0.9	velow	6.7	10
1116	1.25	velow	6.4	8	1116	0.5	velow	4.2	8
1117	1.2	velow	4.3	7	1117	0.7	sotihana	4.6	7
1118	1.2	velow	5.4	12	1118	0.9	velow	6.9	5.1
1119	0.95	velow	5.9	12	1119	0.95	velow	5.9	5.5
1120	1.25	velow	5	13	1120	2.7	rintree	4.4	40
1121	0.42	velow	5.4	4	1121	0.9	velow	5	8
1122	1.1	velow	6.1	9	1122	0.4	velow	5.5	3
1123	2.2	puja	6.2	8	1123	0.9	velow	6.9	5
1124	0.95	velow	4.4	5	1124	0.8	velow	6.4	4
1125	4.1	dimow	5.8	25	1125	0.4	velow	5.4	3
1126	0.85	velow	7.9	10	1126	0.4	velow	7	3
1127	0.61	velow	7.6	4	1127	..38	velow	6.8	4
1128	1.2	velow	6.1	10	1128	0.45	velow	7.4	3
1129	0.55	velow	6.1	4	1129	0.48	velow	6.2	2
1130	1.2	velow	3.7	6	1130	0.5	velow	5	3
1131	0.65	velow	4.2	10	1131	0.8	velow	4.8	3
1132	1.1	velow	4.5	12	1132	0.9	velow	5	2
1133	0.95	velow	4.5	11	1133	0.7	velow	7.9	4
1134	0.97	velow	4.6	8	1134	0.4	velow	8	3
1135	0.75	velow	4.8	7	1135	0.45	velow	6	4
1136	1.35	velow	4.9	10	1136	0.55	velow	6.7	5
1137	1.5	baral	7.1	9	1137	0.5	velow	8	6
1138	0.65	velow	5.9	10	1138	0.6	velow	7	4
1139	0.6	velow	5.5	10	1139	0.4	velow	5.8	3
1140	0.52	velow	5.6	9	1140	1	velow	4.8	11
1141	0.97	much	5.7	11	1141	1.6	velow	4.5	13
1142	0.82	bamboo	5.1	12	1142	0.4	velow	3.6	8



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1143	0.64	velow	5.1	11	1143	0.45	velow	4.3	7
1144	0.65	himalu	5.1	6	1144	1.2	velow	5.4	15
1145	0.85	modar	7.3	8	1145	1	velow	5.1	12
1146	1.2	velow	5.8	6	1146	0.4	velow	5.4	7
1147	0.96	velow	5.9	9	1147	0.9	velow	5.7	8
1148	2.5	aja	6.5	12	1148	0.7	velow	6	7
1149	1.1	aja	6.7	15	1149	1	velow	6.4	13
1150	1	aja	6.4	13	1150	0.4	velow	5.4	6
1151	1.3	himalu	4.5	20	1151	0.45	velow	5.9	3
1152	0.95	aja	5	8	1152	0.5	velow	6.1	4
1153	1.2	aja	7.5	9	1153	0.7	velow	4.8	5
1154	1.4	aja	7.2	15	1154	0.8	velow	5.4	5
1155	1.1	aja	8	10	1155	1.9	much	6.8	22
1156	0.41	supari	7.1	14	1156	1.2	velow	7	15
1157	0.42	supari	6.3	9	1157	0.9	velow	7.1	10
1158	0.45	supari	7.2	15	1158	0.5	velow	6.8	7
1159	1.5	puja	6.3	17	1159	0.55	velow	6.7	4
1160	0.42	supari	7.2	10	1160	0.4	velow	4	2
1161	0.51	supari	7.2	13	1161	1.1	aja	7.9	15
1162	0.51	puja	6.3	10	1162	1	velow	5.6	14
1163	0.35	supari	6.5	6	1163	1.3	baral	6.2	17
1164	2.5	ohtenga	5.4	13	1164	1.7	velow	6.6	19
1165	0.7	velow	4.7	9	1165	0.9	velow	4.3	6
1166	0.55	bamboo	5.9	15	1166	0.6	velow	5.2	5
1167	0.6	himalu	6.1	13	1167	1.1	velow	7	10
1168	0.34	bamboo	6.2	17	1168	0.9	velow	6.7	8
1169	1.3	hengalu	6.2	20	1169	0.9	velow	3.8	9
1170	0.75	aja	6.9	9	1170	0.4	tamul	3.3	3
1171	2.1	aja	6.9	20	1171	0.4	tamul	3.4	4
1172	1.2	gomari	4.2	17	1172	1.3	baral	5.5	19
1173	1.1	dimow	7.2	18	1173	2	baral	5.6	23
1174	0.32	bamboo	4.1	20	1174	0.9	gohara	3.9	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1175	0.62	puja	5.4	12	1175	0.4	tamul	4.5	7
1176	0.95	himalu	5.3	8	1176	0.37	tamul	3.7	6
1177	0.7	puja	5.2	10	1177	0.5	velow	5.7	5
1178	0.38	supari	6.8	3	1178	0.6	velow	6.9	7
1179	0.43	supari	6.7	17	1179	0.35	bamboo	4	15
1180	0.95	hunarce	6.9	20	1180	0.4	tamul	6	11
1181	0.42	supari	7.2	10	1181	0.37	tamul	5.9	2
1182	0.42	supari	6.7	8	1182	0.4	tamul	5.7	11
1183	0.45	supari	6.7	8	1183	0.55	neem	6.9	10
1184	0.47	supari	6.7	17	1184	0.39	tamul	5.6	9
1185	0.45	supari	6.7	14	1185	0.4	tamul	5.8	8
1186	0.47	supari	6.7	15	1186	0.4	tamul	5.8	7
1187	0.35	supari	6.9	3	1187	0.38	tamul	5.9	11
1188	0.42	supari	6.8	14	1188	0.4	tamul	6.1	12
1189	0.43	supari	6.8	12	1189	1	hilikha	7.8	11
1190	0.43	supari	6.9	13	1190	0.4	tamul	7.3	10
1191	0.45	supari	7.4	8	1191	0.37	tamul	6.8	7
1192	0.47	supari	6.8	14	1192	0.5	neem	7.2	6
1193	0.85	hilikha	6	16	1193	0.35	tamul	7	8
1194	0.51	supari	7.4	13	1194	1.2	velow	6	14
1195	0.6	supari	6.8	14	1195	0.32	bamboo	6.6	15
1196	0.48	supari	6.8	11	1196	1.4	velow	6.8	19
1197	0.42	supari	6.8	13	1197	1.3	amara	7.4	17
1198	0.52	supari	6.9	17	1198	0.34	bamboo	6.3	11
1199	1.95	ohmara	4.6	18	1199	1.3	velow	7	12
1200	0.42	supari	8	12	1200	0.45	velow	7.4	7
1201	0.42	supari	8	12	1201	0.7	gomari	7.1	8
1202	1	hunarce	8	22	1202	1.1	gomari	4.5	17
1203	0.41	supari	8	8	1203	1.4	himalu	5.1	18
1204	0.4	supari	7.8	13	1204	1.1	velow	4.7	17
1205	0.45	supari	6.8	9	1205	0.7	gomari	6	7
1206	0.45	supari	6.8	9	1206	1.2	gomari	4.5	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1207	0.45	supari	7.8	12	1207	1	bogari	5.1	18
1208	0.46	supari	7.8	13	1208	0.8	velow	5	7
1209	0.45	supari	8	12	1209	1.4	velow	5.7	20
1210	.46.	supari	7.4	13	1210	1.4	velow	6	17
1211	1.2	sum	7.6	15	1211	1.6	velow	5.6	18
1212	0.35	modar	7.6	4	1212	1.2	velow	5	16
1213	0.35	modar	7.6	4	1213	1	velow	7.4	14
1214	0.51	much	7.1	13	1214	0.7	aja	8	12
1215	0.67	jamun	4.1	15	1215	0.4	bamboo	7.9	11
1216	0.45	mango	5.2	8	1216	0.38	tamul	5.6	8
1217	0.75	neem	4.2	12	1217	0.4	tamul	5.5	7
1218	1.1	hengalu	4.7	13	1218	0.4	tamul	6.8	11
1219	0.52	rintree	7.5	11	1219	0.35	tamul	6.8	8
1220	0.45	supari	7.6	10	1220	1.15	hilikha	6.5	21
1221	0.45	supari	7.5	14	1221	0.4	tamul	6.9	7
1222	1.2	gomari	5.7	18	1222	0.35	tamul	6	8
1223	5.5	ahat	5.9	25	1223	0.4	tamul	6.3	9
1224	1.2	velow	8	15	1224	0.45	tamul	6.4	10
1225	0.35	velow	4.6	2	1225	0.35	tamul	6.7	11
1226	0.35	supari	5.9	12	1226	0.32	tamul	6.8	5
1227	0.35	supari	5.8	10	1227	0.4	tamul	7.1	6
1228	1.5	much	5.2	20	1228	0.35	tamul	7.7	5
1229	1.2	velow	5.6	5	1229	0.6	hilikha	4	11
1230	0.35	much	8	7	1230	0.5	hilikha	7.8	12
1231	0.35	velow	4.2	2	1231	0.4	tamul	6.7	11
1232	0.36	puja	6.7	15	1232	0.35	tamul	6.3	10
1233	1.2	velow	7.2	15	1233	0.45	tamul	6.7	9
1234	1	velow	7.8	12	1234	0.5	tamul	6.8	8
1235	1	aja	8	10	1235	0.35	neem	5.2	3
1236	0.9	hilikha	4.5	3	1236	0.4	tamul	7.6	12
1237	0.35	aja	5.2	5	1237	0.4	tamul	7.9	13
1238	0.42	baral	5.5	17	1238	0.38	tamul	6.8	7



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1239	1.2	velow	5.1	4	1239	0.35	tamul	6.3	4
1240	0.45	aja	5.4	8	1240	0.5	neem	3.9	3
1241	0.55	velow	4.2	6	1241	0.32	tamul	4.1	5
1242	0.35	velow	4.2	3	1242	0.4	tamul	4	12
1243	1.2	baral	7.9	17	1243	0.39	tamul	6	11
1244	0.52	velow	4.4	3	1244	0.37	tamul	6.1	7
1245	1.4	sthalapadam	7.9	15	1245	0.4	tamul	5.7	10
1246	1.2	velow	6.3	12	1246	0.38	neem	4.6	2
1247	0.95	hilikha	7.7	13	1247	0.4	tamul	5.7	6
1248	0.35	sthalapadam	6.8	6	1248	1.3	velow	6	14
1249	0.35	nune	5.3	3	1249	1.2	velow	7	13
1250	0.35	nune	6.2	3	1250	2	sotihana	5.5	16
1251	0.38	kutkara	4.1	4	1251	1.4	neem	5.9	15
1252	0.95	velow	4.1	3	1252	1.3	aja	7.5	14
1253	0.82	much	5	4	1253	1.9	much	4.6	17
1254	0.35	velow	4.2	4	1254	1.2	velow	6.3	18
1255	0.65	velow	8	10	1255	2	much	5.2	20
1256	0.35	velow	7.8	2	1256	0.4	velow	5.5	7
1257	0.35	velow	4.4	3	1257	2.3	velow	4.1	25
1258	0.36	velow	4.4	3	1258	2.2	gomari	3.3	24
1259	0.39	baral	7.8	17	1259	1.8	much	4.5	20
1260	3.15	ahat	5.3	22	1260	1	arjun	7.4	12
1261	1.2	ajan	7.7	13	1261	0.9	puja	8	7
1262	1.1	velow	4.4	12	1262	0.8	velow	6	12
1263	0.8	modar	3.6	5	1263	2.4	much	5.1	35
1264	4.1	ahat	6	15	1264	0.85	velow	6.9	11
1265	2.6	himalu	5.4	15	1265	1.2	velow	5.3	12
1266	0.9	sthalapadam	5.3	4	1266	1.8	much	6.2	18
1267	1.5	velow	5.4	10	1267	1	velow	7.1	10
1268	0.8	velow	6.8	5	1268	1.2	velow	6.1	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1269	0.55	wiam	7.8	5	1269	1.3	guti	6.4	14
1270	0.4	velow	7.3	4	1270	0.85	aja	5.6	9
1271	1.5	velow	7.2	8	1271	0.8	aja	5	8
1272	1.6	velow	7.2	9	1272	0.7	velow	5.2	5
1273	0.52	jamun	7.1	6	1273	1	velow	4.9	13
1274	0.48	ajan	7.6	5	1274	1.1	velow	4.3	15
1275	0.75	ajan	6.4	7	1275	0.75	velow	4.2	6
1276	1.8	velow	4.6	15	1276	0.5	velow	7.9	7
1277	1.78	ajan	7.6	12	1277	0.34	much	7	8
1278	1.9	ajan	7.5	11	1278	1.2	velow	6.2	15
1279	1.2	ajan	7.3	12	1279	0.9	velow	7.7	5
1280	0.6	ajan	6.8	5	1280	0.9	velow	4.7	7
1281	1.1	ajan	7.1	13	1281	0.8	velow	5.2	6
1282	0.6	ajan	6	10	1282	1	velow	5.1	17
1283	1.1	ajan	7.9	8	1283	0.9	velow	4.8	12
1284	0.38	supari	7.1	10	1284	0.85	velow	4.6	8
1285	0.35	supari	7.9	13	1285	0.95	velow	4.4	9
1286	0.34	supari	7.8	9	1286	1	velow	4.2	14
1287	0.35	supari	7.1	9	1287	0.7	sthalapadam	5.6	4
1288	0.36	supari	7.9	14	1288	0.98	omlikhi	5.4	3
1289	0.38	supari	7.8	14	1289	0.4	neem	4.8	5
1290	0.38	karabi	4.4	4	1290	1.8	krishansura	4.8	14
1291	0.38	supari	6.2	13	1291	1	velow	4.9	17
1292	0.37	supari	7.9	12	1292	0.5	hilikha	4.9	5
1293	0.35	neem	7.6	6	1293	1.1	velow	5	20
1294	0.34	supari	6.4	5	1294	0.9	velow	4.7	11
1295	0.33	supari	6.8	10	1295	0.8	sthalapadam	3.9	9
1296	0.33	supari	6.8	6	1296	0.85	velow	3.7	8
1297	0.35	madhuri	6.6	5	1297	1.4	baral	4.2	21
1298	0.38	supari	7.9	18	1298	1.2	baral	4.3	18



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1299	0.4	supari	7.5	15	1299	1.1	aja	4.5	17
1300	0.8	sotihana	6.9	10	1300	1	aja	3.9	12
1301	0.62	ajan	6.9	10	1301	1.3	velow	5.9	18
1302	6	ajan	7.2	10	1302	0.6	velow	4.7	7
1303	1.1	baral	7.8	12	1303	0.5	jamun	5	4
1304	0.8	ajan	7.5	12	1304	0.9	aja	4.8	7
1305	0.6	bogari	6.1	8	1305	0.8	aja	4.7	5
1306	0.65	velow	5.8	10	1306	1.3	aja	4.6	15
1307	0.95	ajan	7.8	12	1307	1.4	velow	7.5	22
1308	8	ajan	6.9	10	1308	1	aja	6.7	12
1309	0.34	supari	5.2	6	1309	1	aja	5.7	13
1310	1.1	velow	5.2	12	1310	0.7	aja	4.5	2
1311	0.36	supari	5.1	10	1311	2.4	baral	5.7	23
1312	0.32	supari	5.1	6	1312	1	aja	5.5	14
1313	1.3	ajan	7.7	12	1313	0.6	bogari	4.5	5
1314	0.8	ajan	5.9	7	1314	0.7	bogari	5.8	9
1315	0.9	hengalu	4.1	10	1315	1.1	aja	5.8	18
1316	0.35	mango	6.3	5	1316	1.1	aja	7.8	19
1317	0.42	supari	6.4	10	1317	1	aja	6.9	13
1318	0.44	ksow	4.1	4	1318	1.2	kutkara	4.5	14
1319	0.35	supari	6.4	4	1319	0.7	velow	4.7	5
1320	0.34	supari	6.5	10	1320	0.9	velow	6.5	12
1321	0.65	neem	6.3	10	1321	0.38	tamul	6	11
1322	0.66	neem	6.3	10	1322	0.4	tamul	6.1	10
1323	0.4	ksow	6.3	4	1323	0.35	tamul	6.2	12
1324	0.4	ksow	6.3	4	1324	0.37	tamul	6	9
1325	0.42	ksow	6.3	4	1325	0.4	tamul	7.8	10
1326	0.45	velow	6.4	4	1326	0.7	sthalapadam	5.7	6
1327	1.3	kathal	6.1	12	1327	2.3	velow	7.3	25
1328	1.8	jamun	4.6	12	1328	0.97	velow	7.5	11
1329	0.5	bakul	5.6	6	1329	0.4	tamul	5	10
1330	0.85	velow	5.4	13	1330	0.5	velow	4.9	2



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1331	0.3	bamboo	4.7	25	1331	0.75	aja	8	5
1332	0.9	modar	4.1	8	1332	0.6	kutkara	7.2	7
1333	0.3	bamboo	4.2	15	1333	0.9	aja	7.6	10
1334	0.65	gohara	5.4	10	1334	0.8	aja	7.2	9
1335	0.45	mango	5.5	8	1335	1.6	velow	5.3	17
1336	0.65	velow	5.3	10	1336	0.45	velow	5.2	4
1337	0.7	kathal	5.4	10	1337	0.7	aja	8	5
1338	0.4	dimow	5.6	5	1338	0.4	velow	7	4
1339	0.67	wiam	6.1	7	1339	0.5	velow	6.7	5
1340	0.33	bamboo	4.2	16	1340	1.4	velow	6.3	12
1341	3	bamboo	4.1	15	1341	1.2	velow	6	11
1342	0.62	velow	6.5	7	1342	1.3	velow	5.9	13
1343	1.5	kathal	5.9	11	1343	1.7	velow	5.8	15
1344	0.63	ksow	5.3	4	1344	0.8	neem	8	10
1345	2.1	ohtenga	7.5	15	1345	0.45	velow	5.7	5
1346	0.32	bamboo	3.3	22	1346	1	aja	5	14
1347	0.33	bamboo	5.3	18	1347	0.7	velow	4.9	10
1348	0.84	sajana	6.3	14	1348	1.2	aja	5.7	17
1349	0.85	supari	6.2	16	1349	0.55	velow	4.7	4
1350	0.64	much	4.3	10	1350	1.3	velow	4.8	15
1351	2.4	ahat	4.2	35	1351	1	aja	7.5	11
1352	1.2	amara	6.8	12	1352	0.7	velow	7.4	6
1353	1.3	velow	7.3	19	1353	0.45	aja	7	5
1354	0.32	bamboo	7.3	22	1354	1.1	velow	6.1	18
1355	0.33	bamboo	7.6	21	1355	1	velow	5.6	14
1356	1.4	velow	4.4	25	1356	1.1	velow	5.7	15
1357	0.33	bamboo	5.8	10	1357	0.95	velow	4.4	8
1358	0.9	velow	4.8	17	1358	0.9	sthalapadam	4.2	7
1359	0.45	velow	4.8	6	1359	0.45	sthalapadam	4.5	7
1360	0.85	velow	4.8	20	1360	1.4	velow	5.1	16
1361	1.2	velow	5.7	22	1361	1.1	aja	7.4	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1362	0.88	supari	7.1	18	1362	1	baral	6.7	14
1363	0.45	supari	6.8	19	1363	0.7	velow	6.8	3
1364	0.43	neem	6.8	4	1364	0.8	velow	5.7	2
1365	0.62	supari	7.8	15	1365	0.3	baral	6.3	2
1366	0.32	bamboo	7.6	20	1366	0.6	velow	4.8	2
1367	0.65	ajan	7.9	14	1367	0.45	velow	4.7	1
1368	0.33	supari	7.6	10	1368	0.6	baral	7.6	6
1369	0.32	supari	7.4	10	1369	0.7	dimow	7.4	7
1370	0.33	supari	7.4	11	1370	0.5	velow	6.8	4
1371	0.34	supari	7.9	13	1371	0.45	dimow	6.9	5
1372	0.33	supari	7.3	14	1372	0.5	velow	4.1	2
1373	0.4	supari	7.3	12	1373	0.7	velow	4.1	4
1374	0.38	supari	7.3	9	1374	0.6	dimow	5.8	3
1375	0.34	supari	7.3	10	1375	0.3	bamboo	5.7	11
1376	0.45	kadam	7.9	9	1376	1.5	velow	7.5	20
1377	0.9	kathal	5.1	10	1377	0.45	dimow	5.6	2
1378	0.34	supari	5.2	16	1378	0.4	tamul	8	12
1379	0.33	supari	7.9	15	1379	1	velow	8	13
1380	0.4	supari	7.6	13	1380	0.5	velow	5.5	7
1381	0.4	supari	7.4	13	1381	0.32	bamboo	6.8	11
1382	0.36	supari	7.4	13	1382	0.5	tamul	7.5	10
1383	1.8	much	6.6	14	1383	0.9	much	7.6	15
1384	0.62	kathal	6.3	10	1384	0.7	tamul	7.5	7
1385	0.36	supari	6.8	12	1385	0.34	bamboo	6.8	11
1386	0.4	supari	6.6	11	1386	1.1	much	8	18
1387	1.1	kathal	3.4	15	1387	0.4	neem	6.7	3
1388	0.34	supari	5.8	12	1388	0.4	tamul	6.9	11
1389	0.85	kathal	7.8	13	1389	0.43	neem	6.5	3
1390	0.32	supari	6.4	12	1390	0.4	tamul	7.7	10
1391	0.34	supari	7.7	12	1391	0.42	tamul	8	11
1392	0.4	supari	7.1	10	1392	0.45	neem	6.6	3
1393	1.1	hilikha	5	25	1393	0.37	tamul	7.5	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1394	0.31	sum	5.2	13	1394	1.1	kathal	4.7	12
1395	0.9	sum	5.3	15	1395	0.7	tamul	7.8	10
1396	0.34	supari	5.1	13	1396	0.4	tamul	6.4	10
1397	0.65	mango	5.7	9	1397	0.8	tamul	6.6	12
1398	0.69	ajan	7.8	10	1398	0.6	puja	4.9	10
1399	1.9	jari	7.6	25	1399	2.7	dimow	6.3	37
1400	1.7	helos	6.7	15	1400	1.1	sum	5.3	14
1401	0.65	gohara	2.7	10	1401	1.3	sum	5.5	20
1402	1.2	amara	6.7	21	1402	1.7	velow	7.5	23
1403	0.95	supari	6.5	20	1403	1.3	dimow	7.6	13
1404	1.8	kathal	4.1	15	1404	1.4	much	7.6	25
1405	0.35	supari	7.7	14	1405	0.9	sum	6.7	10
1406	0.38	supari	7.6	11	1406	0.75	sum	6.9	7
1407	1.2	much	3.2	23	1407	0.95	sum	6.8	11
1408	0.32	supari	7.8	9	1408	1	sum	7	13
1409	2.3	mango	4.5	25	1409	0.85	sum	7.1	10
1410	2.3	much	7.8	30	1410	0.7	jamun	5.6	9
1411	0.35	supari	5	13	1411	0.8	sum	5.9	15
1412	0.5	hachi	6.4	9	1412	1.1	sum	5.5	20
1413	0.36	devdaru	7.4	11	1413	1.1	sum	6.1	12
1414	0.32	supari	7.5	9	1414	1.2	sum	6.3	17
1415	0.35	supari	7.2	13	1415	0.5	tamul	5.8	11
1416	0.38	supari	7.5	16	1416	0.37	tamul	6.1	10
1417	0.35	supari	7.5	16	1417	0.35	tamul	6.3	9
1418	0.7	neem	7.2	17	1418	0.4	puja	4.8	8
1419	0.42	supari	7.2	18	1419	0.4	tamul	5.8	12
1420	0.38	supari	7.2	16	1420	0.37	tamul	6.2	11
1421	0.42	supari	6.8	12	1421	0.95	puja	6.1	18
1422	0.43	supari	7.2	17	1422	0.38	tamul	6.3	8
1423	0.35	supari	7.2	15	1423	0.35	tamul	5.9	4
1424	0.89	baral	6.1	22	1424	0.37	tamul	6	5
1425	0.38	supari	7.1	15	1425	0.4	tamul	5.9	12



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1426	0.4	supari	7.6	13	1426	0.4	tamul	6	11
1427	0.4	supari	7.6	12	1427	1.9	mango	8	18
1428	0.8	kathal	5.8	10	1428	0.38	tamul	7.5	10
1429	0.39	supari	7.6	12	1429	1.2	gomari	7.9	15
1430	0.4	supari	7.6	13	1430	0.7	sum	6.7	10
1431	0.92	supari	7.6	17	1431	1.4	sum	6.9	14
1432	0.65	hachi	7.9	6	1432	0.8	sum	6.1	12
1433	0.31	supari	7.5	10	1433	1.5	much	5.8	18
1434	0.65	hachi	7.9	12	1434	1.2	sum	5.7	19
1435	0.4	supari	7.8	11	1435	0.75	sum	5.8	11
1436	0.38	supari	7.8	11	1436	0.8	sum	6	12
1437	1.5	kathal	5.8	15	1437	0.45	bogari	6.2	8
1438	0.53	hachi	7.9	8	1438	1.3	velow	7.4	15
1439	0.3	supari	7.8	10	1439	1.2	velow	5.2	11
1440	0.82	kathal	7.8	11	1440	0.9	velow	5.6	8
1441	0.83	gomari	7.9	11	1441	1.2	velow	6	20
1442	0.32	bamboo	5.3	22	1442	1.1	velow	6.4	15
1443	0.73	sum	5.1	10	1443	1.4	much	6.8	18
1444	0.85	sum	5.1	10	1444	1.2	velow	7.2	17
1445	1.9	sum	7.5	24	1445	1.3	velow	8	14
1446	0.35	supari	7.4	10	1446	1	much	7.4	11
1447	0.34	supari	7.4	8	1447	0.9	much	6.4	12
1448	1.8	sum	4.9	22	1448	1.1	much	6.7	15
1449	0.35	supari	4.9	17	1449	0.8	velow	7	16
1450	0.34	supari	7.3	9	1450	1	much	6.3	18
1451	0.36	supari	7.3	10	1451	1.2	amara	5.6	14
1452	0.58	amloshi	5.2	7	1452	1.3	velow	6.1	17
1453	0.32	supari	7.3	10	1453	2.4	much	7.5	30
1454	0.32	supari	3.8	10	1454	0.7	much	7.6	10
1455	0.5	amloshi	4	5	1455	1.1	aja	7.8	16
1456	0.32	supari	4.1	13	1456	0.6	velow	6.5	7
1457	0.34	supari	5.2	12	1457	0.9	velow	6.2	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1458	0.32	supari	6.2	10	1458	1	velow	8	11
1459	0.3	supari	6.2	12	1459	1.7	velow	7.5	25
1460	0.32	supari	4	9	1460	0.5	shah	5.1	3
1461	0.82	neem	5.3	8	1461	0.63	posoitce	6.5	5
1462	0.32	supari	5.3	9	1462	0.38	supari	6.5	9
1463	0.3	supari	4.1	9	1463	0.42	supari	7.7	12
1464	0.75	supari	5.3	9	1464	3.2	shah	4.6	23
1465	1.5	kathal	5.3	13	1465	2.6	mango	4.5	20
1466	1.6	kathal	5.2	19	1466	0.42	supari	5.5	10
1467	0.33	supari	5.2	10	1467	0.43	supari	5.7	10
1468	0.38	supari	5.2	13	1468	0.38	supari	5.6	12
1469	0.36	supari	5.2	11	1469	0.37	supari	5.6	6
1470	0.34	supari	5.2	8	1470	1.9	bakul	6.4	10
1471	0.32	supari	5.2	8	1471	0.91	supari	6.3	13
1472	0.41	supari	5.2	13	1472	0.42	supari	5.7	9
1473	1.2	kathal	6.2	15	1473	0.95	supari	7.8	15
1474	1.4	kathal	6.2	19	1474	0.43	supari	7.8	15
1475	0.31	supari	5.1	14	1475	0.39	kathal	7.6	16
1476	1.6	much	6.5	25	1476	2	supari	6.5	20
1477	0.73	velow	4	3	1477	0.92	supari	6.4	21
1478	0.6	velow	4.1	31	1478	0.39	supari	6.1	24
1479	2.1	ajan	4.6	19	1479	0.43	supari	6.7	25
1480	2.2	much	5.8	25	1480	0.41	supari	6.4	18
1481	1.5	kathal	5.5	20	1481	0.85	jalphai	6.5	12
1482	0.32	supari	5.4	5	1482	0.36	supari	6.4	6
1483	0.4	supari	4.4	5	1483	0.39	supari	6.3	7
1484	0.95	sum	4.9	14	1484	0.43	supari	6.7	26
1485	0.31	supari	4.9	8	1485	0.39	supari	6.7	18
1486	0.75	sum	4.9	15	1486	0.41	supari	6.3	9
1487	0.38	supari	4.5	12	1487	0.49	supari	6.3	19
1488	1	sum	5.1	11	1488	0.43	supari	6.9	21
1489	0.32	supari	5.1	10	1489	0.5	supari	6.2	19



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1490	0.36	supari	5.2	10	1490	0.49	supari	6.1	17
1491	0.35	sum	5.2	5	1491	1.7	much	7.8	25
1492	0.4	supari	5.2	12	1492	0.63	amara	5.1	9
1493	0.41	supari	5	13	1493	0.38	supari	6.2	7
1494	0.6	sum	4.7	12	1494	0.37	supari	6.5	10
1495	0.8	sum	4.6	13	1495	0.43	supari	6.8	9
1496	0.4	sum	5.6	6	1496	0.38	supari	6.9	20
1497	0.45	sum	5.6	6	1497	0.49	puja	4.7	10
1498	0.52	sum	6	6	1498	0.62	puja	4.7	15
1499	0.42	sum	7	6	1499	1	puja	4.5	19
1500	1.6	baral	4	20	1500	0.41	supari	6.5	21
1501	0.32	supari	4.9	9	1501	0.38	puja	5.3	8
1502	1	amara	6	21	1502	0.52	gomari	6.8	10
1503	0.92	poma	5	22	1503	0.98	puja	5.2	13
1504	0.38	himalu	6	6	1504	0.39	jamun	4.8	11
1505	0.31	ksow	6.2	4	1505	0.38	supari	6.9	12
1506	0.3	poma	6.6	4	1506	0.58	keso	5.8	13
1507	0.95	poma	6	20	1507	0.61	supari	5.9	13
1508	1.5	hilikha	5.8	20	1508	1.2	gomari	6.8	23
1509	0.4	supari	6.7	13	1509	0.91	puja	7.8	21
1510	0.38	supari	6.8	13	1510	0.49	phol	5.3	6
1511	2.5	rintree	7.5	25	1511	0.41	supari	5.2	15
1512	0.95	hachi	4.8	10	1512	1	velow	5.8	17
1513	0.9	kathal	4.5	9	1513	1.13	velow	5.7	11
1514	1.5	huwal	4.5	21	1514	0.35	shahgosh	5.2	25
1515	0.31	supari	5.5	10	1515	1.9	baral	7.8	26
1516	1.2	kathal	4.5	10	1516	1.7	velow	7.9	29
1517	0.4	supari	7.9	12	1517	0.93	much	6.3	17
1518	0.85	seya	7.8	14	1518	1.03	velow	5.8	21
1519	0.72	puja	4	6	1519	1.31	velow	6.9	25
1520	1.5	puja	4.5	5	1520	0.92	supari	7.5	18
1521	0.4	supari	6.5	10	1521	0.9	supari	6.1	13



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1522	1.15	velow	6.2	8	1522	0.63	parasa	7.2	14
1523	0.36	supari	8.9	11	1523	0.38	supari	7.3	9
1524	0.34	supari	7.3	12	1524	1.3	jamun	7.8	23
1525	0.95	velow	5	8	1525	0.4	supari	6.3	16
1526	1.1	velow	4	8	1526	0.3	bamboo	7.8	20
1527	2.2	velow	7.2	12	1527	1.09	velow	7.3	10
1528	1.35	much	7.5	9	1528	0.89	kutkara	6.3	12
1529	1	velow	7.4	8	1529	0.72	supari	6.8	19
1530	1.3	velow	6.3	6	1530	0.93	dimow	6.3	14
1531	2	velow	5	12	1531	0.86	velow	6.7	12
1532	2.1	much	7.8	11	1532	0.62	velow	6.4	9
1533	0.3	theju	7.8	6	1533	1.1	velow	6.7	21
1534	0.3	supari	7.1	4	1534	1.13	hilikha	5.9	26
1535	0.31	sajana	7.2	4	1535	1.5	hilikha	5.9	28
1536	0.3	supari	7.1	3	1536	1.09	velow	5.8	9
1537	0.85	sthalapadam	7.2	3	1537	1.19	velow	6.1	23
1538	0.36	supari	7.3	6	1538	0.3	bamboo	5.3	29
1539	0.34	theju	7.6	5	1539	0.92	supari	5.1	19
1540	0.35	supari	7.5	7	1540	1.8	velow	6.2	23
1541	0.33	supari	7.8	7	1541	0.3	bamboo	6.2	25
1542	1.6	mango	4.8	6	1542	0.9	supari	6.3	23
1543	0.34	supari	7.2	8	1543	0.3	bamboo	6.3	24
1544	0.4	nahar	4.5	5	1544	1.2	velow	6.3	26
1545	0.4	supari	7.3	6	1545	0.3	bamboo	6.2	24
1546	0.44	sajana	7.8	4	1546	0.95	himalu	6.3	26
1547	1.8	baral	7.2	20	1547	0.62	sum	6.4	13
1548	1.7	mango	6.6	15	1548	0.91	supari	6.4	17
1549	0.8	shah	5.7	13	1549	0.49	supari	5.2	20
1550	0.39	supari	6	13	1550	0.63	mango	5.2	14
1551	0.32	supari	5.9	5	1551	0.38	supari	6.1	13
1552	0.65	puja	6.5	5	1552	0.41	supari	6.1	15
1553	0.3	bamboo	6.1	20	1553	0.5	supari	5.1	18



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1554	0.3	bamboo	5.1	21	1554	0.98	supari	6.1	20
1555	0.3	mango	5.1	23	1555	2.19	mango	5.9	26
1556	0.36	puja	5.1	4	1556	0.38	supari	7.5	18
1557	0.8	seya	6.7	12	1557	0.4	supari	7.8	19
1558	0.7	puja	7	10	1558	0.39	supari	7.8	20
1559	2.1	kathal	5.8	13	1559	0.35	supari	4.3	10
1560	0.39	supari	6.1	10	1560	0.61	sum	4.5	12
1561	0.9	sajana	7.1	10	1561	0.4	supari	4.8	13
1562	0.42	supari	7.3	11	1562	0.38	supari	4.9	16
1563	0.68	sajana	7.8	9	1563	0.42	supari	6.7	14
1564	0.4	supari	7.2	11	1564	0.83	shah	6.3	11
1565	1.25	kathal	6.5	11	1565	0.37	supari	6	13
1566	0.65	sum	6	5	1566	0.8	kathal	5.1	9
1567	0.3	jamun	4.7	23	1567	0.4	supari	6.2	10
1568	3.5	jamun	4.9	24	1568	0.38	supari	6.9	13
1569	0.38	supari	6.8	12	1569	2.93	dimow	7.8	30
1570	0.34	supari	7	13	1570	0.62	supari	6.2	10
1571	0.38	supari	6.8	11	1571	1	velow	5.9	20
1572	0.36	supari	6.7	13	1572	1.23	velow	6.2	18
1573	0.38	supari	6.7	13	1573	1.3	velow	6.5	27
1574	0.3	amita	6.6	5	1574	0.93	velow	6.8	20
1575	0.3	supari	6.6	13	1575	0.8	puja	7.6	23
1576	1.3	shah	7	12	1576	0.4	supari	7.9	19
1577	0.3	supari	7	11	1577	0.38	supari	7.9	13
1578	1.4	amara	6.8	12	1578	1.07	sotihana	7.8	20
1579	0.34	supari	7	11	1579	1.38	velow	7.7	23
1580	0.32	supari	6.9	12	1580	0.39	supari	7.8	14
1581	0.31	supari	6.4	13	1581	1.03	modar	5.1	20
1582	0.35	supari	7.2	12	1582	1.1	much	6.2	23
1583	0.38	supari	7.7	10	1583	0.38	sum	5.3	8
1584	0.4	supari	6	13	1584	0.9	sajince	5.3	10
1585	0.41	supari	6	12	1585	0.8	keso	5.2	9



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1586	0.34	supari	6	10	1586	0.42	supari	6.9	20
1587	1.7	kathal	6.9	12	1587	0.6	velow	4.8	9
1588	1.8	amara	7.5	13	1588	0.48	supari	5.2	10
1589	0.34	supari	7.2	11	1589	0.9	sajince	6.3	9
1590	2.2	dimow	7.5	21	1590	0.92	bakul	5.3	10
1591	0.95	puja	6	19	1591	1.83	jori	5.3	20
1592	0.98	ghila	6.5	16	1592	0.68	puja	5.3	10
1593	0.34	supari	7.6	13	1593	0.4	supari	6.1	9
1594	0.42	supari	7.2	12	1594	0.38	supari	6.1	11
1595	0.36	supari	7.4	10	1595	0.4	supari	7.5	16
1596	0.38	supari	7.5	9	1596	0.39	supari	7.6	18
1597	0.32	supari	7.6	6	1597	0.39	supari	7.6	11
1598	1.1	kathal	6.4	12	1598	0.4	supari	5.2	19
1599	0.7	puja	6.5	12	1599	0.5	supari	4.9	16
1600	0.7	bakul	7.5	9	1600	0.95	hilikha	5.6	20
1601	0.78	nahar	6.4	12	1601	0.38	supari	7.2	16
1602	0.65	gohara	7.7	9	1602	0.52	lemon	7	9
1603	0.95	seya	7.9	15	1603	0.9	supari	5.2	19
1604	3.2	mango	5.3	18	1604	0.9	coconut	6.9	16
1605	1.3	hengalu	7	12	1605	1.06	kathal	5.7	20
1606	0.32	supari	7.2	10	1606	0.6	nahar	5.6	11
1607	0.38	supari	7.3	10	1607	0.73	nahar	5.9	13
1608	0.4	supari	7.3	10	1608	0.63	amara	5.9	11
1609	0.42	supari	7.4	12	1609	0.67	kathal	5.9	7
1610	0.34	supari	7.5	11	1610	0.38	supari	5.9	20
1611	0.33	supari	7.4	12	1611	0.3	bamboo	5.7	21
1612	0.32	supari	7.3	11	1612	1.1	keso	7.8	20
1613	0.35	supari	7.3	14	1613	0.9	supari	7.8	23
1614	0.4	supari	7.3	12	1614	1.03	modar	6.7	25
1615	0.34	supari	7.2	10	1615	0.9	baral	6.1	13
1616	0.36	supari	7.3	9	1616	1.1	keso	6.9	14
1617	0.38	supari	7.5	10	1617	0.4	supari	6.9	16



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1618	0.42	supari	7.1	10	1618	1.06	modar	6.8	20
1619	0.4	supari	7.8	10	1619	1.13	himalu	6.8	23
1620	0.32	supari	6.8	10	1620	0.9	sum	6.8	20
1621	0.65	gohara	7.9	6	1621	0.6	shah	6.8	20
1622	1.2	kathal	6.2	13	1622	1.07	shah	6.9	12
1623	1.1	kathal	6.2	13	1623	0.93	sotihana	6.5	19
1624	0.34	supari	7	11	1624	0.4	supari	6.8	18
1625	0.36	supari	6.4	11	1625	1.16	modar	6.1	20
1626	0.95	kathal	6.5	10	1626	1.03	modar	6.1	20
1627	0.34	supari	6.6	9	1627	1.3	modar	6.8	23
1628	1.1	puja	6.5	13	1628	0.41	supari	7.8	20
1629	0.34	supari	6.9	13	1629	0.63	puja	6.9	10
1630	1.6	hilikha	7.6	13	1630	0.41	supari	7.8	13
1631	0.34	supari	6.6	11	1631	0.4	supari	7.9	16
1632	0.36	supari	6.6	10	1632	0.4	supari	7.9	16
1633	0.32	supari	7.6	11	1633	0.63	puja	7.8	16
1634	0.4	supari	7.8	13	1634	0.4	supari	7.8	16
1635	0.38	supari	7.8	13	1635	0.42	supari	7.8	14
1636	0.4	supari	7.4	13	1636	0.68	modar	7.9	16
1637	0.65	kadam	6.5	9	1637	0.42	supari	7.9	17
1638	0.3	bamboo	7	22	1638	0.4	supari	7.6	9
1639	0.5	nahar	7.9	10	1639	0.52	shah	6.1	6
1640	1.1	sum	7.5	12	1640	1.3	kathal	7.3	20
1641	1	sum	6.9	11	1641	2.9	jori	4.5	23
1642	0.7	ajan	7.6	9	1642	0.53	velow	5.7	6
1643	0.55	gomari	7.3	6	1643	0.93	velow	5.8	26
1644	0.65	hachi	6.4	5	1644	1.2	velow	5.9	29
1645	0.7	sthalapadam	7	9	1645	0.39	supari	5.3	9
1646	1.2	neem	4.8	9	1646	0.38	supari	5.4	8
1647	2.3	bakul	7.8	11	1647	0.38	supari	5.9	10
1648	0.8	bakul	7.6	19	1648	0.6	velow	5.6	17
1649	0.7	bogari	6.2	6	1649	0.36	supari	5.5	13



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1650	0.9	ajan	6.8	9	1650	0.38	supari	5.5	10
1651	0.98	bogari	6.6	10	1651	0.37	bamboo	5.7	18
1652	0.65	hilikha	6.2	8	1652	2.1	shah	5.8	20
1653	0.99	ajan	5	10	1653	0.38	puja	5.8	9
1654	0.65	puja	6.4	8	1654	1.13	baral	5.9	20
1655	0.55	dimow	6.3	4	1655	0.86	velow	7.1	9
1656	1.1	much	6.1	11	1656	1.1	velow	7.1	10
1657	0.3	bamboo	6.1	19	1657	0.93	much	7.1	8
1658	0.85	kathal	6.1	9	1658	1.2	velow	6.8	23
1659	0.86	kathal	6.3	5	1659	1.4	much	7.1	27
1660	0.89	kathal	7.1	7	1660	0.66	baral	7.2	16
1661	0.9	hilikha	5.6	10	1661	0.58	velow	7.6	11
1662	1.1	velow	4.2	14	1662	0.93	velow	6.8	19
1663	0.82	velow	6.4	11	1663	0.52	velow	6.9	14
1664	0.65	velow	6.2	12	1664	0.83	velow	6.9	17
1665	0.72	velow	5.8	11	1665	0.62	velow	6.3	13
1666	0.7	velow	6.9	13	1666	0.9	hilikha	7.5	11
1667	0.65	velow	7	9	1667	0.32	supari	7.3	9
1668	0.68	velow	6	10	1668	1.9	velow	7.9	11
1669	0.92	velow	6.4	12	1669	0.9	velow	6.7	9
1670	0.95	velow	6.3	13	1670	0.34	sum	6.6	5
1671	0.9	velow	6.2	11	1671	1.2	velow	7.1	11
1672	1.2	velow	6.9	15	1672	1	velow	7.9	5
1673	1.1	velow	7.2	14	1673	1.1	sthalapadam	5.6	6
1674	0.82	velow	6.4	10	1674	0.95	bamboo	7.9	19
1675	0.85	velow	7.8	10	1675	1	bamboo	6.6	13
1676	1.25	much	7.9	13	1676	0.5	nahar	5.2	5
1677	0.84	velow	7.2	10	1677	0.9	aja	5.3	4
1678	0.82	velow	7.2	10	1678	0.75	aja	5.4	4
1679	0.65	velow	7.3	9	1679	0.74	aja	5.6	5
1680	0.72	velow	7.5	10	1680	0.85	aja	5.7	5
1681	0.9	velow	7.5	10	1681	0.8	aja	5.7	5



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1682	1.5	much	6.8	14	1682	0.85	aja	5.6	5
1683	0.85	velow	6.8	11	1683	0.9	sum	5.5	5
1684	1.6	neem	7.8	14	1684	1.8	himalu	5.5	19
1685	0.75	velow	6.7	8	1685	1	bamboo	4.5	20
1686	0.7	velow	7.2	9	1686	1.5	bamboo	4.7	22
1687	0.72	velow	7	4	1687	0.8	seya	6.8	5
1688	0.7	velow	7.9	10	1688	0.9	seya	6.7	7
1689	0.9	much	7.9	11	1689	2.8	dimow	7.6	13
1690	0.8	velow	6.8	10	1690	0.5	himalu	6.5	6
1691	0.7	kathal	7.5	10	1691	0.8	sum	4.6	4
1692	0.34	supari	7.9	11	1692	0.75	himalu	4.6	6
1693	0.9	hengalu	7.5	10	1693	1.2	hilikha	5	10
1694	0.32	tamul	6.4	8	1694	1	himalu	4.7	10
1695	0.4	tamul	7.1	10	1695	0.75	sum	4.6	4
1696	0.4	tamul	7	11	1696	0.32	sum	4.7	4
1697	0.35	tamul	7.2	8	1697	0.35	bamboo	3.1	11
1698	0.34	bamboo	7.5	11	1698	0.9	ajan	4.9	9
1699	0.95	velow	5.5	10	1699	0.5	nahar	5	6
1700	0.5	aja	6.4	5	1700	0.7	sum	6.5	4
1701	1.3	velow	5.7	15	1701	0.32	supari	7.1	5
1702	0.8	velow	6.4	8	1702	1.1	kathal	7.4	6
1703	1.4	velow	5.7	12	1703	1	krishansura	7.1	6
1704	0.7	velow	6	8	1704	1.7	ajan	7.8	5
1705	0.9	velow	6	9	1705	1	ahat	7.5	4
1706	0.32	bamboo	5.6	12	1706	0.85	mango	7.7	4
1707	1.1	himalu	5.8	20	1707	1.3	mango	7.9	4
1708	0.4	tamul	6.1	11	1708	1	mango	7.9	4
1709	0.35	tamul	6.7	10	1709	0.9	puja	6.4	4
1710	0.37	tamul	7.1	11	1710	0.34	supari	6.6	10
1711	0.35	tamul	7.2	12	1711	0.4	supari	7.5	10
1712	0.34	tamul	7.9	8	1712	0.41	supari	6.7	10
1713	0.38	tamul	6.3	10	1713	0.36	mango	6.4	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1714	0.4	tamul	5	11	1714	0.38	supari	6.9	10
1715	0.33	tamul	5.1	9	1715	0.93	kathal	6.2	9
1716	0.7	velow	5.4	8	1716	0.36	supari	6	10
1717	0.32	tamul	5.3	9	1717	1	bamboo	7.2	20
1718	0.32	bamboo	6.4	11	1718	1	bamboo	7.3	21
1719	0.9	velow	6	11	1719	0.85	neem	7	6
1720	0.3	bamboo	6.3	15	1720	2	bamboo	7.5	18
1721	0.9	baral	6.4	11	1721	0.7	sthalapadam	7.4	6
1722	0.3	bamboo	6	12	1722	0.68	sthalapadam	7	4
1723	0.3	bamboo	6.7	13	1723	1	bamboo	7	21
1724	0.35	tamul	6.4	10	1724	0.41	puja	6.9	4
1725	1	hilikha	7.3	11	1725	0.9	bamboo	6.9	20
1726	0.5	mango	4.7	5	1726	0.85	hilikha	6.7	6
1727	0.4	tamul	7.8	10	1727	0.43	supari	7.2	11
1728	0.45	tamul	7.9	11	1728	0.9	hilikha	6.9	10
1729	1	kathal	8	10	1729	0.75	hilikha	7.6	6
1730	0.4	tamul	5.4	11	1730	0.3	bamboo	7.9	20
1731	1.3	kathal	7.6	18	1731	1	bamboo	6.8	20
1732	0.4	tamul	5.3	10	1732	1	bamboo	7.9	18
1733	0.35	tamul	5.4	8	1733	1.4	much	7.8	14
1734	0.4	tamul	6	7	1734	1.2	velow	7.8	14
1735	0.37	tamul	5.7	9	1735	1.8	baral	5	12
1736	0.32	tamul	7	11	1736	0.8	velow	7.3	6
1737	0.37	tamul	5.3	10	1737	1	velow	7	7
1738	1.4	himalu	7.9	35	1738	0.6	himalu	6.9	4
1739	0.5	krishnsura	5.2	7	1739	1	velow	4.2	6
1740	0.35	tamul	5.4	11	1740	0.8	velow	4.1	5
1741	1.4	mango	6	15	1741	0.9	velow	6.9	6
1742	0.4	tamul	7.2	7	1742	0.95	velow	6.3	6
1743	0.37	tamul	4.2	12	1743	9	velow	7.8	6



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1744	0.4	tamul	4	13	1744	1	baral	6.4	6
1745	0.4	tamul	4	11	1745	1	bamboo	5.3	18
1746	0.38	tamul	7.3	10	1746	0.8	dimow	5.4	6
1747	0.4	tamul	4.1	11	1747	0.32	supari	5.8	8
1748	0.6	puja	6.7	12	1748	0.33	supari	5.8	10
1749	2.3	himalu	8	40	1749	0.34	kathal	6.1	6
1750	0.5	velow	6.7	8	1750	0.38	supari	6.5	10
1751	0.6	velow	7.9	4	1751	0.4	supari	6.4	10
1752	0.5	velow	6.9	5	1752	2	bamboo	5.6	21
1753	0.5	aja	7	7	1753	2.3	kadam	5.2	22
1754	0.9	aja	6.1	11	1754	0.6	bamboo	5.3	21
1755	1	hengalu	5.9	4	1755	0.75	puja	5	6
1756	1.3	velow	6.7	20	1756	0.8	mango	6.9	6
1757	1.2	velow	6	17	1757	1.9	kathal	5	9
1758	0.5	dimow	5.7	3	1758	0.73	kathal	5.1	6
1759	0.57	himalu	5.3	4	1759	0.36	supari	6.9	10
1760	0.5	velow	7.5	6	1760	0.38	supari	6.8	10
1761	0.56	bogari	7.2	5	1761	1.4	kadam	5	6
1762	0.9	puja	7.7	15	1762	3	puja	7.5	10
1763	1	kathal	6.4	11	1763	2	velow	7.2	7
1764	0.8	mango	6.5	10	1764	1.3	jamun	6.5	5
1765	0.4	tamul	5.6	11	1765	1	baral	6.6	5
1766	0.38	tamul	5.7	9	1766	0.9	velow	6.6	4
1767	0.9	mango	7.5	11	1767	1	bamboo	6.4	21
1768	0.32	tamul	6.8	9	1768	0.4	bamboo	7	20
1769	0.3	bamboo	7	11	1769	0.6	bamboo	7.8	18
1770	0.4	tamul	7	11	1770	1	bamboo	7.4	19
1771	0.3	madhuri	6.9	7	1771	3.3	himalu	4.2	20
1772	0.4	tamul	7.2	10	1772	0.7	seya	5.1	4
1773	0.3	bamboo	4.1	11	1773	1.1	velow	6.2	6
1774	0.7	puja	7.7	12	1774	0.95	bogari	6.2	4
1775	0.6	mango	5.2	15	1775	3.2	himalu	6.1	20



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1776	0.3	bamboo	4	11	1776	1.4	velow	7.5	9
1777	0.3	bamboo	6.6	10	1777	3	baral	7.7	6
1778	0.4	tamul	4.9	11	1778	0.85	velow	6.5	4
1779	0.8	mango	5.3	10	1779	2.8	rintree	7.5	11
1780	0.4	puja	4.9	8	1780	3.1	himalu	6.8	15
1781	0.38	tamul	4.8	11	1781	2.8	rintree	4.2	12
1782	0.6	sisu	6.7	10	1782	2.9	jamun	6.1	9
1783	0.4	tamul	7.6	11	1783	1	velow	7.4	10
1784	0.35	tamul	5.5	10	1784	0.38	much	5.5	3
1785	0.5	jamun	5.8	11	1785	0.4	much	5.4	4
1786	0.9	kathal	6	15	1786	0.38	much	5.3	3
1787	0.8	aja	5.9	11	1787	0.4	much	6.3	3
1788	0.39	tamul	7	10	1788	1	bamboo	6.2	21
1789	0.34	tamul	7.4	11	1789	0.6	bamboo	7.2	20
1790	0.6	much	7	7	1790	1	velow	7.2	14
1791	0.4	tamul	8	11	1791	0.9	bamboo	7.2	21
1792	0.38	puja	7.6	6	1792	1.5	bamboo	6.2	22
1793	0.9	sum	6.3	7	1793	1	bamboo	6.8	22
1794	0.5	neem	5.6	4	1794	0.5	bamboo	6.7	23
1795	0.7	mango	7.4	7	1795	1	bamboo	7	22
1796	0.7	pipal	4.8	6	1796	1	pahariya	7.7	12
1797	0.6	pipal	5.7	5	1797	1.1	pahariya	7.4	13
1798	1	ahat	5	14	1798	1	pahariya	7.5	6
1799	0.9	sotihana	5.4	11	1799	0.4	supari	7.4	9
1800	0.35	tamul	6	11	1800	0.4	supari	7.3	9
1801	0.36	tamul	6.6	10	1801	0.95	puja	7.8	10
1802	1	kathal	6.7	8	1802	0.32	supari	7.4	6
1803	0.37	tamul	6.6	10	1803	0.38	supari	7.5	9
1804	0.4	tamul	7	11	1804	0.9	pahariya	7.2	10
1805	0.5	tamul	7.3	8	1805	0.34	supari	7.8	8
1806	0.35	tamul	7.3	7	1806	0.5	dimow	2.6	9
1807	0.6	modar	7.4	9	1807	0.85	much	7.8	8



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1808	0.36	tamul	7.5	11	1808	0.7	velow	6.7	4
1809	0.35	tamul	7.6	12	1809	0.98	velow	7.7	6
1810	0.4	tamul	7.7	7	1810	0.34	velow	7.5	5
1811	1	jalphai	6.9	16	1811	1.2	much	5	4
1812	0.6	puja	6.5	10	1812	2.9	rintree	7.4	2
1813	1.4	kathal	7	15	1813	2	rintree	6	16
1814	0.6	krishnsura	7.8	8	1814	2.2	velow	7.8	20
1815	0.4	tamul	5	7	1815	2	rintree	7.7	18
1816	0.35	tamul	5.1	9	1816	2.3	much	7.8	21
1817	0.36	tamul	5	10	1817	2.8	rintree	6.1	17
1818	0.32	puja	7	7	1818	2.1	velow	7.5	14
1819	0.4	tamul	5.2	10	1819	1.5	much	6.6	12
1820	0.4	tamul	5.5	10	1820	1.4	much	7.8	14
1821	0.4	tamul	6	11	1821	0.85	much	5	5
1822	0.4	tamul	6.1	10	1822	0.76	velow	7.6	6
1823	0.5	baral	6	3	1823	2.4	baral	7.7	9
1824	1	puja	5.8	12	1824	0.65	velow	7	3
1825	1	kejo	7	7	1825	0.9	velow	6.5	16
1826	0.9	kejo	5.4	6	1826	1.1	velow	6.4	19
1827	0.45	kathal	5.7	7	1827	0.9	velow	6.3	4
1828	0.4	tamul	7.1	11	1828	1.6	velow	6.2	14
1829	1	neem	4.3	15	1829	1.2	bamboo	6.4	18
1830	0.9	mango	6.7	12	1830	1.4	krishansura	4.4	11
1831	0.4	tamul	7	11	1831	0.65	krishansura	5.3	5
1832	1.3	kathal	6	21	1832	3.1	kadam	5.4	20
1833	0.38	tamul	7.4	11	1833	0.8	puja	5.6	10
1834	0.37	tamul	7.3	10	1834	0.9	velow	5.3	5
1835	0.33	tamul	6.8	9	1835	1.2	velow	5.3	10
1836	1	kathal	6.4	15	1836	0.32	supari	6.7	8
1837	0.9	jamun	4.4	13	1837	0.9	velow	5.3	9



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1838	0.34	tamul	6.7	11	1838	0.32	supari	7.1	9
1839	0.4	tamul	7.2	10	1839	0.4	supari	7.1	9
1840	0.3	bamboo	4	11	1840	0.8	mango	7	5
1841	0.7	sum	7.8	11	1841	0.95	velow	5.5	9
1842	0.4	puja	5.4	11	1842	1.5	much	5.3	11
1843	0.55	mango	5	4	1843	1.6	much	6.8	11
1844	1.1	jalphai	5.1	15	1844	1	velow	5.2	10
1845	0.4	mango	5.4	5	1845	0.85	velow	7.1	7
1846	0.5	mango	5.1	7	1846	0.9	puja	6.9	6
1847	0.5	kathal	4.1	10	1847	1.4	velow	6.4	12
1848	0.3	bamboo	7	11	1848	0.86	velow	6.4	6
1849	0.4	mango	5	6	1849	1.12	velow	7.7	8
1850	0.5	kathal	5.2	7	1850	1.2	velow	7.8	8
1851	0.6	kathal	5.8	8	1851	0.7	velow	6.4	4
1852	0.4	mango	5.6	7	1852	1.25	puja	7.4	5
1853	0.32	bamboo	5.3	11	1853	1.4	velow	7.9	6
1854	0.4	mango	5.5	7	1854	1	velow	6.5	6
1855	0.4	tamul	5.5	11	1855	0.7	puja	6.1	6
1856	1	krishnsura	5	15	1856	0.65	velow	5.6	4
1857	1.2	sajana	5.8	17	1857	0.5	velow	5.4	4
1858	0.37	tamul	6	11	1858	0.54	velow	5.3	5
1859	0.38	tamul	6.3	10	1859	0.42	supari	5.4	10
1860	0.39	tamul	5.2	9	1860	0.4	supari	5.1	11
1861	0.4	sum	6.1	7	1861	0.98	sthalapadam	3.8	6
1862	0.38	tamul	6.2	11	1862	0.75	sthalapadam	4.5	4
1863	0.4	tamul	7	10	1863	0.8	sthalapadam	5.6	4
1864	0.35	tamul	7	9	1864	0.95	sthalapadam	5.6	5
1865	0.4	tamul	7	12	1865	0.82	omlikhi	5.3	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1866	0.4	puja	4.2	12	1866	0.96	sthalapadam	7.1	4
1867	0.4	bamboo	4	11	1867	1.3	shah	6.8	8
1868	0.32	bamboo	5.3	12	1868	1.5	sthalapadam	7.8	9
1869	3	himalu	5	15	1869	0.4	ahat	7	10
1870	1.1	hilikha	5.4	17					
1871	0.3	bamboo	5.8	11					
1872	0.5	velow	5.7	7					
1873	0.3	bamboo	5.8	11					
1874	2.3	sotihana	5.5	25					
1875	1.5	aja	6	10					
1876	1.9	baral	6.5	20					
1877	1	hengalu	6.4	7					
1878	0.4	baral	8	5					
1879	0.3	bamboo	5.2	11					
1880	1.2	sotihana	5.2	17					
1881	0.4	velow	5.3	8					
1882	0.9	jamun	5.2	10					
1883	1	aja	5.6	14					
1884	1.1	himalu	5.6	17					
1885	1.1	sum	7.7	12					
1886	1	sum	7	11					
1887	0.38	bamboo	7.3	11					
1888	0.4	tamul	8	11					
1889	0.4	tamul	8	10					
1890	0.3	bamboo	3.8	12					
1891	0.32	bamboo	4	11					
1892	1.5	neem	5.6	20					
1893	1.4	neem	5.7	19					
1894	1.6	neem	5.5	18					
1895	1.7	neem	7.3	21					
1896	1.2	neem	5.6	18					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1897	0.9	neem	5.5	17					
1898	1.2	neem	5.8	19					
1899	1.3	neem	5.4	18					
1900	1.2	neem	5.7	17					
1901	2.5	rintree	7.4	37					
1902	1.8	rintree	5.8	19					
1903	1.5	rintree	5.6	18					
1904	0.45	rintree	5	7					
1905	1.5	rintree	5.7	18					
1906	1.9	rintree	7.7	23					
1907	0.4	rintree	8	7					
1908	0.5	rintree	7.2	7					
1909	0.6	rintree	7.7	6					
1910	0.7	much	5.3	8					
1911	3	rintree	6.5	40					
1912	1.7	rintree	4.8	18					
1913	1.9	rintree	7.6	23					
1914	0.7	pipal	5.6	7					
1915	2.9	rintree	4.9	27					
1916	1.7	velow	5.8	11					
1917	1.3	ahat	6.2	8					
1918	1.6	rintree	6.7	19					
1919	1.8	rintree	6.4	21					
1920	2	rintree	6.7	25					
1921	1.8	much	6.2	19					
1922	0.8	much	5	11					
1923	1.7	himalu	7.4	22					
1924	1.9	much	7.6	19					
1925	2	much	7	7					
1926	0.35	much	5	8					
1927	0.6	much	5.6	10					
1928	0.5	much	6	11					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1929	0.65	much	5	12					
1930	1.8	velow	6.2	21					
1931	1.8	velow	5.9	20					
1932	0.32	tamul	7.7	8					
1933	0.4	tamul	7	10					
1934	0.4	tamul	7.2	11					
1935	0.4	tamul	7.3	5					
1936	0.4	tamul	7	12					
1937	0.4	mango	4.9	7					
1938	0.4	tamul	7.3	11					
1939	0.4	tamul	7.1	12					
1940	0.9	neem	8	8					
1941	0.32	tamul	7.7	9					
1942	1.9	neem	7.4	21					
1943	1.3	velow	6.6	19					
1944	0.9	neem	6.8	11					
1945	1	amara	6.5	11					
1946	0.4	much	4	7					
1947	0.38	much	4.1	6					
1948	0.4	neem	6.3	7					
1949	0.5	much	6.3	3					
1950	1.1	much	3.8	20					
1951	3	much	5.2	40					
1952	1.2	velow	7.7	21					
1953	1.1	velow	7.8	19					
1954	0.3	bamboo	7.6	11					
1955	0.7	velow	5.6	10					
1956	0.9	much	5.5	18					
1957	2.1	much	6.7	32					
1958	0.3	bamboo	5.7	11					
1959	1.2	much	7.5	21					
1960	0.9	much	5.3	11					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1961	0.6	much	4	8					
1962	1.2	much	6.7	19					
1963	1.1	much	6.4	20					
1964	1.1	much	7.1	17					
1965	1	much	6.7	16					
1966	2.1	much	4.7	38					
1967	0.7	velow	6.5	10					
1968	0.6	much	5.3	7					
1969	0.32	bamboo	5	14					
1970	2.3	much	6	37					
1971	1.5	much	6.1	18					
1972	0.7	bogari	6.5	7					
1973	0.8	gomari	6.2	11					
1974	1.7	rintree	5	16					
1975	0.8	keso	6.8	6					
1976	0.9	much	5	8					
1977	0.7	keso	5.2	6					
1978	0.6	keso	5.1	7					
1979	0.75	keso	5.2	6					
1980	1	much	6.5	16					
1981	0.3	supari	7.1	8					
1982	0.9	keso	7	8					
1983	1	vatgalu	7.1	10					
1984	2	much	4.8	22					
1985	0.9	vatgalu	4.9	7					
1986	0.7	rintree	7.7	10					
1987	0.8	vatgalu	7.8	9					
1988	1	much	5.5	11					
1989	1.1	velow	5	17					
1990	2.1	velow	8	25					
1991	2.4	himalu	4.8	40					
1992	0.3	bamboo	5	10					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
1993	1	baral	4.7	11					
1994	0.6	sthalapadam	7.7	7					
1995	0.3	bamboo	7.9	11					
1996	1.1	much	5.5	19					
1997	2.1	baral	7.2	24					
1998	0.4	velow	7.5	5					
1999	1	much	6.3	16					
2000	0.45	much	6.8	5					
2001	0.37	tamul	6.4	4					
2002	0.4	tamul	6.3	8					
2003	0.4	tamul	8	7					
2004	2	ahat	6	20					
2005	0.4	tamul	7.3	10					
2006	0.9	amara	6.4	12					
2007	0.8	ohtenga	5.4	10					
2008	1.8	amara	7.6	19					
2009	1	much	8	12					
2010	0.8	jamun	5.6	11					
2011	0.9	much	7.7	16					
2012	0.5	much	5.6	11					
2013	0.7	himalu	4.8	15					
2014	0.8	much	6.7	12					
2015	0.35	bamboo	5.2	15					
2016	0.3	bamboo	5.5	13					
2017	0.7	rintree	5.6	10					
2018	0.4	neem	5	4					
2019	0.35	tamul	5.1	7					
2020	0.38	tamul	6	11					
2021	37	tamul	6.8	8					
2022	0.36	tamul	5.6	7					
2023	0.4	tamul	5.4	11					
2024	0.35	tamul	5.6	10					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
2025	0.38	tamul	5.8	9					
2026	0.38	tamul	5.7	10					
2027	1.9	hilikha	7.1	20					
2028	0.4	tamul	6.8	11					
2029	0.4	tamul	6.7	11					
2030	0.4	tamul	6.9	12					
2031	0.32	bamboo	5.4	7					
2032	1.8	neem	7.4	15					
2033	0.34	bamboo	5	11					
2034	1.1	neem	8	20					
2035	0.34	bamboo	7.8	11					
2036	1.9	rintree	7.8	25					
2037	1.8	much	6.3	19					
2038	1.7	rintree	6.8	20					
2039	3.1	sotihana	4.5	21					
2040	0.5	much	4.6	5					
2041	2.3	ragu	5	26					
2042	0.9	much	7	7					
2043	1.7	velow	5.2	18					
2044	0.4	tamul	7.4	11					
2045	0.4	tamul	8	10					
2046	0.4	tamul	6.5	11					
2047	0.37	tamul	6.6	10					
2048	0.9	kathal	6	9					
2049	0.34	tamul	6.7	8					
2050	0.32	tamul	6	9					
2051	0.33	tamul	6.1	8					
2052	0.35	tamul	6.2	10					
2053	0.37	tamul	6.1	11					
2054	0.38	tamul	8	12					
2055	0.5	mango	5.8	11					
2056	0.45	tamul	5.7	10					



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Hight (M)
2057	0.38	tamul	5.9	9					
2058	0.37	tamul	6	8					
2059	0.35	tamul	5.8	11					
2060	0.9	hilikha	5.7	16					

Tree Inventory for Machkhowa to Telijan Section

LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
2	2.1	ahat	8	16	2	0.79	batulbars	5.2	10
3	2.7	ahat	5.1	10	3	1.4	batulbars	5.1	10
5	1.7	shisu	5	20	5	4.1	rentree	6.5	20
7	2.8	rentree	4.6	15	7	1.5	rentree	7.5	10
8	0.55	krishansura	5.1	3	8	2.3	rentree	7.1	20
10	1.7	banal	4.8	7	10	0.61	gomari	6	5
12	1.6	gohara	5	8	12	0.6	sthalapadum	3.4	3
13	2.1	banal	4.5	9	13	1.75	rentree	5	20
14	0.9	much	4.9	4	14	1.1	velow	8	12
15	1.6	velow	4.3	11	15	0.95	banal	5.6	6
16	1.1	gomari	4.9	12	16	1.25	velow	5.7	11
17	1	rentree	3.9	9	17	1.77	velow	7.5	8
18	0.5	rentree	6	4	18	0.91	sthalapadum	5.5	2
19	2.2	rentree	4.3	11	19	1.7	rentree	5.4	4



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
20	1.5	banal	5.8	12	20	1.2	sthalapadum	5.2	3
21	1.1	rentree	3.6	6	21	0.65	puja	5.3	10
22	0.6	velow	5.3	4	22	1.2	sthalapadum	5.5	3
23	1.2	rentree	6.4	4	23	0.97	sthalapadum	6.2	4
27	0.85	sthalapadum	6.3	6	27	0.52	sthalapadum	6.2	7
28	1.2	rentree	6	8	28	0.62	sthalapadum	7.2	4
29	2	banal	4.9	9	29	0.72	sthalapadum	6.2	5
30	0.75	velow	6.2	3	30	0.82	sthalapadum	4.2	4
32	3.6	uriam	5.2	10	32	1.95	aja	7.8	15
33	1.3	gahara	6.9	8	33	0.9	velow	6.2	12
34	1.3	velow	6.6	7	34	4.2	velow	6.3	10
35	1.4	velow	5	7	35	1.1	velow	5.5	8
36	1.5	velow	6.4	7	36	1.2	velow	6.3	10
37	1.2	velow	6.6	10	37	1.9	velow	3.9	8
38	1.7	gomari	7.7	17	38	1.3	krishnasura	4.8	2
39	4.1	ahat	5.6	20	39	1.6	krishnasura	5.2	5
40	1.2	velow	5.6	10	40	0.9	puja	6.2	20
41	1.5	velow	6.8	11	41	1.2	velow	4.8	20
42	1.2	velow	7	13	42	1.3	nahar	7.7	15
43	1.2	velow	6.8	15	43	1.2	sotihana	7.9	12
44	1.3	velow	6.8	13	44	0.92	sotihana	8	10
45	0.85	velow	5.8	9	45	1.2	banal	6.7	20
46	0.6	velow	7.5	15	46	1.3	rentree	7.8	3
47	0.9	velow	5.2	13	47	1	rentree	8.6	5



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
48	1.5	velow	5.3	14	48	0.8	rentree	7.2	8
50	1.5	puja	5.7	5	50	1.2	velow	5.1	5
51	1.4	velow	4.9	12	51	1.3	rentree	6.1	7
52	1.6	velow	4.9	10	52	0.95	velow	7.1	12
53	1.3	velow	5.1	8	53	1.6	velow	8.1	15
54	1.8	velow	5.1	20	54	1.4	velow	5.6	12
55	3.6	ahat	5	25	55	2.4	rentree	5.7	20
56	0.56	holikha	5.2	10	56	0.69	rentree	7.2	15
57	1.2	neem	4.5	15	57	1.5	amlokhi	7.3	10
58	2.3	ahat	5.2	5	58	1.6	velow	5.4	15
59	1.2	bogari	6.2	12	59	0.95	velow	6.6	20
60	1.2	velow	6.3	15	60	1.2	velow	5.6	13
61	1.7	velow	5.1	17	61	0.95	velow	5.7	25
62	0.85	bogari	7	2	62	1.2	velow	6.1	15
63	0.65	rentree	5.1	4	63	0.95	rentree	7.1	14
64	0.65	rentree	5.1	3	64	1.2	velow	5.1	10
65	1.1	rentree	4.8	12	65	0.95	velow	5.3	12
67	1.1	velow	4.4	15	67	1.3	velow	6.2	10
70	1.1	velow	8	17	70	1.2	velow	5.9	12
71	4.3	ahat	3.9	25	71	0.96	rentree	5.4	10
72	1.5	ahat	5.4	5	72	1.2	velow	5.2	25
73	0.95	velow	5.9	12	73	1.1	velow	5.4	16
74	0.98	bogari	4.5	9	74	1.2	velow	5.4	18
77	0.9	velow	5.9	4	77	1.2	velow	5.4	12
78	0.5	krishansura	5.1	5	78	0.96	velow	5.2	13
79	1.1	holikha	6.7	20	79	1.2	velow	6.4	12
80	4.1	puja	7.9	18	80	1.1	velow	7.2	10
81	1.3	velow	6.5	27	81	1.3	velow	7.8	22
82	2.2	velow	6.5	25	82	1.2	velow	7.9	23
83	1.2	velow	6.4	20	83	0.97	velow	6.2	10
84	0.6	modar	5.9	5	84	1.2	velow	5.3	23
85	0.76	velow	6.2	3	85	1.2	rentree	7.2	17



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
86	1.2	velow	6	15	86	1.2	rentree	7.2	12
87	1.3	puja	6.5	12	87	1.3	rentree	7.2	27
88	1.2	velow	4	8	88	1.4	rentree	7.2	25
89	1.3	velow	6.3	6	89	1.9	banal	7.1	26
90	1.2	much	5.9	20	90	1.3	velow	4.9	12
91	2.5	uriam	6.7	26	91	1.3	velow	5	2
92	1.2	amlokhi	5.5	10	92	1.2	aja	1.7	8
93	1.2	kathal	6.5	7	93	0.96	velow	6.6	3
94	2.2	velow	8	20	94	1.3	velow	4.8	4
95	1.2	velow	6.6	15	95	0.91	velow	5.4	2
96	0.96	velow	6.5	4	96	0.99	velow	6.2	8
97	0.86	ahat	6.7	10	97	0.95	velow	6.6	8
98	2.7	velow	6.4	25	98	1.2	velow	7.6	5
99	1.2	velow	6.9	7	99	0.96	velow	7.7	6
100	1.3	velow	8	17	100	1.2	velow	8	7
101	1.6	much	6.1	10	101	1.2	velow	7.9	7
102	2.2	much	7.5	30	102	0.95	velow	7.2	5
103	0.95	rentree	4.5	7	103	1.1	velow	6.4	6
104	4.2	ahat	7.7	25	104	0.93	rentree	5.6	5
109	2.2	banal	7.6	7	109	1.3	velow	5.4	14
115	0.55	sotihana	6.5	7	115	0.6	bakul	6.3	6
118	1.6	sthalapadum	4	5	118	4.6	ahat	7.6	25
120	0.56	rentree	4.4	10	120	0.71	tenga	5.1	12
121	1.7	velow	4.2	15	121	1.58	puja	5.6	30
122	0.95	velow	6.4	4	122	1.3	hilikha	6.1	20
123	0.92	velow	4.4	7	123	1.3	hilikha	5.6	15
124	0.98	rentree	4.5	10	124	1.1	puja	4.3	12
126	0.9	aja	7.7	7	126	1.2	kandoi	4.9	9
127	1.2	bogari	7.9	6	127	0.63	hilikha	5	10
128	0.97	aja	6	12	128	1.38	dimow	6.4	30
129	1.3	aja	6.2	22	129	1.1	puja	6.1	35
130	1.2	bogari	6.7	5	130	1.3	puja	6.1	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
131	1.2	velow	6.8	15	131	0.9	neem	8	10
132	1.5	aja	6.9	20	132	5.5	dimow	3.8	25
133	0.95	aja	5.2	15	133	2	velow	7.1	32
134	1.2	bogari	5.3	7	134	2	velow	7.5	30
135	1.3	velow	5.2	12	135	3	ahat	8	30
136	0.96	bogari	4.2	5	136	2.2	krishnasura	7.5	31
138	1.2	velow	4	7	138	1.9	velow	6.2	35
139	0.93	bogari	4.2	3	139	1.8	velow	6.2	34
140	1.2	puja	3.9	15	140	1.8	velow	7.5	31
141	1.26	aja	4.2	10	141	1.5	much	4.95	25
142	0.96	velow	4.2	7	142	0.7	sthalapadum	7.1	7
144	1.3	sthalapadum	8	7	144	1.6	sthalapadum	8	6
145	1.4	ahat	5.9	15	145	3.2	ahat	7.6	30
147	0.5	dimoh	6.1	10	147	2.4	gomari	5.4	25
149	0.56	sotihana	7.2	5	149	2.2	gomari	7.9	20
154	0.96	hilikha	5.2	15	154	1	velow	7.8	15
159	1.2	ahat	4.4	20	159	2.6	sisu	5.4	23
162	1.5	aja	7.9	17	162	0.7	puja	5.2	5
163	1.4	aja	7.8	12	163	0.9	velow	7.2	5.9
164	0.56	aja	6.9	10	164	2	sotihana	5.3	15
165	1.5	aja	6.7	12	165	0.68	velow	7.3	5
166	0.67	mango	6.5	7	166	0.9	velow	6.4	4
168	1.2	puja	5.2	10	168	0.5	velow	5.6	6
169	0.53	hilikha	5.4	8	169	0.59	sthalapadum	6.7	3
173	1	puja	7.2	6	173	1.3	sthalapadum	3.5	5
175	1.3	sotihana	7.2	17	175	0.6	ahat	7.5	5
177	1.4	velow	7.2	7	177	1.9	velow	5	20
178	0.53	velow	4.6	5	178	2	velow	8	21



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
179	1.6	velow	7.6	20	179	1.1	neem	6.8	13
180	1.2	aja	6.8	12	180	1.9	banal	6.8	15
181	1.2	aja	5.3	20	181	2.2	sotihana	7	20
182	0.96	aja	6.2	12	182	1.1	velow	6.2	14
183	0.98	nahar	6.1	13	183	1.95	velow	5.1	15
187	0.89	aja	7.4	5	187	2	ahat	5.7	18
192	1.7	krishansura	7.1	22	192	0.5	velow	6.3	4
193	0.89	puja	6.4	20	193	0.85	aja	5.9	6
194	0.9	puja	6.4	16	194	0.95	velow	5.8	10
197	0.95	nahar	7.3	15	197	0.68	velow	4.9	5
199	0.59	sotihana	5.9	8	199	1	velow	5.1	6
200	0.54	sotihana	5.9	7	200	2.1	velow	6.5	11
201	0.65	much	5.4	10	201	1.2	velow	5	12
202	1.5	aja	6.2	20	202	1.2	velow	5.7	10
205	0.5	mango	6.3	12	205	2	velow	5.2	9
209	1.1	rentree	5.9	13	209	0.85	velow	4.8	5
210	0.53	banal	8	15	210	0.8	velow	4.5	4
212	1.4	hilikha	7.3	24	212	0.9	banal	7	4
213	1.1	kathal	7.9	15	213	1.2	velow	5.3	7
216	1.2	banal	5.4	15	216	0.72	velow	5	4
217	1.2	sotihana	6.1	25	217	0.85	krishnasura	5.7	4
218	1.4	banal	7.4	13	218	0.97	aja	4.5	15
219	0.55	puja	6.8	12	219	0.98	aja	6.6	16
220	2.2	puja	6.8	25	220	0.73	aja	7.95	15
222	1.2	krishansura	7.2	5	222	0.9	banal	6.5	8
223	0.78	krishansura	7.2	20	223	0.9	velow	6.6	3
224	0.79	krishansura	7.1	22	224	1	velow	6.6	9
225	0.67	hilikha	8	19	225	1.2	hilikha	7	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
228	0.95	supari	6.7	12	228	0.9	sotihana	5.4	7
229	0.65	puja	6.8	15	229	1.6	banal	5.6	22
230	0.86	neem	6.1	15	230	0.95	aja	5.7	20
231	0.56	neem	8	12	231	0.85	aja	5.8	12
232	0.57	aja	8	10	232	0.75	puja	5.6	11
233	2.2	aja	8	30	233	0.95	aja	7.5	10
234	1.2	aja	8	20	234	0.6	bogari	6	3
238	1.2	aja	7.2	12	238	0.95	aja	7.9	6
239	5.2	ahat	5.2	37	239	1.95	velow	6.7	16
241	5.1	ahat	6.8	35	241	1.45	krishnasura	6.3	21
242	1.2	neem	7.5	17	242	1.24	aja	7.9	19
246	0.91	neem	7.7	15	246	1	puja	7.6	23
247	0.96	neem	6.6	10	247	1.1	banal	7	24
260	2.2	hemalu	6.7	40	260	0.98	puja	6.2	5
262	0.53	modar	3.5	3	262	1.2	banal	8	12
264	5.2	ahat	4.2	35	264	0.8	tamul	7	20
266	3.2	banal	4.9	30	266	1.3	ragu	5.3	28
268	2.3	uriam	8	39	268	0.75	neem	7.1	13
269	0.96	aja	8	32	269	0.69	tenga	6.7	9
271	0.96	jamuka	8	17	271	0.5	nahar	6.6	10
273	0.73	much	7.5	8	273	1.3	hilikha	8	15
276	0.67	velow	5.3	7	276	1	gohara	6.1	12
277	0.83	much	5.4	8	277	0.5	amara	5.3	3
278	0.9	velow	6.3	7	278	0.6	aja	5.1	4
280	0.93	puja	7.2	15	280	1.98	banal	8	25
281	2.2	puja	6.3	20	281	1	aja	7.1	20
282	1.1	jamuka	6.2	16	282	1.1	aja	7.2	21
283	0.9	much	8	12	283	0.95	aja	7.6	22
286	1.5	jamuka	6.8	22	286	0.75	much	5.5	20
287	0.77	dimow	6.5	12	287	0.65	much	6.7	6
288	0.6	much	6.6	10	288	0.6	aja	6.8	6
289	1.2	aja	7.5	20	289	1.2	aja	7.7	30



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
293	0.62	aja	6.2	8	293	0.55	sthalapadum	5.1	9
295	0.67	aja	7.2	7	295	0.56	puja	4.6	5
298	1.2	much	8	18	298	0.98	banal	7.7	10
299	0.6	puja	6.3	12	299	1.1	aja	5.2	15
303	0.57	aja	6.5	7	303	0.65	much	4	11
311	0.75	velow	6.5	17	311	0.7	much	6	12
319	1.2	puja	7.3	22	319	0.58	hilikha	7.7	24
321	0.65	much	5.6	5	321	0.5	much	7.6	12
322	0.66	much	6.1	12	322	1.1	much	6.5	25
326	1.2	puja	6.7	30	326	0.55	sum	5.4	13
331	0.96	hemalu	6.7	18	331	0.6	sahgosh	5	6
332	1.2	mango	7.6	22	332	2	much	5.8	50
333	1.4	much	5.4	27	333	0.7	dimow	5.6	2
335	2.9	much	5.2	7	335	1.5	aja	7.7	35
336	1.2	hilikha	7.4	18	336	1.6	much	7.8	40
338	1.7	krishansura	6.2	22	338	0.68	titasapar	6	20
340	0.96	much	4.9	6	340	0.55	titasapar	6.7	11
342	2.4	sotihana	5.4	32	342	0.52	much	4	8
348	1.2	hilikha	8	22	348	2.2	aja	6.1	35
349	1.2	sotihana	6.3	23	349	0.58	much	4.4	8
354	0.9	kutkara	6.2	10	354	0.5	banal	5.2	9
355	0.53	seral	5.8	12	355	0.52	banal	5.1	8
356	0.62	dimow	7.2	12	356	1.98	banal	7.2	50
357	5.2	dimow	8	32	357	1.1	much	5.5	9
358	0.62	much	6.2	12	358	1.2	aja	5.5	8
360	0.98	much	4.2	12	360	0.7	much	6.9	13
361	0.94	hegalu	8	14	361	0.5	puja	5.8	10
364	0.53	much	7.5	7	364	2.4	jaru	5.2	35
365	0.62	much	4.6	12	365	0.85	sotihana	7	11
367	0.53	much	5.2	8	367	3	ahat	7.2	50
368	0.67	much	5.3	7	368	1.2	much	7.8	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
369	0.68	kutkara	8	9	369	0.65	velow	6.8	8
370	0.72	kutkara	8	12	370	1.8	velow	5.6	20
371	1.2	aja	5.3	22	371	2.2	banal	7.7	21
372	0.62	kutkara	5.9	7	372	0.8	much	3.6	4
375	2.2	much	8	22	375	1.2	himalu	8	35
377	1.6	much	4.5	17	377	0.97	velow	7.4	15
380	1.2	supari	8	12	380	1.5	velow	7.5	20
385	1.2	much	8	14	385	0.5	sotihana	7.6	5
386	0.8	bogari	8	10	386	1.5	bogari	6.6	6
388	2.3	hemalu	7.2	35	388	1	velow	6.2	16
390	2.1	velow	7.8	13	390	2	velow	6.4	18
391	0.65	velow	7.6	8	391	0.97	sthalapadum	5.8	7
392	1.4	velow	5.6	8	392	0.5	aja	6.5	5
395	1	bogari	6.2	4	395	1.2	velow	7.6	6
399	1.1	velow	6.4	8	399	0.6	neem	5.7	5
400	0.9	much	6.2	9	400	0.98	sthalapadum	6.9	6
401	0.9	much	6.1	3	401	1	sisu	6.2	10
402	0.91	much	6.5	3	402	0.85	sthalapadum	6.1	7
403	0.93	much	6.4	2	403	0.9	velow	6.8	10
404	0.95	velow	6.6	7	404	0.5	dikcoti	4.4	5
405	1	much	6.9	8	405	0.98	velow	5.9	11
406	0.91	sthalapadum	7.9	8	406	0.96	sthalapadum	6.4	13
407	0.95	sthalapadum	8	7	407	0.95	velow	5.9	14
410	0.8	krishansura	7.1	10	410	0.75	velow	5.1	8
411	1.3	velow	5	9	411	1.1	krishnasura	6.7	10



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
412	1	krishansura	5.9	11	412	1.5	velow	6.2	7
414	1.3	velow	6.4	7	414	0.75	sthalapadum	6	9
415	0.95	banal	4.8	9	415	0.97	velow	5.8	10
416	0.56	bogari	4.9	4	416	1.1	velow	4.9	12
417	0.6	banal	7.4	9	417	1.5	velow	4.8	11
418	3	much	5.1	9	418	1.29	velow	5.4	16
421	0.5	bogari	5.2	4	421	0.5	velow	7.4	4
422	0.85	velow	7.5	7	422	0.75	sahgosh	5.6	5
423	0.8	kutkara	7.6	4	423	0.65	velow	5.1	4
424	0.83	banal	7.7	5	424	0.7	sahgosh	4.8	5
425	0.6	much	5.9	7	425	0.6	sthalapadum	4.7	4
426	0.55	aja	7.1	7	426	0.5	velow	4.5	3
429	0.56	aja	4.8	7	429	0.5	velow	7.5	4
431	1.4	sthalapadum	6.2	10	431	1.4	banal	4.4	30
432	1	bogari	3.3	6	432	1.2	velow	4.3	25
433	0.95	bogari	3.5	7	433	1.7	velow	5.6	40
438	0.5	banal	3.9	7	438	0.98	banal	5.6	20
440	0.52	velow	4	9	440	1.6	dimow	6.9	19
441	0.52	velow	4.1	7	441	0.89	gomari	6.8	14
442	0.6	velow	4.1	6	442	2.3	dimow	5.9	20
443	0.85	velow	4.2	7	443	1.1	krishnasura	5.8	15
444	1.8	much	5.2	15	444	3.6	ahat	4.5	19
445	1.4	much	5	13	445	2.8	ahat	5.8	13
446	1.7	ahat	6.2	30	446	1.4	srigosh	6.2	12
447	0.65	much	4.7	6	447	4.5	ahat	5.8	35
448	4.9	ahat	4.8	31	448	4.3	ahat	5.5	37
450	2.2	jamuka	5.3	18	450	1.5	srigosh	7.2	16
451	3.6	much	6.3	7	451	2.2	srigosh	7.9	14



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
452	1.9	much	6.2	8	452	1.1	srigosh	6.7	18
453	1.8	jamuka	7.4	10	453	1	srigosh	5.4	4
454	5.7	ahat	6.4	25	454	1.3	velow	4.4	22
455	1.2	bogari	4.1	8	455	1.2	velow	4.6	20
456	1.2	puja	4.2	20	456	1.1	velow	4.1	16
457	1.1	puja	4.3	8	457	0.7	kutkara	5.4	4
458	1.8	much	4.5	6	458	0.8	velow	5.8	12
459	0.95	jamuka	7.9	12	459	0.7	velow	5.9	7
460	1.2	bogari	4.4	9	460	0.6	kutkara	6.2	3
461	1.4	much	7.3	25	461	0.57	velow	7.5	5
463	2.4	much	5.8	10	463	1.5	neem	5.9	17
466	0.82	nee	7.9	12	466	1.4	velow	4.3	19
468	1.6	puja	6.4	12	468	0.97	bogari	5.1	8
469	0.75	puja	7.6	17	469	0.98	sahgosh	5	6
471	0.85	puja	7.6	18	471	0.5	sahgosh	5.1	3
472	1.7	puja	6.4	30	472	1.7	aja	5.1	19
475	0.95	ohtega	6.6	23	475	1.97	aja	8	23
476	2.6	ahat	6.5	30	476	0.52	sahgosh	5.5	8
482	0.72	sotihana	8	17	482	1.6	velow	6.6	17
486	1.15	velow	6.4	17	486	0.88	velow	4.1	17
487	0.55	modar	6.8	8	487	0.98	bogari	5.2	15
488	1.16	much	6.8	8	488	0.98	velow	5.6	18
489	1.3	jamuka	6.2	22	489	0.7	velow	5.9	20
500	1.2	sotihana	6.2	11	500	0.5	velow	5.4	15
501	0.95	sotihana	6.3	20	501	0.62	velow	5	14
504	2.4	much	6.3	15	504	0.97	srigosh	3.5	7
505	1.8	much	6.2	22	505	0.9	velow	4.2	15
506	2.2	much	4.4	12	506	0.95	velow	4.2	12
509	0.62	much	4.9	6	509	0.51	velow	4.2	4
512	1.3	much	6.9	20	512	0.57	srigosh	4.5	7
513	1.1	bogari	5.2	3	513	0.99	velow	4.1	14
514	1.3	sotihana	7.8	13	514	1.5	velow	4.9	16



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
516	0.82	bogari	7.6	23	516	0.57	velow	4.6	5
517	0.9	bogari	6.9	8	517	0.95	sotihana	7.9	20
518	1.2	sotihana	7.6	10	518	1.4	neem	4.7	30
521	1.1	bogari	6.2	12	521	0.7	neem	4.5	7
522	0.95	kutkara	7.4	13	522	0.72	neem	4.1	10
524	0.85	bogari	4.5	10	524	0.6	neem	4.1	8
525	1.2	bogari	5	8	525	1.1	sotihana	7.7	10
527	1.2	velow	4.6	27	527	0.6	bogari	5.2	3
528	0.94	velow	4.6	17	528	0.5	guti	5.1	3
529	0.92	velow	6.2	20	529	0.52	neem	7.4	4
530	0.83	velow	6.2	15	530	0.6	aja	7.2	1
531	1.2	much	6.3	17	531	0.7	bogari	4.5	4
532	1.3	much	6.2	18	532	0.75	aja	5.1	6
535	1.9	rentree	6	22	535	1.97	much	7.6	40
537	0.9	jamuka	8	12	537	0.75	sotihana	8	3
538	2.2	velow	5.3	25	538	0.85	srigosh	7.8	5
539	3.7	dimow	7.5	20	539	0.7	velow	7.8	6
541	0.57	sum	7.6	12	541	0.59	sotihana	7	4
543	3.2	dimow	8	22	543	0.66	velow	7.7	18
545	1.4	himalu	7.9	15	545	3.2	jaru	8	35
547	0.95	puja	7.8	17	547	1.97	much	7.8	15
550	1.2	ragu	7.6	22	550	0.78	tamul	7.1	32
554	0.96	ohtega	7.2	8	554	0.85	velow	5.3	10
555	0.95	puja	7.2	18	555	2.1	banal	7.9	50
556	0.98	himalu	7.2	20	556	0.57	aja	5.1	6
557	0.97	puja	7.3	10	557	1.5	aja	5.3	32
558	0.97	kutkara	4.8	12	558	0.6	neem	7.4	16
559	5.6	dimow	8	22	559	0.9	velow	7.2	7
561	0.95	sotihana	4.9	15	561	0.6	velow	7.5	5
562	1.9	kutkara	7.6	12	562	0.9	velow	5.9	15
569	1.2	rentree	5.5	19	569	34	uriom	7.7	5
570	1.22	dimow	5.4	12	570	0.9	banal	6.9	8



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
580	0.5	bamboo	7	16	580	1.6	banal	6.6	9
581	0.55	sotihana	4.9	7	581	0.73	hilikha	6.5	7
585	1.1	hilikha	6.7	20	585	0.65	sthalapadum	6	2
586	1.6	much	6	13	586	0.63	sthalapadum	6.3	3
588	0.95	mango	5.6	8	588	0.53	sthalapadum	5.9	3
589	1.1	hilikha	7.1	9	589	1.3	much	6.7	2
601	0.5	sthalapadum	6.9	6	601	1.7	gomari	8	40
606	0.75	sotihana	6.4	3	606	0.58	sahgosh	7.4	2
617	0.9	sotihana	6	4	617	1.1	sotihana	7.3	12
636	1	rentree	7.8	25	636	1	sotihana	4.6	3
641	1.1	amara	7.6	12	641	0.58	gomari	8	10
643	1.3	modar	5.2	26	643	1.5	puja	5.4	11
652	1.6	mango	5.9	22	652	0.55	gomari	4.6	4
663	1.2	puja	6.6	27	663	1.4	ahat	7	5
665	4	supari	6.6	17	665	2.4	ahat	7	11
666	4	supari	6.6	16	666	1	sthalapadum	5.9	1
684	0.6	mango	5.6	8	684	0.59	sotihana	5.9	8
697	0.51	supari	6.5	10	697	0.97	much	5.9	8
698	0.55	puja	6.7	8	698	0.62	much	6.3	7
699	0.61	supari	6.3	13	699	1.2	dimow	7.7	22
711	0.85	bogari	5.3	6	711	1.3	sum	6.6	27
728	2.5	rentree	7	25	728	0.9	gomari	5.1	7
729	1.5	sthalapadum	7.2	7	729	0.7	banal	5.7	3
730	1.6	mango	7.2	3	730	0.9	banal	7.5	12
735	1	sthalapadum	6.3	9	735	0.7	velow	5.5	11



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
736	1.2	sthalapadum	6.4	8	736	0.6	velow	5.6	9
737	1.3	sthalapadum	6.9	9	737	0.9	velow	5.8	13
739	0.5	much	7.2	5	739	0.56	velow	5.7	7
741	0.95	hilikha	8	20	741	1.5	velow	5.1	13
745	0.7	nahar	6.1	10	745	0.54	velow	7.3	5
748	0.8	nahar	6.1	12	748	0.68	velow	7.2	1
750	0.71	nahar	6.1	10	750	0.6	velow	5.5	1
751	1.1	much	6.1	9	751	0.5	velow	5.2	2
758	2.2	ahat	6.4	16	758	0.65	dimow	6.1	2
763	0.8	much	6.3	4	763	1.8	aja	7.2	4
767	2	sotihana	7	10	767	1.3	sotihana	7.5	2
768	1	sotihana	7.8	7	768	0.95	sotihana	7.4	2
770	1.7	sotihana	5.4	8	770	0.5	velow	4.1	1
776	0.95	rentree	6.5	13	776	0.52	velow	4.5	1
777	1.9	banal	6	9	777	0.65	velow	4.5	1
781	0.9	puja	6.4	15	781	0.7	ohtenga	7.4	1
785	0.9	ragu	6.4	12	785	0.9	ahat	5.3	4
787	0.75	ragu	6.4	15	787	0.7	velow	4.5	2
789	0.7	mango	6.1	12	789	0.55	sthalapadum	7.8	2
794	0.7	puja	6.1	15	794	0.5	neem	7.1	2
801	0.6	neem	6.3	7	801	0.62	dimow	5.9	2
804	0.85	puja	5.7	12	804	0.98	banal	7.2	12
812	0.55	puja	6.6	9	812	0.8	sotihana	4.5	1
820	38	supari	5	4	820	1.1	bogari	5.7	6
826	1	sotihana	4.7	13	826	0.55	velow	6.9	12
834	0.95	jamun	4.6	4	834	0.65	amara	7.5	4
839	0.65	sotihana	4.7	4	839	0.75	velow	7.9	8
840	0.7	sotihana	4.7	4	840	0.8	velow	8	10
841	0.5	arjun	4.7	4	841	1.2	sotihana	8	11
842	0.7	arjun	4.7	4	842	2.1	sotihana	8	15



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
843	0.9	arjun	7.6	9	843	0.83	sotihana	8	7
844	0.91	mash	7.7	3	844	0.87	sotihana	8	8
845	0.92	sotihana	7.8	7	845	1.5	sotihana	8	20
846	0.98	sum	7.6	9	846	0.75	sotihana	8	7
848	1.6	himalu	7.2	20	848	1.3	sotihana	8	13
849	0.7	mash	6.1	6	849	1.56	sotihana	8	15
851	0.8	mash	6.8	6	851	1.2	sotihana	8	13
852	1.1	himalu	7.8	15	852	0.83	velow	6.8	6
857	0.7	velow	4.6	12	857	0.9	banal	5.9	5
866	0.92	puja	5.3	22	866	1.5	banal	6.2	6
867	0.9	sum	5.9	17	867	1.4	velow	6.4	9
871	1.5	ohtega	8	22	871	1.2	much	6.9	8
872	0.9	mango	5.2	8	872	1.15	velow	6.5	8
873	0.8	much	5.2	20	873	1.3	much	6.5	10
876	0.8	velow	4.9	12	876	0.65	sotihana	5.5	3
877	0.62	gohara	6.7	13	877	0.5	sotihana	6.8	3
878	1.2	sotihana	5.6	17	878	0.51	velow	4.9	4
879	0.95	velow	5.6	10	879	0.97	kutkara	7.3	4
881	1.7	velow	7.3	20	881	0.74	sotihana	7.9	3
883	1.6	velow	6.4	15	883	0.56	sotihana	7.9	6
884	0.7	sotihana	5.4	22	884	0.55	neem	7.1	4
885	2.2	banal	5.4	23	885	0.9	neem	7.5	6
886	1.6	sotihana	0.7	13	886	1.1	velow	6.9	13
889	0.52	velow	5.2	5	889	1.1	velow	7.3	7
890	1.2	sotihana	8	12	890	0.66	velow	5.4	5
892	3.3	kathal	8	10	892	0.6	velow	6.7	8
893	0.8	velow	5.2	12	893	0.5	puja	5.5	4
894	1.3	sotihana	5.8	22	894	1	velow	3.9	6
895	1.3	sotihana	5.8	25	895	1	sotihana	4.6	2
897	0.92	velow	5	6	897	2.5	neem	4.8	38
898	0.5	meelia	6.1	6	898	0.95	neem	8	15
901	0.9	rentree	5.8	8	901	0.5	sahgosh	8	6



LHS					RHS				
Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)	Tree No.	GIRTH (m.)	TREE NAME	Distance from Existing Road Center Line (m)	Approx. Height (M)
902	1.1	velow	6.5	7	902	1.7	neem	5.2	17
903	1.3	rentree	4.6	12	903	2.3	krishnasura	5.1	23
904	1.1	rentree	4.2	15	904	2.3	neem	4.8	26
905	1	kutkara	5.7	4	905	1.75	neem	6.4	22
906	1.1	rentree	5.6	7	906	2.7	neem	7.7	24
912	0.63	velow	5.4	3	912	0.65	neem	6.1	7
914	3.2	ahat	6	10	914	0.5	velow	5.9	4
916	1.5	krishansura	8	20	916	0.5	mada	6.2	6
917	1.49	sotihana	6.5	21	917	1.5	velow	4.6	12
919	1.3	rentree	5.9	22	919	0.6	velow	6.8	3
920	1.48	velow	5.9	20	920	1.2	neem	7.1	7
921	0.5	nahar	8	12	921	0.55	neem	7.2	4
923	0.79	ajar	7.8	9	923	0.95	mada	7.1	7
924	0.9	ajan	7.4	7	924	0.55	much	7.2	6
925	1.2	banal	6.9	6	925	3.2	rentree	8	25



Annexure 12: For Workers Health & Safety in Common Operation and During Construction

House Keeping Practices

- Maintain washrooms and canteens clean
- Keep all walkways clear and unobstructed at all times
- Ensure that spillages of oil and grease does not take place and cleaned immediately, if any spillage take place.
- Stack raw materials and finished products clear of walkways or inside roads
- Do not leave tools on the floor or in any location where they can be easily dislodged
- Keep windows and light fitting clean
- Maintain the workplace floors dry and in a non-slippery condition
- Provide and maintain proper drainage system to prevent water ponding
- Use metal bins for oily and greasy rags and store all flammable materials in appropriate bins, racks or cabinets. Ensure that the metal bins for storing oily and grease rags should be covered with lids.
- Ensure that protruding nails in boards or walls are moved or bent over so that they do not constitute a hazard to people
- Make sure that hazardous/dangerous chemicals are kept in the goods stores with the appropriate labeling, display of the material-safety-data-sheet (MSDS) and other precautionary measures
- Display 'no smoking' signs in areas with high fire risks, e.g. paint stores, wood working area and others

Safe Layout in the construction plant, camp and quarry areas

- Arrange border to perimeter fencing
- Ensure good visibility and safe access at site entrances
- Provide adequate warning signs at the entrance and exit where necessary
- Provide adequate space/area for loading and unloading, storage of materials, plant and machinery
- Display emergency procedure and statutory notices at conspicuous location
- Consider welfare facilities required
- Provide areas for dumping garbage and other waste materials, and also arrange for their regular clearance.
- Arrange storage, transport and use of fuel, other flammable materials and explosives in line with the license requirements to be obtained from appropriate authorities
- Plan emergency assembly points, fire escape routes and locate fire-fighting equipment
- Provide access roads and plant movement areas within the site.
- Ensure the availability of first aid facilities and display notices at the various works to show the location of these facilities
- Provide proper drainage and sewage & drainage facilities



Tree Felling

- Use hard hats during tree felling
- Ensure tools such as the axes are in good condition
- Determine proper foot and body position when using the axe. Do not cut above your head
- Wear appropriate foot protection
- Carry a first aid kit to the site
- Determine possible hazards in the area, e.g. electrical or telephone or other utility lines
- Prior to felling, determine the safest direction for the fall
- Determine the proper hinge size before directing the tree fall.

Noise Hazards and its control

- Note that indications of noise levels are:
 - You have to shout to be heard;
 - Your hearing is dulled just after work;
 - You get head noises or ringing in the ears after work;
 - You have difficulty hearing people while others are talking
- Use sound level meters to measure. If the sound level exceeds 85 dB(A), then preventive measures should be taken
- Make personnel aware of noisy areas by using suitable warning signs and insisting that ear protectors should necessarily be worn.
- Reduce noise at source by improved maintenance, replacing noisy machines, screening with noise absorbing material, making changes to the process/equipment, controlling machine speeds, ensuring that two noise-generating machines are not running at the same time, using cutting oils and hydraulic breakers.
- Appoint a competent person to carry out a detailed noise assessment of the site, designate ear protection zone, and give instructions on the necessary precautionary measures to be observed by site personnel, including the use of suitable type of ear protections.
- Wear and maintain ear muffs and ear plug as required
- In construction or repair work, noise should be kept to a low-level bearing in mind the disturbance to local residents.

Road Works

- The use of signage is most important to caution the road users of possible unsafe conditions due to the road works.
- Use the appropriate signage devices as required by the site conditions/situation. The devices include regulatory signs, delineators, barricades, cones, pavement markings, lanterns and traffic control lights.
- In using signs, make sure that they are (i) simple, easy-to-understand and convey only one message, (ii) luminescent and with reflective properties, and (iii) broad, prominent and of appropriate size.



- In using barricades, make sure that you keep traffic away from work areas and you guide the drivers to keep along a safe, alternative path.
- Ensure that proper personal protective equipment (PPE) is provided to all the workers.
- Cover existing road signs and install new ones at appropriate locations taking into account the distances that would be required and reaction times.
- Plan layout and traffic management so that hazard are not created.
- Deploy flagmen, who control traffic at the work areas. The flag should be 600mm x 600mm fastened to a 1m length staff.
- Flagmen should wear reflective safety vests along with hard hats
- If required, use wireless devices for flagmen to co-ordinate from either ends of the road, where works are being carried out.

Electrical hazards in construction areas

- Treat all wires as live wires
- Never touch dangling wires, but report them to your manager
- Unless you are a qualified electrician, do not attempt electrical repairs
- Never use electrical equipment if you hands are wet or you are standing in water
- If electrical equipment is sparking or smoking, turn the power off and report the condition to your supervisor
- Never use electrical wires that have physical damage
- Never allow equipment or traffic to run over electrical wires.

Use and Storage of Gas/LPG

- Store filled gas/LPG cylinder in the open area, i.e. outside of the building
- Transport, store, use and secure cylinders in upright position
- Ensure proper ventilation at the ground level in locations where gas/LPG is in use
- Avoid physical damage to the cylinders
- Never weld or cut on or near the cylinders
- Store empty cylinders secured and upright
- Make sure that the cylinder is closed immediately after use
- Investigate immediately if there is the smell of LPG or gas
- Never use destenched gas/LPG on site.
- Make sure that there is no other unrelated fire in the vicinity of the cylinder

Operation of Excavators

- Ensure that excavators are operated by authorized persons who have been adequately trained.
- Prevent unauthorized movement or use of the excavators
- Check regularly and maintain the machine thoroughly
- Ensure that all relevant information, including those related to instruction, training, supervision and safe system of work are provided to the operators.
- Ensure that the operation and maintenance manuals, manufacturer's specifications, inspection and maintenance log books are provided for the use of the mechanics,



service engineers or other safety personnel during periodic maintenance, inspection and examination.

- During tipping or running alongside the trenches, excavators must be provided with stop blocks.
- Excavators must be rested on firm ground during operation
- Avoid operating the machine too close to an overhang, deep ditch or hole and be alert to potential carving edges, falling rocks and slides, rough terrain and obstacles.
- Locate and identify underground services by checking with all utility companies before excavations.
- Ensure that all excavations are supervised by experienced and competent persons.
- When reversing or in case the operator's view is restricted, adequate supervision and signaling should be provided.
- Ensure that the type and capacity of the excavator are properly chosen for the intended purposes and site conditions. Never use a machine for any purposes other than it is designed for.
- Check and report for excessive wear and any breakage of the bucket, blade, edge, tooth and other working tools of the excavator.
- Check that all linkages/hinges are properly lubricated and ensure that the linkage pins are secured. Never use improper linkage pins.
- Never dismount or mount a moving machine
- Work only with adequate ventilation and lighting
- Ensure that the protective front screen of the driving cabin is fixed in position during excavations to avoid eye injury to the operator.
- Ensure switch-off of the unattended vehicle.

Operation of trucks and dumpers

- Ensure that only trained, authorized and licensed drivers operate the vehicles
- Enlist the help of another worker before reversing the vehicle
- Switch-off the engine of an unattended vehicle
- Lower the tipping bodies when the machine is unattended, but if it is necessary to leave them in the raised position they should be blocked to prevent their fall.
- Wear safety boots or shoes to avoid injuries during loading and unloading.
- Carry out periodic servicing to the manufacturer's requirements. All records of maintenance and repairs should be in writing or kept on site.
- Keep the vehicle tidy and the cabin free from tools and material, which might obstruct the controls.
- Keep to speed limits.
- No passenger should be carried on a dumper except the driver
- Never drive the vehicle across a slope
- Provide stop blocks when the vehicle is tipping into or running alongside excavations
- Do not overload the vehicle.
- Carry only well secured loads



- Park only on level ground, in neutral with the parking brake applied
- Never mount or dismount from a moving vehicle

Gas Welding

- Use the following personal protective equipment during welding
 - Face or hand shield fitted with filters
 - Goggles, particularly when chipping slag
 - Gloves long enough to protect wrists and forearms against heats, sparks, molten metal and radiation
 - High-top boots to prevent sparks from entering footwear.
- Screen of the work area with sturdy opaque or translucent materials because glare can cause eye injury.
- Key for opening the acetylene cylinder valve must be on the valve stem while the cylinder is in use so that the cylinder valve may be immediately shut-off in an emergency.
- Ventilate the workplace using air blowers and exhaust fans to remove poisonous fumes and gases that are given off during welding
- Take precautions against flying sparks and hot slag where welding is being done near flammable materials and check the area before leaving.
- Do not weld material degreased with solvents until completely dry.
- Do not use gas cylinders for supporting work or as rollers
- Do not use oil grease on oxygen cylinder fittings
- Do not use cylinders with damaged valves.
- Do not use too much force if valves are stuck.
- Replace valve caps after use
- Search for leaks in equipment by using a solution of soapy water.
- Shut the cylinder valve if acetylene from a cylinder catches fire at the valve or regulator due to leakage at a connection.
- Treat all gas cylinders as “full” unless you are sure otherwise.
- Never attempt to transfer acetylene from one cylinder to another or attempt to refill an acetylene cylinder.
- Place portable fire extinguishers near the welding area
- Secure all cylinders against accidental displacement.
- Always lift gas cylinders. Do not slide them along the ground or drop them from trucks.
- Keep gas cylinders in vertical position both in storage and when in use
- Keep the work place dry, secure, free from combustible materials and obstruction.
- Store the acetylene and oxygen cylinders separately, and in a proper store.
- Keep the gas cylinders from source of heat, flammable materials, corrosive chemicals and fumes.

Manual Handling and Lifting

- Use mechanical equipment in place of manual handling as far as possible.



- Assess the manpower required to handle or lift the load safely and arrange the manpower accordingly.
- In handling hazardous materials, the workers shall be informed of the hazards and safety precautions.
- All relevant persons shall be trained in the proper methods of lifting and carrying.
- Where team work is required, select the persons whose ages and physical builds are compatible for teaming up. Coordinate the actions of the team members by giving necessary instructions.
- Always lighten or suitably shape the load for manual handling as far as possible. Keep a look out for splinters, sharp edges, loose banding and nails.
- Clear path or obstruction and tripping hazards.
- Stack and secure goods safely on trucks, otherwise they fall off and injure passers-by.
- Use personal protective equipment such as gloves, safety shoes, etc.
- Adopt the following procedure when you lift a load:
 - Stand close to the object. Have a firm footing with feet spread on either side of the road.
 - Bend the knees and keep your back as straight as you can
 - Grasp object firmly. Be sure grip will not slip
 - Breathe in and throw the shoulder back wards.
 - Straighten the legs, continuing to keep the back as straight as you can.
 - Hold object firmly close to the body
 - Always lift smoothly. Avoid jerky motions. Turn with feet instead of twisting the back.

Handling chemicals and hazardous substances

- Always substitute hazardous chemicals with harmless or less hazardous ones wherever possible.
- Enclose the process using chemicals or provide other engineering controls such as local exhaust ventilation, a fume cupboard or a safety cabinet.
- Exercise great care in the storage and use of chemicals because they may be explosive, poisonous, corrosive or combustible.
- Separate different chemicals physically
- Store chemicals classified as dangerous goods in a properly constructed and approved goods store. Keep proper records of all chemicals and hazardous substances delivered, stored and used on site.
- Consider unknown substances and liquids as dangerous until proven otherwise.
- All containers should be clearly labeled to indicate contents. Never use a wrongly labeled container for chemicals.
- Prohibit smoking in the vicinity of dangerous chemicals
- Ensure that you are wearing the correct personal protective equipment before you handle chemicals
- Maintain the Material Safety Data Sheet of all chemicals for reference on safety precautions to be taken and the use of suitable PPE.



- When opening containers, hold a rag over the cap or lid, as some volatile liquids tend to spurt up when released.
- Wash before you eat and do not eat at the work place.
- If the skin is splashed with a chemical, rinse it immediately with plenty of clean water. Eye should be flushed thoroughly with water followed by immediate medical attention.
- Eye fountain, emergency shower and breathing apparatus should be available in the vicinity of the workplace.
- Safety instructions for handling emergency situations should be displayed prominently at both the storage and use locations.

First Aid

- Provide first aid boxes at every site
- Ensure that training on the use of the first aid box is provided to a handful of staff working in the site.
- Display the list of persons who are trained on providing first aid.
- Ensure that every first aid box is marked plainly "First Aid" in English and local language.
- The responsible person or first aider should replenish the contents of the first aid box as necessary.

Personal protective Equipment

- Consider the provision of personal protective equipment only after all measures for removing or controlling safety hazards have been provided reasonably impractical.
- Ensure that sufficient personal protective equipment are provided and that they are readily available for every person who may need to use them.
- The management should ensure that all persons make full and proper use of the personal protective equipment provided.
- Provide instruction and training in the proper use and care of any specific protective equipment where necessary
- Do not willfully misuse, interfere with or ill-treat any protective clothing and equipment provided.
- Ensure that the personal protective equipment are in good condition. Report immediately any damage to the management for replacement. Always keep the personal protective equipment as clean as possible.

Eye Protection

- Issue eye protection equipment where there is a foreseeable risk of eye injury
- Ensure an adequate supply of goggles/shields is available.
- Keep the goggles clean and make sure they are good fit.
- Do not watch welding operations unless your eyes are protected from the damaging effect of flash.

Head Protection

- No person shall enter a construction site unless he is wearing a suitable safety helmet
- Wear a safety helmet:
 - When there is the risk of being hit by falling objects



- While on or near a construction site
- During adverse weather conditions
- When in any area designated as a “hard hat” area.
- Provide identification labels to all helmets in some way to prevent random exchange among wearers, with one helmet exclusive to each person.
- Inspect helmets for cracks or sign of impact or rough treatment before each usage. Destroy, remove and replace all worn, defective or damaged helmets.

Hearing Protection

- Provide ear plugs or ear muffs as required. Use re-usable ear plugs when the reduction required (15-25 dBA) is not excessive. Use ear muffs where a large attenuation of upto 40 dBA is demanded.
- Do not use dry cotton wool for hearing protection because it cannot provide any.
- Provide disposable ear plugs for infrequent visitors and ensure that they are never re-used.
- Provide re-usable ear plugs for those who need to work continuously for a long period in a high noise area.
- Use ear muffs with replaceable ear cushions because they deteriorate with age or may be damaged in use.
- Avoid wearing spectacles with ear muffs.
- Use soap and water or the recommended solvent for cleaning ear muffs.
- Provide ear muffs for those who may need to get in and out of a high noise area frequently.

Respiratory Protective Equipment

- Wear suitable respirable for protection when there is a potential for small particles entering the lungs, e.g. emptying of cement bags.
- Ensure that the exhalators can provide adequate protection.
- Provide training to all persons using the respirators for their correct fitting, use, limitations and symptoms of exposure.
- Clean and inspect all respirators before and after use.
- Store respirators properly when not in use.

Safety Footwear

- Wear suitable footwear for work
- Use safety footwear on site or in other dangerous areas
- Wear suitable safety shoes or ankle boots when working anywhere where there is high risk of foot injuries from slippery or uneven ground, sharp objects, falling objects, etc.
- All safety footwear, including safety shoes, ankle boots and rubber boots, should be fitted with steel toecaps.
- Avoid wearing flip flops, high heeled shoes, slippers, light sport shoes in situations where there is a risk of foot injury.
- Keep shoe lace knots tight.



Hand Protection

- Wear suitable gloves for selected activities such as welding & cutting and manual handling of materials & equipment.
- Do not wear gloves where there is a risk of them becoming entangled in moving parts of machinery
- wash hands properly with disinfectant soap and clean water before drinking, eating or smoking. Wash hands immediately after each operation on site when the situation warrants.

Fire Prevention, Fighting and Equipment

Before fire breaks cut

- Store flammable material in proper areas having adequate fire protection systems.
- Display sufficient warning signs.
- Train selected personnel to use these fire extinguishers
- Inspect fire extinguishers regularly and replace as necessary
- Fire escape route should be kept clear at all times and clearly indicated.
- Know the escape route and assembly point.
- Display escape route maps prominently on each floor
- Carryout fire drill regularly. Designate fire officers
- Install fire alarm wherever required and test regularly.
- Provide sufficient exit signs at prominent locations for directing people to the escape staircases and routes.

When fire breaks out.

- Alert all persons
- Put off the fire with appropriate fire extinguishers only when you are sure that you are safe to do so.
- Escape if you are in danger through the fire escape route to assembly point
- Fire officers to carryout head count at the assembly point.

Incident and accident investigations

- Carryout the investigation as quickly as possible.
- Conduct interviews with as many witnesses as necessary
- Do not rely on any one sole source of evidence
- Use the following tools:
 - Checklists for obtaining basic and typical information for accidents
 - Notebook
 - Tape records
 - Camera
 - Measuring tape
 - Special equipment for the particular investigation
- Obtain answers to the following questions:
 - When did the accident occur?



- Where did it occur?
- Who was injured and what was damaged?
- What caused the accident?
- Why did it occur?
- How could it have been prevented?
- How can a recurrence be prevented?
- Prepare a short but sufficient investigation report that contains the following:
 - A summary of what had happened
 - A summary of events prior to the accident
 - Information gathered during the investigation
 - Details of witnesses
 - Information on injury or loss sustained
 - Conclusions and possible causes of the accident
 - Recommendations to prevent recurrence
 - Supporting materials (photos, diagrams, etc.)



Annexure 13: Guidelines for Siting, Management and Redevelopment of Construction Camps

Introduction

Construction camp accommodates a mix of activities, which are highly polluting in nature causing considerable environmental impact and its proper siting, management and redevelopment is crucial to avoid, minimize and mitigate those impacts. The ESMP clearly distinguishes between various impacts that may occur at various stages of the camp like (i) siting, (ii) setting up, (iii) operation and (iv) closure / redevelopment and provide respective mitigation measures to some extent. In addition to that, this guideline has been prepared to provide the Contractor with comprehensive and systematic information on various steps to be undertaken during these four stages, so that s/he can execute his/her role in an environmentally sound manner. Various mitigation measures have been synthesized into this guideline so that it serves as a single and standalone document for the Contractor.

Criteria for Siting the Camp

To the extent, possible barren land or wastelands shall be preferred during site selection and fertile land and agricultural land shall be avoided. All such sites must be above the HFL with adequate drainage facility. In areas prone to floods, cyclones, cloudbursts or heavy rainfall, selection of the site should be made keeping in mind the safety of the camp and the workers. In addition, the Contractor should take care of the following criteria for locating the site:

- A minimum of 250 m away from any major settlement or village in downwind direction.
- A minimum of 200 m of any major surface water course or body
- Not within 500 m from ecologically sensitive areas like wild life sanctuary, mangroves etc.
- Sufficiently wide access roads (at least 5.5 m Wide) for heavy vehicle movements

After identification of the site the Contractor should fill up the prescribed reporting format and submit the same for approval to the CSE without which any activity shouldn't be started on the site

Finalization Of Selected Site

After identification of the site, the Contractor should fill up the prescribed reporting format provided in ESMP and submit the same for approval to the CSE. Environmental Officer of CSE shall approve the selected site/s, after considering the compliance with the ESMP clauses. No agreements or payments shall be made to the land owner/s prior to receipt of a written approval from the CSE. Any consequence of rejection prior to the approval shall be the responsibility of the Contractor and shall be made good at his own cost. After obtaining a



written approval from the CSE for the selected site, the Contractor has to enter into an agreement with the landowner to obtain his/her consent before commencing any operation / activities in the land. The agreement should also mention its type, duration, amount and mode of payment as well as the preferences of the owner regarding site maintenance and redevelopment.

Designing of Camp / Preparation of Layout Plan

The Contractor should design a layout plan of the camp with adequate space for (i) site office along with store room, rest area and sanitary facilities, (ii) plants, machineries, (iii) workshops, (iv) vehicle washing area, (v) fuel handling area, (vi) room for raw material unloading and stocking, (vii) space for storage and handling of solid wastes (viii) security cabin etc. The laying out of these should be undertaken in such a manner that it facilitates smooth functioning of both man and machine. Fuel pumps, storage facility for inflammable and hazardous chemicals/ materials shall be provided inside the camp, but at a safe distance from office. Electric safety practices shall be integrated/ incorporated during the lay-out plan preparation. Prevailing wind direction shall be kept in mind while planning out the lay-out of internal facilities. Cutting of trees should be minimum and the existing ones need to be integrated into the lay-out plan with proper planning. The roads within the camp should be well planned with adequate space for movement of vehicles and their parking.

Setting Up of Construction Camp

Site preparation:

The stripping, stacking and preservation of top soil will be mandatory in case of farm lands and fertile areas and absolutely no material stacking or equipment installment or vehicle parking or any other activity should be allowed prior to the satisfactory completion of this activity as per guidelines in ESMP. Thereafter, the site should be graded and rendered free from depressions such that the water does not get stagnant anywhere. A compound wall of 2.0 m height should be constructed all around the camp to prevent the trespassing of humans and animals. Green belt should be provided along the boundary and as detailed in the ESMP, it should be integrated with storm water drain and sedimentation trenches as given in annexure in ESMP. No. of trees planted should not be less than three times the number of trees cut. The approved layout plan should be strictly adhered to while setting up the camp.

Setting up of plants and machineries:

Adequate arrangements should be made for avoiding fugitive emissions from plants and camp premises. This will include (i) control of air pollution through provision of in-built dust extraction systems like bag filter, damper and cyclone filter for bitumen hot mix plant, (ii) a chimney of appropriate height (as per SPCB guideline) from ground level attached with dust extraction system and scrubber for the hot mix plant, (iii) a chimney of appropriate height for the DG set (iv) water sprinkling facilities for the concrete batching plant, wet mix macadam plant as well as in the camp premises and (v) garden net to prevent fugitive emissions from storage place of



cement and aggregates.. It has to be also ensured that effluent from the sludge tank of the scrubber is recycled and reused and the sludge is used for land filling with top soil spread on it.

To ensure that noise levels are within the limit, all plants and machineries should have their own silencers or any other noise control devices. All pollution control devices should be provided with back-up power. Following conditions should be complied regarding the sound level conditions:

- The sound level (Leq) measured at a distance of 1 m from the boundary of the site shall not exceed 55dB (A) during day time (6am - 6pm) and 45 dB(A) during night time (6 pm - 6am).
- The total sound power level of the DG set shall be less than $96+10 \log 10(KVA)$ dB(A) where KVA is the nominal power rating of DG set.
- The DG set shall be provided with acoustic enclosure/acoustic treatment with an insertion loss of minimum 25 dB(A).
- The DG set shall be provided with proper exhaust muffler with insertion loss of minimum 25 dB(A).
- A proper, routine and preventive maintenance procedure for the DG set shall be set and followed in consultation with the DG set manufacturer.
- Concrete flooring with slope drains and oil interceptors should be proposed for hot mix plant area and workshop, vehicle washing and fuel handling area as per ESMP, so that oil and lubricants that may spill on the floor does not contaminate any soil or water body. In case of any oil spills, it should be cleaned properly. There shall also be provisions for storage of used oil until it is disposed as per comprehensive waste management plan prepared by Contractor and approved by CSE.

Sanitation Facilities:

Adequate no. of toilets shall be provided separately for males and females (depending on their strength), screened from those of men and provided with markings in vernacular language. All such facilities must have adequate water supply with proper drainage and effluent treatment system like septic tank with soak pit. Soak pit should have a sealed bottom, honey comb wall and 75 cm. thick, 2 mm sand envelope around that. The sewage system for the camp must be properly sited, designed, built and operated so that no health hazard occurs and no pollution to the air, ground or adjacent watercourses takes place. Portable toilets may be brought to use and the night soil from such units has to be disposed through designated septic tanks so as to prevent pollution of the surrounding areas. In the construction camp, no night soil or sewerage shall be disposed of at any place other than the septic tanks constructed at the site.

Waste Disposal:

While preparing the layout plan, the Contractor should allocate adequate space for storage and handling of various wastes generated until they are disposed off in pre-identified disposal sites. The Contractor should provide separate garbage bins for biodegradable, non-biodegradable and



domestic hazardous wastes in the camps and ensure that these are regularly emptied and disposed off in a hygienic manner. No incineration or burning of wastes shall be carried out by the Contractor. The disposal of any biodegradable matter shall be carried out in pits covered with a layer of earth within the camp site. Discarded plastic bags, paper and paper products, bottles, packaging material, gunny bags, hessian, metal containers, strips and scraps of metal, PVC pipe scrubber and poly urethane foam, auto mobile spares, tubes, tires, belts, filters, waste oil, drums and other such materials shall be either reused or sold /given out for recycling. POL (petroleum, oil and lubricants) waste shall be disposed off by transfer only to recycler/ re-refiners possessing valid authorization from the State Pollution Control Board and valid registration from the Central Pollution Control Board. Used lead batteries, if any, should be disposed as per the Batteries (Management and Handling) Rules 2001.

First aid / safety facilities:

At every camp site, a readily available first-aid unit including an adequate supply of sterilized dressing materials and appliances should be provided. Workplaces which are remote and far away from regular hospitals should have indoor health units with one bed for every 250 workers. Details of nearest clinics as well as major hospitals like their location, distance from camp, phone nos. facilities offered by the hospital should be displayed in the camp office at clearly visible location in a legible manner. Suitable transport should be provided to facilitate taking injured and ill persons to the nearest hospital. Adequate personal protective equipments and firefighting equipments as detailed out in ESMP should be made available in the camp and provided to the staff / workers. Operation manuals and training should be provided to machine operators. Warning signs should be placed at accident prone areas as well as at the entrance of the site.

Training to workers:

Workers shall be trained in smooth operation of plants and machines, the irregular maintenance and various safety measures to be followed as well as about the need for adherence to these measures.

Information dissemination:

There should be a sign board of size 6' x 4' mentioning the project details and Contractor's details to disseminate the information to the public. There should be a second sign board displaying the latest air and noise monitoring data against the standards specified.

Warning signboards should be set up at the entrance gate for the public as well as at other required places for the workers to alert them about the nature of operation being undertaken at those respective places. Once the construction camp is set up, the date of commissioning of the camp should be intimated to the Head Office and concerned District Office of the SPCB.



Operation of Construction Camp

During the operation phase of the camp it is important to ensure that all vehicles and machineries are maintained regularly and their PUC certificates are renewed at regular intervals. All pollution control devices should be monitored and maintained properly at regular intervals. In case of process disturbance/ failure of pollution control equipment's, the respective units should be shut down and should not be restarted until the control measures are rectified to achieve the desired efficiency. All units should operate only between 6 am and 10 pm. or as specified by SPCB in the consent letter. Oil and grease waste generated from garages in construction camps should be drained out through oil interceptors and they should be maintained properly. Necessary arrangements should be made for regular sprinkling of water for dust suppression. Raw materials and products should be transported with proper cover to prevent spreading of dust.

Hygienic environment must be ensured by (i) provision of safe drinking water, (ii) proper maintenance of toilets including daily cleaning and disinfection using proper disinfectants, (iii) regular cleaning of drains by removing the silt and solid waste, (if any) and iv) appropriate waste management practices. While it is of utmost importance to ensure that firefighting equipment's like fire extinguishers are in working condition, it should also be monitored that construction workers use the personal protective equipment's provided to them and they are replaced when necessary. All these facilities should be inspected on a weekly basis to achieve the desired levels of safety and hygiene standards.

Environmental monitoring should be undertaken by the Contractor as stipulated in the ESMP. If any standard is set by SPCB for hot mix plant emissions, the Contractor should collect samples of emission from all the chimneys and analyse for the parameters at least once in a month. The CTE certificate from SPCB should be renewed at regular intervals and the same should be intimated to CSE. A register should be maintained at the site office which provides (i) a one page format for each migrant labourer which will give their personal profile (including name, age, sex, educational qualification, address, blood group and any major illness), along with a copy of any ID proof and an original photograph, (ii) a copy of the ID card of local labourers. A copy of the details of the migrant labourers should be submitted to the local police station.

Demobilization and Redevelopment of the Site

The Contractor should clear all temporary structures; dispose all building debris, garbage, night soils and POL waste as per the approved debris management plan. All disposal pits or trenches should be filled in, disinfected and effectively sealed off. All the areas within the camp site should be levelled and spread over with stored top soil. Residual topsoil, if any will be distributed or spread evenly in plantation sites, on adjoining/near-by barren land or affected agricultural Jhum land adjacent to the RoW that has been impacted on account of any accidental spillage. Entire camp area should be left clean and tidy, in a manner keeping the adjacent lands neat and clear, at the Contractor's expense, to the entire satisfaction of landowner and CSE.



These activities should be completed by the Contractor prior to demobilization. Once the Contractor finishes his job, he needs to obtain a certificate from the owner, stating that the site has been redeveloped to his/her satisfaction and in tune with the agreement. Then following documents needs to be submitted to the CSE by the Contractor:

- Copy of approved site identification report
- Photographs of the concerned site 'before' and 'after' setting up the camp.
- Certificate from the owner stating his/her satisfaction about status of re-development of the site. CSE shall ensure, through site verification that all clean-up and restoration operations are completed satisfactorily and a written approval should be given to the Contractor mentioning the same before the works completion' certificate is issued/recommended. The EO shall ensure through site inspection that the Contractor and CSE have complied with all these provisions. The site can then be handed over to the concerned owner or local bodies or for local communities as the case may be. Certification/documentation pertaining to approval for clean-up and restoration operations and thereafter handing-over to the owner shall be properly maintained by the Contractor, Supervision Consultant and PD office.



Annexure 14: Site Selection, Layout Plan and Basic Amenities at Labour Camp

Construction camps include, but may not be limited to, office space; laboratory; vehicle repair and maintenance workshop/s; fuel pumps and associated areas; parking spaces; accommodation or quarters for engineers, workers and labour; basic amenities such as mess, kitchen, potable water supply, first aid room, garbage collection and disposal facility, sanitation (toilets, bathrooms, washing areas and water supply for such needs), material stock yards or storage areas, circulation areas, hot-mix plants, batching plants, crushers and any other space/area associated with similar activities.

Site Selection Criteria

- No construction camp, including batching plant, hot mix plant, material stock yards and storage facility will be proposed within 500 m from a) a settlement/habitation b) water source c) reserved or protected forest limits d) migratory corridor of the wildlife to avoid conflicts and stress on local infrastructures facilities and natural resources.
- To the extent possible prime agricultural land shall be avoided.
- The location should have proper drainage facilities.
- Location criteria should finally confirm with the stipulated conditions with the Contract Agreement.
- Location of plants at down wind direction of settlement or dense forest area shall be avoided.

The selected site/s shall be approved by Environmental Officer of SC and PWD/PIU after considering the compliance with the ESMP clauses including the activities proposed for such a site. Contractor shall enclose copy of the agreement with the land owner and permission of the local authorities as may be applicable.

Layout

The lay-out of a construction camp site has to be carefully planned and prepared keeping in view the various activities proposed for a particular site. The lay-out plan will contain details pertaining to, but not limited to, the cardinal points, wind direction, dimensions, surrounding features and proposed activities. This shall be submitted with complete details provided in the prescribed reporting format to the SC for written approval before any physical work (includes storage of materials, equipment etc.) is undertaken on a particular site.

The SC will carefully examine the proposals in light of the various ESMP and regulatory provisions and provide suggestions, as necessary. Both the Resident Engineer and the Environmental Officer shall be responsible for satisfactory and timely completion of this ESMP requirement.

Some of the principles governing a lay-out plan have been listed below:



- The prevailing wind direction shall be kept in mind while planning out the lay-out of internal facilities.
- Tree felling shall be avoided and it should be tried to integrate the existing ones into the lay-out plan with proper planning.
- The stripping, stacking and preservation of top soil will be mandatory in case of farm lands and fertile areas and absolutely no material stacking or equipment installment or vehicle parking or any other activity shall be allowed prior to the satisfactory completion of this activity.
- The proposed top soil stacking areas along with the quantity shall be clearly depicted on the lay-out plan.
- Proper circulation paths and parking spaces need to be provided.
- Fuel pumps, storage facility for inflammable and hazardous chemicals/ materials shall be screened at safe distance from office, mess and residential areas inside the camp.
- Proper fire safety precautions including safe exits, warning signs need to be provided at all locations including vulnerable areas like plant sites, kitchen, workshops, fuel pumps, stores etc.
- Electric safety practices shall be integrated/incorporated during the lay-out plan preparation.
- All sites must be graded and rendered free from depressions such that water does not get stagnant
- Appropriate drainage shall be provided. Typical layout plan is given in Figure-1.
- Camp site shall be fenced at direction with a security at the entry gate
- Contractor is encouraged to take up plantation along the boundaries of the camp with indigenous species.
- Contractor shall obtain permission from the concerned authority to fell tree(s) which is unavoidable.

BASIC AMENITIES/FACILITIES

Accommodation for Labours

The height of the workers and labour accommodation shall not be less than 3 m from floor level to lowest part of the roof. Sheds shall be kept clean, with proper cross ventilation, and the space provided shall be on the basis of 3.5 sq.m per head or as per the relevant regulation, whichever is higher. Fire and electrical safety pre-cautions shall be adhered to. Cooking, sanitation and washing areas shall be provided separately as per the ESMP clauses.

Drinking Water

- Effective arrangements shall be made to provide and maintain at suitable points conveniently situated for all workers employed therein a sufficient supply of wholesome drinking water.
- All such points shall be legibly marked "drinking water" in a language understood by majority of the workers



- and no such point shall be situated within six meters of any washing place, urinal, latrine, spittoon, open drain carrying sludge or effluent or any other source of contamination.
- An adequate and convenient water supply, approved by the appropriate health authority, must be provided in each camp for drinking, cooking, bathing and laundry purposes.
- The drinking water system must be monitored in accordance with IS:10500 or the water quality parameters as prescribed by State Pollution Control Board. The water supply system used for cooking purposes that is drained seasonally must be cleaned, flushed, and disinfected prior to use. Furthermore, a water sample of satisfactory bacteriologic quality

First Aid

- Contractor shall provide and maintain First Aid facility so as to be readily accessible during all working hours. First-Aid boxes or cupboards equipped with the prescribed contents, and the number of such boxes or cupboards to be provided and maintained shall not be less than one for every one hundred and fifty workers ordinarily employed
- Nothing except the prescribed contents shall be kept in a first-aid box or cupboard
- Each first-aid box or cupboard shall be kept in the charge of a separate responsible person who holds a certificate in first-aid treatment recognised by the Government of Assam /Govt of India and who shall always be readily available during the working hours

Canteen Facilities

A cooked food canteen on a moderate scale shall be provided by the Contractor for the benefit of workers wherever it is considered necessary.

Sanitation Facilities

- There shall be adequate supply of water, close to latrines and urinals.
- Within the precincts of every workplace, latrines and urinals shall be provided in an accessible place, and the accommodation, separately for each of these, as per standards set by the Building and other Construction Workers (regulation of Employment and Conditions of Service) Act, 1996. Except in workplaces provided with water - flushed latrines connected with a water borne sewage system, all latrines shall be provided with dry - earth system (receptacles) which shall be cleaned at least two times daily kept in a strict sanitary condition. Receptacles shall be tarred inside and outside at least once a year
- Toilet facilities adequate for the capacity of the camp must be provided. Each toilet room must be located so as to be accessible, without any individual passing through any sleeping room
- Where the toilet rooms are shared, such as in multifamily shelters and in barracks type facilities, separated toilet rooms must be provided for each sex. These rooms must be



distinctly marked “for men” and “for women” by signs printed in English and in the native language of the persons occupying the camp, or marked with easily understood pictures or symbols. If the facilities for each sex are in the same building, they must be separated by solid walls or partitions extending from the floor to the roof or ceiling

- The floor from the wall and for a distance not less than 15 inches measured from the outward edge of the urinals must be constructed of materials impervious to moisture where
- water under pressure is available, urinals must be provided with an adequate water flush
- Urinals troughs in privies must drain freely into the pit or vault, and the construction of this drain must be such as to exclude flies and rodents from the pit

Scale of Accommodation in latrines and Urinals⁴

There shall be provided within the precincts of every work place, latrines and urinals in an accessible place, and the accommodation, separately each for this, shall not be less than at the following scale:

No. Of seats

- 2 – where number of persons does not exceed 50
- 3 – where number of persons exceed 50 but does not exceed 100
- 3 – additional each 100 persons or part thereof

In particular cases, the Engineer shall have the power to increase the requirement, wherever necessary.

Anti-malarial Precautions

Contractor shall, at his own expense, conform to all anti-malarial instructions given to him by the Engineer, including filling up any pits which may have been dug by him. Contractor shall supply mosquito repellent to his labours, drivers, operators and labours through contract agency.

Child Labour Provision

The Contractor shall not employ Child Labour for any works or in any manner under the execution of the construction of the project road at any time.

Awareness and Education of HiV/AIDS and Malaria

The Contractor shall provide/carry out HIV/AIDS and Malaria awareness through fixing appropriate poster in local language with sketch and training programme to its labour and management, at least twice per year during the construction period.

Waste Disposal

⁴ Source: Civil Works Contract for Widening & Strengthening of existing carriageway to 2-lane road from Jagatpur to Duhuria (km 0/0 to km 49/0 of MDR), OWD, Government of Odisha.



The sewage system for the camp must be designed, built and operated to the satisfaction of the concerned State Govt. Department so that no health hazard occurs and no pollution to the air, ground or adjacent watercourse takes place. Compliance with the relevant legislation must be strictly adhered to.

- Garbage bins must be provided in the camps and regularly emptied and the garbage disposed off in a hygienic manner to the satisfaction of relevant norms.
- Septic system shall be constructed for collection and treatment of sanitary sewage. It should be installed in areas of stable soils that nearly level, well drained and permeable, with enough separation between the drained field and the ground water table or other receiving areas. Discharge of septic tank, if any, shall conform to standard 5.
- Unless otherwise arranged for by the local sanitary authority, arrangement for disposal of excreta by incineration at the workplace shall be made by means of a suitable incinerator approved by the local medical health or municipal authorities. Alternatively, excreta may be disposed off by putting a layer of night soils at the bottom of permanent tank prepared for the purpose and covering it with 15 cm layer of waste or refuse and then covering it with a layer of earth for a fortnight (by then it will turn into manure).
- On completion of the works, all such temporary structures shall be cleared away, all rubbish burnt, excreta tank and other disposal pits or trenches filled in and effectively sealed off and the outline site left clean and tidy, at the Contractor's expense, to the the Engineer.



Annexure 15: Generic Guidelines for Environment Friendly Construction Methodology

The contractor shall be deemed to have acquainted himself with the requirements of all the current statutes, ordinances, by-laws, rules and regulations or their instruments having the force of law including without limitation those relating to protection of the environment, health and safety, importation of labour, demolition of houses, protection of environment and procurement, transportation, storage and use of explosives, etc.

Protection of Environment

- The contractor will take all necessary measures and precautions and ensure that the execution of the works and all associated operations on site or offsite are carried out in conformity with statutory and regulatory environmental requirements including those prescribed in ESMP.
- The contractor will take all measures and precautions to avoid any nuisance or disturbance to inhabitants arising from the execution of works.
- All liquid waste products arising on the sites will be collected and disposed of at a location on or off the sites and in a manner that will not cause either nuisance or pollution.
- The contractor will at all times ensure that all existing water courses and drains within and adjacent to the site are kept safe and free from any contamination.
- The contractor will submit details of his temporary drainage work system (including all surface channels, sediment traps, washing basins and discharge pits) to the Project Implementation Unit / Supervising Engineer for approval prior to commencing work on its construction.
- The contractor will arrange all the equipment in good condition to minimize dust, gaseous or other air-borne emissions and carry out the works in such a manner as to minimize adverse impact on air.
- Any vehicle with an open load-carrying area used for transporting potentially dust-producing material will have properly fitted side and tailboards. Materials having the potential to produce dust will not be loaded to a level higher than the side and tailboards and will be covered with a clean tarpaulin in good condition.
- The contractor will take all necessary measures to ensure that the operation of all mechanical equipment and condition processes on and off the site will not cause any unnecessary or excessive noise, taking into account applicable environmental requirements.
- The contractor will take necessary measures to maintain all plant and equipment in good condition.



- Where the execution of the works requires temporary closure of road to traffic, the contractor will provide and maintain temporary traffic diversions subject to the approval of the CSE.
- Where the execution of the works requires single-lane operation on public road the contractor will provide and maintain all necessary barriers, warning signs and traffic control signals to the satisfaction of the CSE.
- Wherever traffic diversions, warning signs, traffic control signals, barriers and the like are required, the contractor will install them to the satisfaction of CSE prior to commencing the work, in that area.
- Contractor will install asphalt plants and other machineries away from the populated areas as per laid down regulations.
- Permit for felling of trees will be obtained from the forest department before the execution of any work.
- Trees and plants going to be uprooted by Contractor's own requirement will be duly compensated and maintained up to 3 years.
- Mist sprays should be provided at appropriate places for preventing dust pollution during handling and stockpiling of stones and loose earth.
- Over Burden (OB) waste dumps shall be sprayed with water, as they are the major source of air borne particulate matter.
- OB waste dumps shall be reclaimed / afforested to bind the loose soil and to prevent soil erosion. The frequency of sprinkling should be fixed as per the seasonal requirement and in consultation with engineer.
- Regular water spraying on haulage roads during transportation of construction material by water sprinklers. The frequency of sprinkling should be fixed as per the seasonal requirements in consultation with engineer.
- Transfer point for transporting construction material shall be provided with appropriate hoods/ chutes to prevent dust emissions.
- Dumping of construction material should be from an optimum height (preferably not too high), so as to reduce the dust blow.
- Innovative approaches of using improvised machinery designs, with in-built mechanism to reduce sound emission.
- Procurement of drill loaders, dumpers and other equipment with noise proof system in operator's cabin.
- Confining the equipment with heavy noise emissions in soundproof cabins, so that noise is not transmitted to other areas.
- Regular and proper maintenance of noise generating machinery including the transport vehicles to maintain noise levels.
- Provisions should be made for noise absorbing pads at foundations of vibrating equipments to reduce noise emissions.



Quarry Operations

The Contractor shall obtain materials from quarries only after the consent of the Forest Department or other concerned authorities and in consultation with the supervision Engineer. The quarry operations shall be undertaken within the purview of the rules and regulations in force.

Prevention of Water Courses from Soil Erosion and Sedimentation / Siltation

The Contractor shall apply following mitigation measures to prevent sedimentation and pollution of watercourses.

- To prevent increased siltation, if need be existing bridges maybe widened downstream side of the water body;
- Cement and coal ash should be stacked together, fenced by bricks or earth wall, and kept away from water, to prevent leachate formation and contamination of surface and ground water;
- If need be, slope of the embankments leading to water bodies should be modified and rechannelised to prevent entry of contaminants into the water body;
- During construction silt fencing could be used along the road at all canals and rivers to prevent sediments from the construction site to enter into the watercourses.

Pollution from Hot-Mix Plants and Batching Plants

Bituminous hot-mix plants and concrete batching plants shall be located sufficiently away from habitation, agricultural operations. The Contractor shall take every precaution to reduce the levels of noise, vibration, dust and emissions from his plants and shall be fully responsible for any claims for damages caused to the owners of property, fields and residents in the vicinity.

Arrangement for Traffic During Construction

The Contractor shall at all times carry out work on the road in a manner creating least interference to the flow of traffic with the satisfactory execution. For all works involving improvements to the existing state highway, the Contractor shall, in accordance with the directives of the SE, provide and maintain, during execution of the work, a passage for traffic either along a part of the existing carriageway under improvement, or along a temporary diversion constructed close to the state highway. The Contractor shall take prior approval of the SE regarding traffic arrangements during construction.

Traffic Safety and Control

- Where subject to the approval of the Engineer the execution of the works requires temporary closure of road to traffic use, the Contractor shall provide and maintain temporary traffic diversions. The diversion shall generally consist of 200 mm thickness of gravel 4.5 meters wide laid directly upon natural ground and where any additional earthworks are required for this purpose that will be provided under the appropriate payment items.



- Where the execution of the works requires single-lane operation on public road, the Contractor shall provide and maintain all necessary barriers, warning signs and traffic control signals to the approval of the Engineer.
- With the exception of temporary traffic arrangements or diversions required within the first 4 weeks of the Contract, the Contractor shall submit details of his proposals to the Engineer for approval not less than 4 weeks prior to the temporary arrangement or diversion being required. Details of temporary arrangements or diversions for approval as soon as possible after the date of the Letter of Acceptance.
- The color, configuration, size and location of all traffic signs shall be in accordance with the code of practice for road sign. In the absence of any detail or for any missing details, the signs shall be provided as directed by the CSE.
- The Contractor shall take all necessary measures for the safety of traffic during construction and provide, erect and maintain such barricades, including signs, marking, flags, lights and flagmen as may be required by the Engineer for the information and protection of traffic approaching or passing through the section of the road under improvement. Before taking up any construction, an agreed phased programme for the diversion of traffic or closer of traffic on the road shall be drawn up in consultation with the CSE.
- At the points where traffic is to deviate from its normal path (whether on temporary diversion or part width of the carriageway) the lane width path for traffic shall be clearly marked with the aid of pavement markings, painted drums or a similar device to the directions of the SE. At night, the passage shall be delineated with lanterns or other suitable light source.
- One-way traffic operation shall be established whenever the traffic is to be passed over part of the carriageway inadequate for two-lane traffic. This shall be done with the help of temporary traffic signals or flagmen kept positioned on opposite sides during all hours. For regulation of traffic, the flagmen shall be equipped with red and green flags and lanterns / lights.
- On both sides, suitable regulatory / warnings signs as approved by the SE shall be installed for the guidance of road users. On each approach, at least two signs shall be put up, one close to the point where transition of carriageway begins and the other 120 m away. The signs shall be of design and of reflectory type, if so directed by the SE.
- Upon completion of the works for which the temporary traffic arrangements or diversions have been made, the Contractor shall remove all temporary installations and signs and reinstate all affected roads and other structures or installations to the conditions that existed before the work started, as directed by the Engineer.

Health and Safety

The contractor shall take all measures and precautions necessary to ensure the health, safety and welfare of all persons entitled to be on the site. Such precautions shall include those that, in the opinion of the Engineer, are reasonable to prevent unauthorized entry upon the site and



to protect members of the public from any activities under the control of the contractor. The contractor's responsibilities shall include but not be limited to:

- The provision and maintenance of the Contractor's Equipment in a safe working condition and the adoption of methods of work that are safe and without risks to the health of any person entitled to be on the site.
- The execution of suitable arrangements for ensuring safety and absence of risks to health in connection with the use, handling, storage, transport and disposal of articles and substances,
- The provision of lighting, including standby facilities in the event of failure, that, in the opinion of the Engineer, is adequate to ensure the safe execution of any works that are to be carried out at right.
- The provision of protective clothing and safety equipment, with such personnel and equipment and such information, instruction, training and supervision as are necessary to ensure the health and safety at work of all persons employed on or entering on the site in connection with the works, including the Engineer's supervisory staff, all in accordance with the laws.
- Near towns, villages and all frequented places, trenches and foundation pits shall be securely fenced provided with proper caution signs and marked with lights at night to avoid accidents. Contractor shall take adequate protective measures to see that the excavation operations do not affect or damage adjoining structures.
- The contractor shall not use or generate any materials in the works, which are hazardous to the health of persons, animals or vegetation. Where it is necessary to use some substances, which can cause injury to the health of workers, the Contractor shall provide protective clothing or appliances to his workers.
- The contractor will take all measures necessary to safeguard the health; safety and welfare of all persons entitled to be on site and will ensure that works are carried out in a safe and efficient manner.
- The contractor will provide, and ensure the utilization of appropriate safety equipment for all workmen and staff employed directly or indirectly by the contractor. Such safety equipment will include but not be limited to the safety helmets, goggles and other eye protectors, hearing protectors, safety harnesses, safety equipment for working over water, rescue equipment, fire extinguishers and first-aid equipment. The personnel working at vulnerable locations at site will wear safety helmets and strong footwear.
- The contractor will provide an adequate number of latrines and other sanitary arrangements at areas of the site where work is in progress and ensure that they are regularly cleaned and maintained in a hygienic condition.
- Provision should be made to provide OHS orientation training⁶ to all new employees to ensure they are apprised of basic site rules or work at / on site and of personal protection and preventing injury to fellow employees.

⁶ IFC's EHS Guidelines 2007



- OHS training should consist of basic hard awareness, site specific hazards, safe work practices and emergency procedures for fire, evacuation and natural disaster as appropriate.

First Aid

- The provision and maintenance of suitably equipped and staffed first aid stations throughout the extent of the works to the satisfaction of the Engineer. The contractor shall allow in his prices and be responsible for the costs of all such site welfare arrangements and requirements.
- Injuries might occur during the construction period. It is therefore pertinent to provide first aid facilities for all the construction workers. At construction camps and at all workplaces first aid equipment and nursing staff must be provided. Since many of the workplaces may be far away from regular hospitals, an indoor health unit having one bed facility every 250 workers needs to be provided.
- Adequate transport facilities for moving the injured persons to the nearest hospital must also be provided in ready to move condition.
- The first-aid units apart from an adequate supply of sterilized dressing material should contain other necessary appliances as per the factory rules.

Maintenance

- All buildings, rooms and equipment and the grounds surrounding them shall be maintained in a clean and operable condition and be protected from rubbish accumulation.
- Each structure made available for occupancy shall be of sound construction, shall assure adequate protection against weather, and shall include essential facilities to permit maintenance in a clean and operable condition. Comfort and safety of occupants shall be provided for by adequate heating, lighting, ventilation or insulation when necessary to reduce excessive heat.
- Each structure made available for occupancy shall comply with the requirements of the Uniform Building Code. This shall not apply to tent camps.

Maintenance of Diversions and Traffic Control Devices

Signs, lights, barriers and other traffic control devices, as well as the riding surface of diversion shall be maintained in a satisfactory condition till such time they are required as directed by the SE. The temporary traveled way shall be kept free of dust by frequent applications of water, if necessary.

Community Health and Safety

Hazards posed to the public while accessing project facilities may include:

- Physical trauma associated with failure of building structures
- Burns and smoke inhalation from fires



- Injuries suffered as a consequence of falls or contact with heavy equipment
- Respiratory distress from dust, fumes, or noxious odors
- Exposure to hazardous materials

Reduction of potential hazards should be accomplished by:

- Inclusion of buffer strips or other methods of physical separation around project sites to protect the public from major hazards associated with hazardous materials incidents or process failure, as well as nuisance issues related to noise, odors, or other emissions
- Incorporation of siting and safety engineering criteria to prevent failures due to natural risks posed by earthquakes, tsunamis, wind, flooding, landslides and fire. To this end, all project structures should be designed in accordance with engineering and design criteria mandated by site-specific risks, including but not limited to seismic activity, slope stability, wind loading, and other dynamic loads

Arrangement for transportation of hazardous material

The procedures for transportation of hazardous materials (Hazmats) should include:

- Proper labelling of containers, including the identify and quantity of the contents, hazards, and shipper contact information
- Providing a shipping document (e.g. shipping manifest) that describes the contents of the load and its associated hazards in addition to the labeling of the containers. The shipping document should establish a chain-of-custody using multiple signed copies to show that the waste was properly shipped, transported and received by the recycling or treatment/disposal facility
- Training employees involved in the transportation of hazardous materials regarding proper shipping procedures and emergency procedures

Community Notification

If a local community may be at risk from a potential emergency arising at the facility, the company should implement communication measures to alert the community, such as:

- Audible alarms, such as fire bells or sirens
- Fan out telephone call lists
- Vehicle mounted speakers
- Communicating details of the nature of the emergency
- Communicating protection options (evacuation, quarantine)
- Providing advice on selecting an appropriate protection option



Annexure 16: Guidelines for Stripping, Stocking, Preservation of Top Soil⁷

When so directed by the Engineer, the topsoil from all areas of cutting and from all areas to be covered by embankment foundation shall be stripped to specified depths not exceeding 150 mm and stored in stockpiles of height not exceeding 2 m for covering embankment slopes, cut slopes and other disturbed areas where re-vegetation is desired. Topsoil shall not be unnecessarily subjected to traffic either before stripping or when in a stockpile. At least 10% of the temporary acquired area shall be earmarked for storing top soil. The stockpile shall be designated such that the slope does not exceed 1:2 (vertical to horizontal), and the height of the stockpile is restricted to 2 m. Stockpiles shall not be surcharged or otherwise loaded and multiple handling shall be kept to a minimum.

Prior to stripping the topsoil, all trees, shrubs etc. shall be removed along with their roots, with approval of the Engineer. Where directed, the topsoil removed and conserved shall be spread over cut slopes, shoulders and other disturbed areas. Slopes may be roughened and moistened slightly, prior to the application of topsoil, in order to provide satisfactory bond. The depth of topsoil shall be sufficient to sustain plant growth, the usual thickness being from 75 mm to 100 mm.

Topsoil generated during excavation of the borrow area shall be stockpiled at a certain location within the borrow area and the same shall be used for rehabilitation/reinstatement of the borrow area, when operation of the borrow area is over.

⁷ Clauses 301.3.2 and 305.3.3 of MoRTH Specifications for Roads and Bridges Works (Fifth Edition) 2013



Annexure 17: Baseline Monitoring Results

Air Quality Monitoring Results

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TEST CERTIFICATE

Test Report of	Report Code	Date of Issue
Ambient Air Quality Analysis	AAQ-240120-01	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name	:	Improvement of SH and MDRs under Axom Mala for Dhakukhana to Teljjar Road in District Lakhimpur & Dhemaji in the State of Assam
Sample Drawn On	:	20/01/2020
Sample Drawn By	:	Mr. Kashmir Singh Pal
Sample description	:	Ambient Air
Sampling Location	:	Hatigarh, Assam
Sampling Plan & Procedure	:	SOP-AAQ/08
Analysis Duration	:	24/01/2020 TO 29/01/2020
Ambient Temperature (°C)	:	19
Average Flow Rate of SPM (m ³ /min.)	:	1.10
Average Flow Rate of Gases (lpm)	:	1.0
Sampling Instrument Used	:	Repairable Dust Sampler, Fine Particulate(PM 2.5) Sampler
Weather Condition	:	Clear

TEST RESULT

S.No.	Parameter	Test Method	Results	Units	Limits as per Environment (Protection) Act.
1.	Particulate Matter (PM ₁₀)	IS:5182 Part-XXIII	48.2	µg /m ³	100.0
2.	Particulate Matter (PM _{2.5})	CPCB Volume - 1 / Grav	17.6	µg /m ³	60.0
3.	Sulphur Dioxide	IS:5182 Part-II	6.2	µg /m ³	80.0
4.	Nitrogen Oxide	IS:5182 Part-VI	12.7	µg /m ³	80.0
5.	Carbon Monoxide	IS:5182 Part-X	0.470	mg/m ³	4.0

Notes:

- The results given above are related to the tested sample, as received & mentioned parameters. The customer asked for the above tests only.
- Responsibility of the Laboratory is limited to the invoiced amount only.
- This test report will not be generated again, either wholly or in part, without prior written permission of the laboratory.
- This test report will not be used for any publicity/legal purpose.
- The test samples will be disposed off after two weeks from the date of issue of test report, unless until specified by the customer.

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TEST CERTIFICATE

Test Report of	Report Code	Date of Issue
Ambient Air Quality Analysis	AAQ-240120-02	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAI.

SAMPLING & ANALYSIS DATA

Project Name	:	Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijar, Road in District Lakhimpur & Dhemaji in the State of Assam
Sample Drawn On	:	20/01/2020
Sample Drawn By	:	Mr. Tejas Dwivedi
Sample description	:	Ambient Air
Sampling Location	:	No.3 Begena Gara
Sampling Plan & Procedure	:	SOP-AAQ/08
Analysis Duration	:	24/01/2020 TO 29/01/2020
Ambient Temperature (°C)	:	17
Average Flow Rate of SPM (m ³ /min.)	:	1.10
Average Flow Rate of Gases (lpm)	:	1.0
Sampling Instrument Used	:	Repairable Dust Sampler, Fine Particulate(PM 2.5) Sampler
Weather Condition	:	Clear

TEST RESULT

S.No.	Parameter	Test Method	Results	Units	Limits as per Environment (Protection) Act.
1.	Particulate Matter (PM ₁₀)	IS:5182 Part-XXIII	48.4	µg/m ³	100.0
2.	Particulate Matter (PM _{2.5})	CPCB Volume – 1 / Grav	16.8	µg/m ³	60.0
3.	Sulphur Dioxide	IS:5182 Part-II	6.3	µg/m ³	80.0
4.	Nitrogen Oxide	IS:5182 Part-VI	12.7	µg/m ³	80.0
5.	Carbon Monoxide	IS:5182 Part-X	0.430	mg/m ³	4.0

Notes:

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TEST CERTIFICATE

Test Report of	Report Code	Date of Issue
Ambient Air Quality Analysis	AAQ-240120-03	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAI.

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam
 Sample Drawn On : 20/01/2020
 Sample Drawn By : Mr. Bhuvan Chetry
 Sample description : Ambient Air
 Sampling Location : No.2 Thekeraguri
 Sampling Plan & Procedure : SOP-AAQ/08
 Analysis Duration : 24/01/2020 TO 29/01/2020
 Ambient Temperature (°C) : 19
 Average Flow Rate of SPM (m³/min) : 1.10
 Average Flow Rate of Gases (lpm) : 1.0
 Sampling Instrument Used : Repairable Dust Sampler, Fine Particulate(PM 2.5) Sampler
 Weather Condition : Clear

TEST RESULT

S.No.	Parameter	Test Method	Results		Limits as per Environment (Protection) Act.
1.	Particulate Matter (PM ₁₀)	IS:5182 Part-XXIII	47.5	µg /m ³	100.0
2.	Particulate Matter (PM _{2.5})	CPCB Volume - 1 / Grav	17.8	µg /m ³	60.0
3.	Sulphur Dioxide	IS:5182 Part-II	6.3	µg /m ³	80.0
4.	Nitrogen Oxide	IS:5182 Part-VI	12.5	µg /m ³	80.0
5.	Carbon Monoxide	IS:5182 Part-X	0.440	mg/m ³	4.0

Notes:

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Noise Level Monitoring Results

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TEST CERTIFICATE

Test Report of	Report Code	Date of Issue
Ambient Noise	N-240120-01	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam
 Sample Drawn On : 20/01/2020
 Sample Drawn By : Mr. Tejas Dwivedi
 Sample Received On : 24/01/2020
 Sample description : Ambient Noise
 Sampling Location : Hatigarh Assam
 Sampling Time : 24 hrs
 Analysis Duration : 24/01/2020 TO 29/01/2020

TEST RESULT

S. No	Test Parameters	* Results	Units	Requirement (as per CPCB Guidelines Limits in dB (A) Leq		
				Category of Area/ Zone	Day Time	Night Time
1.	EQUIVALENT NOISE LEVEL (6.0 AM TO 10.0 PM)	45.8	dB(A)	Industrial Area	75	70
				Commercial Area	65	55
2.	EQUIVALENT NOISE LEVEL (10.0 PM TO 6.0 AM)	32.4	dB(A)	*Residential Area	55	45
				Silence Zone	50	40

Notes:

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TEST CERTIFICATE

Test Report of	Report Code	Date of Issue
Ambient Noise	N-240120-02	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAI.

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam
 Sample Drawn On : 20/01/2020
 Sample Drawn By : Mr. Kashmir Singh Pal
 Sample Received On : 24/01/2020
 Sample description : Ambient Noise
 Sampling Location : No.3 Begena Garo
 Sampling Time : 24 hrs
 Analysis Duration : 24/01/2020 TO 29/01/2020

TEST RESULT						
S. No	Test Parameters	* Results	Units	Requirement (as per CPCB Guidelines Limits in dB (A) Leq		
				Category of Area/ Zone	Day Time	Night Time
1.	EQUIVALENT NOISE LEVEL (6.0 AM TO 10.0 PM)	50.2	dB(A)	Industrial Area	75	70
				*Commercial Area	65	55
2.	EQUIVALENT NOISE LEVEL (10.0 PM TO 6.0 AM)	36.5	dB(A)	Residential Area	55	45
				Silence Zone	50	40

Notes:

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TEST CERTIFICATE

Test Report of Ambient Noise	Report Code N-240120-03	Date of Issue 29/01/2020
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ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam
 Sample Drawn On : 20/01/2020
 Sample Drawn By : Mr. Bhuban Chetry
 Sample Received On : 24/01/2020
 Sample description : Ambient Noise
 Sampling Location : No.2 Thekeraguri
 Sampling Time : 24 hrs
 Analysis Duration : 24/01/2020 TO 29/01/2020

TEST RESULT						
S. No	Test Parameters	* Results	Units	Requirement (as per CPCB Guidelines Limits in dB (A) Leq		
				Category of Area/ Zone	Day Time	Night Time
1.	EQUIVALENT NOISE LEVEL (6.0 AM TO 10.0 PM)	44.6	dB(A)	Industrial Area	75	70
				Commercial Area	65	55
2.	EQUIVALENT NOISE LEVEL (10.0 PM TO 6.0 AM)	33.1	dB(A)	*Residential Area	55	45
				Silence Zone	50	40

Notes:

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Groundwater Quality Monitoring Results

Test Report of	Report Code	Date of Issue
GROUND WATER	W-240120-01	29/01/2020

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam

Sample received on : 24/01/2020

Sample Drawn By : Mr.Kashmir Singh Pal

Sample Quantity : 2.0 Lt.

Analysis Duration : 24/01/2020 TO 29/01/2020

Sample Description : Ground Water (Hand Pump)

Sample Location : Kachoiting

S. No.	Parameter	Test Method	Results	Required as per IS-10500:2012
1.	Total Faecal Coliform Bacteria	IS-1622	Absent	Absent/100ml

S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	pH	-	6.5-8.5	No Relaxation	7.7	IS:3025(Pt-11) 1983, Reaff. 2002
2.	Colour	Hazen	5	25	<5.0	IS:3025(Pt-4) 1983, Reaff. 2002
3.	Odour	-	Agreeable	Agreeable	Agreeable	IS:3025(Pt-5) 1983, Reaff. 2002
4.	Turbidity	NTU	1	5	<1.0	IS:3025(P-10), 1984
5.	Total Hardness (as CaCO ₃)	mg/l	200	600	45.44	IS:3025(Pt-21) 1983, Reaff. 2002
6.	Chloride (as Cl)	mg/l	250	1000	8.55	IS:3025(Pt-32) 1988, Reaff. 2002
7.	Fluoride (as F)	mg/l	1	1.5	0.3	APHA 22 nd Ed., 4500F(D)
8.	Phenol Content	mg/l	<0.001	-	<0.001	IS: 3025 (P-43)
9.	Calcium (as CaCO ₃)	mg/l	75	200	8.14	IS:3025(Pt-40) 1983, Reaff. 2002
10.	Magnesium (as CaCO ₃)	mg/l	30	100	6.12	APHA 22 nd Ed., 3500-Mg(B)
11.	Sulphate (as SO ₄)	mg/l	200	400	5.2	IS:3025(Pt-24) 1986, Reaff. 2003

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12.	Nitrate (as NO ₃)	mg/l	45	No Relaxation	0.68	IS:3025(Pt-34) 1988, Reaff 2003
13.	Selenium (as Se)	mg/l	0.01	No Relaxation	<0.01	IS: 3025 (P- 56)
14.	Alkalinity as (CaCO ₃)	mg/l	200	600	98.75	IS:3025(Pt-23) 1986, Reaff 2003
15.	TDS	mg/l	500	2000	131.58	IS-3025(P-16), 1984
16.	TSS	Mg/l	-	-	<1.0	APHA
17.	Dissolved Oxygen	% By Mass	-	-	4.0	3025(P-38), 1989
18.	BOD (at 27°C 3-Days)	mg/l	-	-	<2.0	IS-3025(P-44), 1993
19.	Phosphates	mg/l	-	-	<0.05	IS-3025(P-31)
20.	Ammonia	mg/l	0.5	No Relaxation	<0.1	IS: 3025 (P- 34)
21.	Electrical Conductivity	Microm/hos/cm	-	-	202.43	IS-3025(P-14), 1984
22.	Sodium (as Na)	mg/l	-	-	25.12	IS-3.25(P-45)
23.	Potassium (as K)	mg/l	-	-	7.20	IS-3.25(P-45)
24.	Iron (as Fe)	mg/l	0.3	No Relaxation	0.17	IS:3025 Part 53 2003, RA-2003
25.	TKN	mg/l	-	-	<0.1	IS: 3025 (P- 34)

PARAMETERS CONCERNING TOXIC SUBSTANCES

S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	Cadmium (as Cd)	mg/l	0.003	No Relaxation	<0.001	IS-3025(P-41)
2.	Cyanide (as CN)	mg/l	0.05	No Relaxation	<0.01	IS-3025(P-27)
3.	Lead (as Pb)	mg/l	0.01	No Relaxation	<0.01	IS-3025(P-47)
4.	Arsenic (as As)	mg/l	0.01	0.05	<0.01	IS-3025(P-37)
5.	Total Chromium (Cr)	mg/l	0.05	No Relaxation	<0.05	IS-3025 (P-52)
6.	Mercury (as Hg)	mg/l	0.001	-	<0.0001	IS-3025 (P-48)

Notes:

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TEST CERTIFICATE

Test Report of GROUND WATER	Report Code W-240120-02	Date of Issue 29/01/2020
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ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam

Sample received on : 24/01/2020

Sample Drawn By : Mr. Tejas Dwivedi

Sample Quantity : 2.0 Lt.

Analysis Duration : 24/01/2020 TO 29/01/2020

Sample Description : Ground Water (Hand Pump)

Sample Location : Begena Gara

BACTERIOLOGICAL PARAMETERS				
S. No.	Parameter	Test Method	Results	Required as per IS-10500:2012
1.	Total Faecal Coliform Bacteria	IS-1622	Absent	Absent/100ml

ORGANOLEPTIC & PHYSICAL PARAMETERS						
S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	pH	-	6.5-8.5	No Relaxation	7.19	IS:3025(Pt-11) 1983, Reaff. 2002
2.	Colour	Hazen	5	25	<5.0	IS:3025(Pt-4) 1983, Reaff. 2002
3.	Odour	-	Agreeable	Agreeable	Agreeable	IS:3025(Pt-5) 1983, Reaff. 2002
4.	Turbidity	NTU	1	5	<1.0	IS:3025(P-10), 1984
5.	Total Hardness (as CaCO ₃)	mg/l	200	600	133.33	IS:3025(Pt-21) 1983, Reaff. 2002
6.	Chloride (as Cl)	mg/l	250	1000	23.25	IS:3025(Pt-32) 1988, Reaff. 2002
7.	Fluoride (as F)	mg/l	1	1.5	0.15	APHA 22 nd Ed, 4500F(D)
8.	Phenol Content	mg/l	<0.001	-	<0.001	IS: 3025 (P-43)
9.	Calcium (as CaCO ₃)	mg/l	75	200	26.7	IS:3025(Pt-40) 1983, Reaff. 2002

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10.	Magnesium (as CaCO ₃)	mg/l	30	100	16.24	APHA 22 nd Ed., 3500-Mg(B)
11.	Sulphate (as SO ₄)	mg/l	200	400	13.17	IS:3025(Pt-24) 1986, Reaff. 2003
12.	Nitrate (as NO ₃)	mg/l	45	No Relaxation	6.57	IS:3025(Pt-34) 1988, Reaff. 2003
13.	Selenium (as Se)	mg/l	0.01	No Relaxation	<0.01	IS: 3025 (P- 56)
14.	Alkalinity as (CaCO ₃)	mg/l	200	600	131.14	IS:3025(Pt-23) 1986, Reaff. 2003
15.	TDS	mg/l	500	2000	177.01	IS-3025(P-16), 1984
16.	TSS	Mg/l	-	-	<1.0	APHA
17.	Dissolved Oxygen	% By Mass	-	-	4.2	3025(P-38), 1989
18.	BOD (at 27 ^o C 3-Days)	mg/l	-	-	<2.0	IS-3025(P-44), 1993
19.	Phosphates	mg/l	-	-	<0.05	IS-3025(P-31)
20.	Ammonia	mg/l	0.5	No Relaxation	<0.1	IS: 3025 (P- 34)
21.	Electrical Conductivity	Micromhos/cm	-	-	272.33	IS-3025(P-14), 1984
22.	Sodium (as Na)	mg/l	-	-	8.6	IS-3.25(P-45)
23.	Potassium (as K)	mg/l	-	-	3.8	IS-3.25(P-45)
24.	Iron (as Fe)	mg/l	0.3	No Relaxation	0.06	IS:3025 Part 53 2003, RA-2003
25.	TKN	mg/l	-	-	<0.1	IS: 3025 (P- 34)

PARAMETERS CONCERNING TOXIC SUBSTANCES						
S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	Cadmium (as Cd)	mg/l	0.003	No Relaxation	<0.001	IS-3025(P-41)
2.	Cyanide (as CN)	mg/l	0.05	No Relaxation	<0.01	IS-3025(P-27)
3.	Lead (as Pb)	mg/l	0.01	No Relaxation	<0.01	IS-3025(P-47)
4.	Arsenic (as As)	mg/l	0.01	0.05	<0.01	IS-3025(P-37)
5.	Total Chromium (Cr)	mg/l	0.05	No Relaxation	<0.05	IS-3025 (P-52)
6.	Mercury (as Hg)	mg/l	0.001	-	<0.0001	IS-3025 (P-48)

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Test Report of GROUND WATER	Report Code W-240120-03	Date of Issue 29/01/2020
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ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name-	: Improvement of SH and MDRs under Axom Mala for Dhakukhana to Telijan Road in District Lakhimpur & Dhemaji in the State of Assam
Sample received on	: 24/01/2020
Sample Drawn By	: Mr. Bhuban Chetry
Sample Quantity	: 2.0 Lt.
Analysis Duration	: 24/01/2020 TO 29/01/2020
Sample Description	: Ground Water (Tube well)
Sample Location	: Thekera guri

BACTERIOLOGICAL PARAMETERS				
S. No.	Parameter	Test Method	Results	Required as per IS-10500:2012
1.	Total Faecal Coliform Bacteria	IS-1622	Absent	Absent/100ml

ORGANOLEPTIC & PHYSICAL PARAMETERS						
S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	pH	-	6.5-8.5	No Relaxation	7.43	IS:3025(Pt-11) 1983, Reaff. 2002
2.	Colour	Hazen	5	25	<5.0	IS:3025(Pt-4) 1983, Reaff. 2002
3.	Odour	-	Agreeable	Agreeable	Agreeable	IS:3025(Pt-5) 1983, Reaff. 2002
4.	Turbidity	NTU	1	5	<1.0	IS-3025(P-10), 1984
5.	Total Hardness (as CaCO ₃)	mg/l	200	600	105.36	IS 3025(Pt-21) 1983, Reaff. 2002
6.	Chloride (as Cl)	mg/l	250	1000	19.24	IS:3025(Pt-32) 1988, Reaff. 2002
7.	Fluoride (as F)	mg/l	1	1.5	0.42	APHA 22 nd Ed., 4500F(D)
8.	Phenol Content	mg/l	<0.001	-	<0.001	IS: 3025 (P-43)
9.	Calcium (as CaCO ₃)	mg/l	75	200	33.45	IS:3025(Pt-40) 1983, Reaff. 2002

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10	Magnesium (as CaCO ₃)	mg/l	30	100	5.3	APHA 22 nd Ed., 3500-Mg(B)
11	Sulphate (as SO ₄)	mg/l	200	400	4.3	IS:3025(Pt-24) 1986, Reaff. 2003
12	Nitrate (as NO ₃)	mg/l	45	No Relaxation	7.4	IS:3025(Pt-34) 1988, Reaff. 2003
13	Selenium (as Se)	mg/l	0.01	No Relaxation	<0.01	IS: 3025 (P- 56)
14	Alkalinity as (CaCO ₃)	mg/l	200	600	124.10	IS:3025(Pt-23) 1986, Reaff. 2003
15	TDS	mg/l	500	2000	161.99	IS-3025(P-16), 1984
16	TSS	Mg/l	-	-	<1.0	APHA
17	Dissolved Oxygen	% By Mass	-	-	4.1	3025(P-38), 1989
18	BOD (at 27°C 3-Days)	mg/l	-	-	<2.0	IS-3025(P-44), 1993
19	Phosphates	mg/l	-	-	<0.05	IS-3025(P-31)
20	Ammonia	mg/l	0.5	No Relaxation	<0.1	IS: 3025 (P- 34)
21	Electrical Conductivity	Micromhos/cm	-	-	249.22	IS-3025(P-14), 1984
22	Sodium (as Na)	mg/l	-	-	15.38	IS-3.25(P-45)
23	Potassium (as K)	mg/l	-	-	2.3	IS-3.25(P-45)
24	Iron (as Fe)	mg/l	0.3	No Relaxation	1.33	IS:3025 Part 53 2003, RA-2003
25	TKN	mg/l	-	-	<0.1	IS: 3025 (P- 34)

PARAMETERS CONCERNING TOXIC SUBSTANCES						
S. No.	Parameters	Unit	Limit (as per IS:10500-2012)		Result	Test Method
			Desirable Limit	Permissible Limit		
1.	Cadmium (as Cd)	mg/l	0.003	No Relaxation	<0.001	IS-3025(P-41)
2.	Cyanide (as CN)	mg/l	0.05	No Relaxation	<0.01	IS-3025(P-27)
3.	Lead (as Pb)	mg/l	0.01	No Relaxation	<0.01	IS-3025(P-47)
4.	Arsenic (as As)	mg/l	0.01	0.05	<0.01	IS-3025(P-37)
5.	Total Chromium (Cr)	mg/l	0.05	No Relaxation	<0.05	IS-3025 (P-52)
6.	Mercury (as Hg)	mg/l	0.001	-	<0.0001	IS-3025 (P-48)

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Surface Water Quality Monitoring Results

Test Report of	Report Code	Date of Issue
SURFACE WATER	W-191219-03	24/12/2019

TEST CERTIFICATE

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Ghagrabasti to Dholpur Road in District Sonitpur & Lakhimpur in the State of Assam

Sample received on : 19/12/2019

Sample Drawn By : Mr. Tejas Dwivedi

Sample Quantity : 2.0 Lt.

Analysis Duration : 19/12/2019 TO 23/12/2019

Sample Description : Surface Water (Salongi River)

Sample Location : Naya Ghagra

MICROBIOLOGICAL REQUIREMENT

RESULTS			
S.No.	Parameter	Test Method	Results
1.	Total Faecal Coliform Bacteria(MPN/100ML)	IS-1622	648

ORGANOLEPTIC & PHYSICAL PARAMETERS


S.NO.	Parameter	Test method	Result	Unit
2.	Colour	IS-3025(P-04)	<5.0	Hazen Unit
3.	Odour	IS-3025(P-05)	Agreeable	-
4.	Turbidity	IS-3025(P-10)	2.6	NTU
5.	pH value	IS-3025(P-11)	7.98	-
6.	Total dissolve solid (TDS)	IS-3025(P-16)	162.88	mg/l
7.	Electrical Conductivity	IS-3025(P-14)	250.58	µs/cm
8.	Total Suspended Solid	IS-3025(P-17)	3.4	mg/l
9.	Total Dissolve Oxygen	IS-3025(P-38)	6.2	mg/l
10.	Biological Oxygen Demand	IS-3025(P-44)	3.2	mg/l
11.	Phosphate Content	IS-3025(P-31)	0.048	mg/l

GENERAL PARAMETERS CONCERNING SUBSTANCES UNDESIRABLE IN EXCESSIVE AMOUNTS

S.NO.	Parameter	Test method	Result	Unit
12.	Total Ammonia	IS: 3025 (P- 34)	<0.1	mg/l
13.	TKN	IS: 3025 (P- 34)	0.42	mg/l
14.	Boron (as B)	IS: 3025 (P- 57)	BDL	mg/l
15.	Calcium (as Ca)	IS: 3025 (P- 40)	13.55	mg/l
16.	Chloride (as Cl)	IS: 3025 (P- 32)	24.26	mg/l
17.	Copper (as Cu)	IS : 3025 (P-42)	<0.05	mg/l
18.	Fluoride (as F)	IS: 3025 (P-60)	0.20	mg/l
19.	Phenol Content	IS: 3025 (P-43)	<0.001	mg/l
20.	Iron (as Fe)	IS: 3025(P-53)	0.0162	mg/l
21.	Magnesium (as mg)	IS: 3025 (P-46)	17.70	mg/l

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22.	Nitrate (as NO ₃)	IS: 3025 (P- 34)	4.12	mg/l
23.	Selenium (as Se)	IS: 3025 (P- 56)	<0.01	mg/l
24.	Sulphate (as SO ₄)	IS: 3025 (P- 24)	23.30	mg/l
25.	Alkalinity (as Ca CO ₃)	IS: 3025 (P- 23)	105	mg/l
26.	Total hardness (as CaCO ₃)	IS: 3025 (P- 21)	106.45	mg/l
27.	Zinc (as Zn)	IS: 3025 (P- 49)	0.32	mg/l
28.	Sodium (as Na)	IS-3 25(P-45)	12.0	mg/l
29.	Potassium (as K)	IS-3 25(P-45)	4.95	mg/l


Parameters Concerning Toxic Substances:

S.NO.	Parameter	Test method	Result	Unit
30.	Cadmium (as Cd)	IS-3025(P-41)	<0.001	mg/l
31.	Cyanide (as CN)	IS-3025(P-27)	<0.01	mg/l
32.	Lead (as Pb)	IS-3025(P-47)	<0.01	mg/l
33.	Arsenic (as As)	IS-3025(P-37)	<0.01	mg/l
34.	Total Chromium (Cr)	IS-3025 (P-52)	<0.05	mg/l
35.	Mercury (as Hg)	IS-3025 (P-48)	<0.0001	mg/l

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Test Report of	Report Code	Date of Issue
SURFACE WATER	W-191219-04	24/12/2019

ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAI

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Ghagrabasti to Dholpur Road in District Sonitpur & Lakhimpur in the State of Assam

Sample received on : 19/12/2019

Sample Drawn By : Mr. Kashmir Singh Pal

Sample Quantity : 2.0 Lt.

Analysis Duration : 19/12/2019 TO 23/12/2019

Sample Description : Surface Water (Pisola River)

Sample Location : Ganak doloni

MICROBIOLOGICAL REQUIREMENT

RESULTS			
S.No.	Parameter	Test Method	Results
1.	Total Faecal Coliform Bacteria(MPN/100ML)	IS-1622	880

ORGANOLEPTIC & PHYSICAL PARAMETERS

S.NO.	Parameter	Test method	Result	Unit
2.	Colour	IS-3025(P-04)	<5.0	Hazen Unit
3.	Odour	IS-3025(P-05)	Agreeable	-
4.	Turbidity	IS-3025(P-10)	2.8	NTU
5.	pH value	IS-3025(P-11)	7.53	-
6.	Total dissolve solid (TDS)	IS-3025(P-16)	77.2	mg/l
7.	Electrical Conductivity	IS-3025(P-14)	128.7	µs/cm
8.	Total Suspended Solid	IS-3025(P-17)	1.6	mg/l
9.	Total Dissolve Oxygen	IS-3025(P-38)	4.3	mg/l
10.	Biological Oxygen Demand	IS-3025(P-44)	2.9	mg/l
11.	Phosphate Content	IS-3025(P-31)	0.049	mg/l

GENERAL PARAMETERS CONCERNING SUBSTANCES UNDESIRABLE IN EXCESSIVE AMOUNTS

S.NO.	Parameter	Test method	Result	Unit
12.	Total Ammonia	IS: 3025 (P- 34)	<0.1	mg/l
13.	TKN	IS: 3025 (P- 34)	0.62	mg/l
14.	Boron (as B)	IS: 3025 (P- 57)	BDL	mg/l
15.	Calcium (as Ca)	IS: 3025 (P- 40)	9.01	mg/l
16.	Chloride (as Cl)	IS: 3025 (P- 32)	16.24	mg/l
17.	Copper (as Cu)	IS : 3025 (P-42)	<0.05	mg/l
18.	Fluoride (as F)	IS: 3025 (P-60)	0.15	mg/l
19.	Phenol Content	IS: 3025 (P-43)	<0.001	mg/l
20.	Iron (as Fe)	IS: 3025(P-53)	0.021	mg/l

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21.	Magnesium (as mg)	IS: 3025 (P-46)	5.58	mg/l
22.	Nitrate (as NO ₃)	IS: 3025 (P- 34)	1.22	mg/l
23.	Selenium (as Se)	IS: 3025 (P- 56)	<0.01	mg/l
24.	Sulphate (as SO ₄)	IS: 3025 (P- 24)	22.30	mg/l
25.	Alkalinity (as Ca CO ₃)	IS: 3025 (P- 23)	60.0	mg/l
26.	Total hardness (as CaCO ₃)	IS: 3025 (P- 21)	45.0	mg/l
27.	Zinc (as Zn)	IS: 3025 (P- 49)	0.32	mg/l
28.	Sodium (as Na)	IS-3.25(P-45)		mg/l
29.	Potassium (as K)	IS-3.25(P-45)		mg/l

Parameters Concerning Toxic Substances:

S.NO.	Parameter	Test method	Result	Unit
30.	Cadmium (as Cd)	IS-3025(P-41)	<0.001	mg/l
31.	Cyanide (as CN)	IS-3025(P-27)	<0.01	mg/l
32.	Lead (as Pb)	IS-3025(P-47)	<0.01	mg/l
33.	Arsenic (as As)	IS-3025(P-37)	<0.01	mg/l
34.	Total Chromium (Cr)	IS-3025 (P-52)	<0.05	mg/l
35.	Mercury (as Hg)	IS-3025 (P-48)	<0.0001	mg/l

Notes:

1. The results given above are related to the tested sample, as received & mentioned parameters. The customer asked for the above tests only.
2. Responsibility of the Laboratory is limited to the invoiced amount only.
3. This test report will not be generated again, either wholly or in part, without prior written permission of the laboratory.
4. This test report will not be used for any publicity/legal purpose.
5. The test samples will be disposed off after two weeks from the date of issue of test report, unless until specified by the customer.


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Soil Quality Monitoring Results



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TEST CERTIFICATE

Test Report of Soil Quality Analysis	Report Code S-191219-01	Date of Issue 24/12/2019
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ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAI

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Ghagrabasti to Dholpur Road in District Sonitpur & Lakhimpur in the State of Assam

Sampling Location : Ghogra Majgaon

Sample Received On : 19/12/2019

Sample Drawn by : Mr. Tejas Dwivedi

Sample Description : Soil


Sample Drawn On : 08/12/2019

Sample Quantity : 1.0 Kg


Weather Conditions : Normal

Analysis Duration : 19/12/2019 TO 23/12/2019

S.No.	PARAMETERS	TEST METHOD	Results	UNIT
1.	pH(1:5 suspension)	IS:2720(Part-26)	6.90	-
2.	Electrical Conductivity at 25°C (1:5suspension)	IS:2720(Part-21)	159	µmhos/cm
3.	Porosity	STP/SOIL	26.96	% by mass
4.	Texture	STP/SOIL	Sandy Clay Loam	-
5.	Sand	STP/SOIL	48.94	% by mass
6.	Clay	STP/SOIL	43.14	% by mass
7.	Silt	STP/SOIL	7.68	% by mass
8.	Nitrogen	STP/SOIL	2014	mg/1000g
9.	Potassium (as K)	STP/SOIL	92.17	mg/1000g
10.	Phosphorus	STP/SOIL	<5.0	mg/1000g
11.	Organic Matter	IS:2720 (Part-22)	0.94	% by mass
12.	Moisture Retention capacity	STP/SOIL	38.5	% by mass
13.	Infiltration Rate	STP/SOIL	258	mm/hr
14.	Sulphates	STP/SOIL	26.30	mg/100gm
15.	Sodium Sulphates	STP/SOIL	14.21	mg/1000g
16.	Calcium Sulphates	STP/SOIL	BDL	mg/1000g
17.	Bulk Density	STP/SOIL	1.37	gm/cm ³



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TEST CERTIFICATE

Test Report of Soil Quality Analysis	Report Code S-191219-02	Date of Issue 24/12/2019
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ISSUED TO: FORTRESS INFRACON LIMITED, MUMBAL

SAMPLING & ANALYSIS DATA

Project Name : Improvement of SH and MDRs under Axom Mala for Ghagrabasti to Dholpur Road in District Sonitpur & Lakhimpur in the State of Assam

Sampling Location : Ganak doloni

Sample Received On : 19/12/2019

Sample Drawn by : Mr. Kashmir Singh Pal

Sample Description : Soil

Sample Drawn On : 11/12/2019

Sample Quantity : 1.0 Kg

Weather Conditions : Normal

Analysis Duration : 19/12/2019 TO 23/12/2019

S.No.	PARAMETERIS	TEST METHOD	Results	UNIT
1.	pH(1:5 suspension)	IS:2720(Part-26)	6.89	-
2.	Electrical Conductivity at 25°C (1:5suspension.)	IS:2720(Part-21)	155	µmhos/cm
3.	Porosity	STP/SOIL	26.91	% by mass
4.	Texture	STP/SOIL	Sandy Clay Loam	-
5.	Sand	STP/SOIL	48.94	% by mass
6.	Clay	STP/SOIL	43.10	% by mass
7.	Silt	STP/SOIL	7.62	% by mass
8.	Nitrogen	STP/SOIL	2015	mg/1000g
9.	Potassium (as K)	STP/SOIL	92.17	mg/1000g
10.	Phosphorus	STP/SOIL	<5.0	mg/1000g
11.	Organic Matter	IS:2720 (Part-22)	0.96	% by mass
12.	Moisture Retention capacity	STP/SOIL	39.2	% by mass
13.	Infiltration Rate	STP/SOIL	262	mm/hr
14.	Sulphates	STP/SOIL	25.86	mg/100gm
15.	Sodium Sulphates	STP/SOIL	14.38	mg/1000g
16.	Calcium Sulphates	STP/SOIL	BDL	mg/1000g
17.	Bulk Density	STP/SOIL	1.37	gm/cm ³

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Annexure 18: Prediction of Air Quality along the Project Road

The impacts in the operation stage for air would be less severe as compared to that in construction phase. After completion of road improvement works, smoothed new pavement and widened roads reduce fugitive dust emissions. This reduced vehicular emission is due to uniform speed and less frequent acceleration and deceleration of vehicles. With reduction in the levels of CO₂, NO_x, CO and HC emissions from the operating vehicles, there will be extensive saving on fuel consumption. Air pollution can be an important concern due to increase in number of vehicles on the improved roads and poor maintenance of vehicles. To assess the likely concentrations at the critical location along the project road corridors, the prediction of the pollutant concentrations has been carried out for project using CALINE-4, a dispersion model based on Gaussian Equation. The current and projected traffic volume of **A22 (Dhakuakhana to Telijan)** road has been used for the prediction. CALINE-4 is a dispersion model developed by the California Department of Transportation for the prediction of concentrations of critical atmospheric pollutants (CO, NO_x and PM_{2.5}) along the highways. This model employs a mixing zone concept to characterize pollutant dispersion over the highway and can be used to predict the pollutant concentrations for receptors up to 500 m of the corridor. The model uses the baseline data on existing concentration of pollutants and estimates the incremental emissions due to the project.

Modeling using Caline 4

The **Job Parameters** for Modelling are as follows:

Molecular weight: Molecular weight input to the model based on the chosen pollutant (“n/a” for Particulates).

Settling Velocity: The rate at which a particle falls with respect to its immediate surroundings. This parameter is an optional parameter for Particulates only (“n/a” for Carbon Monoxide and Nitrogen Dioxide). Only a value greater than or equal to zero can be used in the model.

Deposition Velocity: The rate at which a pollutant can be adsorbed or assimilated by a surface. This parameter may be specified for all pollutants but it is optional and only a value greater than or equal to zero can be used in the model.

Aerodynamic Roughness Coefficient: Also known as the Davenport-Wieringa roughness-length. These choices determine the amount of local air turbulence that affects plume spreading.

- Rural: Roughness Coefficient = 10 cm
- Suburban: Roughness Coefficient = 100 cm
- Central Business District: Roughness Coefficient = 400 cm
- Other: Use Table A below as guidance to select an appropriate value:



Table A: Aerodynamic Roughness Coefficient defined for various types of landscapes.

Roughness Coefficient (cm)	Landscape Type
0.002	Sea, paved areas, snow-covered flat plain, tide flat, smooth desert
0.5	Beaches, pack ice, morass, snow-covered fields
3	Grass prairie or farm fields, tundra, airports, heather
10	Cultivated areas with low crops and occasional obstacles (such as bushes)
25	High crops, crops with varied height, scattered obstacles (such as trees or hedgerows), vineyards
50	Mixed far fields and forest clumps, orchards, scattered buildings
100	Regular coverage with large obstacles, open spaces roughly equal to obstacle heights, suburban houses, villages, mature forests
≥200	Centers of large towns or cities, irregular forests with scattered clearings

Run Type: Different choices are associated with different hourly average wind angle(s) and averaging times (for CO concentrations only). (Wind angle is the angle between the roadway link and the wind direction. CALINE4 calculates the angles based on data in the Link Geometry and Run Conditions tabs.)

- Standard - Calculates 1-hr average CO, NO₂, or PM concentrations at the receptors. The user must input a wind direction on the Run Conditions tab.
- Worst-Case Wind Angle - Calculates 1-hr average CO or PM concentrations at the receptors. The model selects wind angles that produce the highest concentrations at each of the receptors. This is the most appropriate choice for most users.
- Multi-Run - Calculates 8-hr average CO concentrations at the receptors. The user must input wind angles for each hour.
- Multi-Run/Worst-Case Hybrid - Calculates 8-hr average CO concentrations at the receptors. The model selects wind angles that produce the highest CO concentrations at each of the receptors.

Altitude above sea level: The altitude above mean sea level used in the mass concentration-to volumetric (ppm) conversion. This value must be between zero and 10,000 meters (32,808 feet).



Figure A: Job Parameters Tab

The **Run Conditions** for Modelling are as follows:

Wind Speed: Expressed in meters per second (m/s). It is recommended that users input worst-case wind speeds based on observations, or that represent the minimum choice available for CALINE4 (0.5 m/s). Alternatively, EPA (1992) recommends a value of 1 m/s as the worst-case wind speed.

Wind Direction: The direction from which the wind is blowing, measured clockwise in degrees from the north (0 = north, 90 = east, 180 = south, 270 = west). Most users should opt for the "Worst-Case Wind Direction" choice on the Job Parameters tab. If "Worst-Case" is selected, CALINE4 does not use this input.

Wind Direction Standard Deviation: The statistical standard deviation of the Wind Direction, sometimes termed "sigma theta." **Table B** below provides guidance for specifying this option. CALINE4 requires this value range to be between 5 and 60 degrees.



Table B: Worst-case meteorological inputs for the estimation of 1-hr CO concentrations (Nokes and Benson, 1985).

Time Period	Geographic Location	Wind Speed (m/s)	Standard Deviation (degrees)	Stability Class	Temperature Adjustment
Morning (6-10 a.m.)	Coastal	0.5	10	G (7)	+5°F
	Coastal Valley	0.5	20	G (7)	+5°F
	Central Valley	0.5	5	G (7)	+5°F
	Mountain	0.5	30	G (7)	+5°F
Midday (10 a.m.- 5 p.m.)	Coastal	1.0	25	D (4)	+10°F
	Coastal Valley	9.6	30	D (4)	+10°F
	Central Valley	0.5	20	D (4)	+10°F
	Mountain	0.9	30	D (4)	+10°F
Evening (5-9 p.m.)	Coastal	0.5	10	G (7)	+5°F
	Coastal Valley	0.5	10	G (7)	+5°F
	Central Valley	0.5	5	G (7)	+5°F
	Mountain	0.5	30	G (7)	+5°F
Nighttime (9 p.m.-6 a.m.)	Coastal	0.5	5	G (7)	+0°F
	Coastal Valley	0.5	15	G (7)	+0°F
	Central Valley	0.5	10	G (7)	+0°F
	Mountain	0.5	20	G (7)	+0°F

Atmospheric Stability Class: A measure of the turbulence of the atmosphere. Values 1 through 7 correspond to the standard definitions for stability class A through E. **Table B** above guides this choice. Stability class E (or 7) represents the most stable conditions. The stability class entered will affect permissible wind speed. A table of valid wind speeds is presented on the Run Conditions tab for reference.

Mixing Height: The altitude at which thermal turbulence occurs due to solar heating of the ground. This concept is discussed further in elementary meteorological textbooks. Reasonable values for the worst-case mixing height rarely have a significant impact on CALINE4 model results. If an extreme condition could be anticipated at the project location, the local air district should be consulted for guidance. A mixing height of greater than or equal to 5 meters must be entered.

Ambient Temperature: The ambient air temperature is needed to convert mass to volumetric concentration. A temperature that reflects wintertime conditions should be selected, expressed in degrees Celsius.

Ambient CO Concentration (Pollutant Type = Carbon Monoxide): This measure reflects the pre-existing background level of carbon monoxide, expressed in parts per million (ppm). CALINE4 adds the pre-existing and modeled CO concentrations together to determine the total impact at each receptor.



When NO₂ is selected under the pollutant type option, several additional parameters are required in the Run Conditions tab, including ambient concentrations of ozone (O₃), nitrogen monoxide (NO), and nitrogen dioxide (NO₂), NO₂ photolysis rate constant, and tailpipe NO₂ to nitrogen oxide (NO_x) emissions ratio.

Ambient O₃ Concentration (Pollutant Type = Nitrogen Dioxide): This measure reflects the pre-existing background level of O₃, expressed in parts per million.

Ambient NO Concentration (Pollutant Type = Nitrogen Dioxide): This measure reflects the pre-existing background level of NO, expressed in parts per million.

Ambient NO₂ Concentration (Pollutant Type = Nitrogen Dioxide): This measure reflects the pre-existing background level of NO₂, expressed in parts per million.

NO₂ Photolysis Rate Constant (Pollutant Type = Nitrogen Dioxide): The rate constant for the photodissociation of NO₂, in units of 1/second. The modeled NO₂ concentrations decrease when the photolysis rate constant values increase; therefore, CALINE4 provides the most conservative estimates for NO₂ concentrations when the photolysis rate constant is set to zero through CL4.

NO₂/NO_x Ratio (Pollutant Type = Nitrogen Dioxide): The ratio of tailpipe NO₂ emissions versus NO_x emissions. Note that CL4 and CALINE4 require input of g/mi NO_x emissions factors (on the Link Activity tab) when modeling NO₂ concentrations. This ratio is used to convert NO_x emissions to NO₂ emissions from on-road vehicles.

Ambient PM Concentration (Pollutant Type = Particulates): This measure reflects the pre-existing background level of particulates, expressed in micrograms per cubic meter. Note that PM_{2.5} and PM₁₀ are not directly differentiated in the CL4 user interface or the CALINE4 model functions, but the input parameters, such as ambient concentrations and emission factors, would be different when modeling PM_{2.5} and PM₁₀ respectively using CL4 and CALINE4. CALINE4 adds the pre-existing and modeled PM_{2.5} or PM₁₀ concentrations together to determine the total impact of PM_{2.5} or PM₁₀ at each receptor.

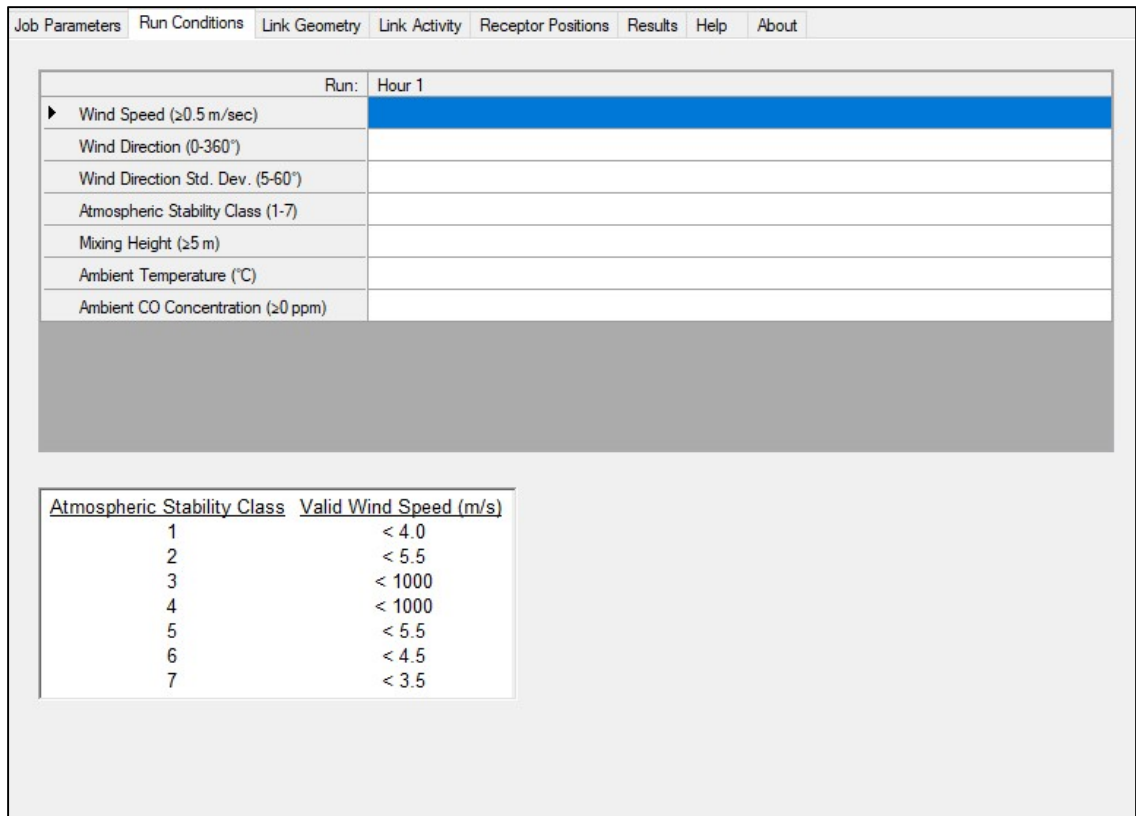


Figure B: Run Conditions Tab

The **Link Geometry** for Modelling are as follows:

The Link Geometry tab contains a matrix to define the roadway network to be modeled. Each row in the matrix defines a single link. Links are defined as straight-line segments. The distance between the centerline of the curved roadway and the straight-line link should be no greater than 3 meters.

Link Description: The user may define a 12-character description for the link. If more than 12 characters are entered, only the first 12 characters will be used.

Link Type: The user must select one of the following five choices to define the type of roadway that each link represents.

- **At-Grade:** For at-grade links, CALINE4 does not permit the plume to mix below ground level, which is assumed to be at a height of zero. The height of the link above ground level, defined in the Link Height cell, must be zero.
- **Fill:** For fill links, CALINE4 assumes that air flow follows the surface terrain, undisturbed. Link Height for fill sections must be between zero and 10 meters (32.81 feet).
- **Depressed:** For depressed links, CALINE4 increases the residence time of an air parcel in the mixing zone. The residence time increases in relation to the depth of the roadway depression. (Mixing zone = width of traffic lane(s) plus 3 meters on each side.) In such a case, estimated concentrations adjacent to the mixing zone are higher than those for an



equivalent at-grade or fill section. The modeled concentrations drop more rapidly downwind of a depressed link because vertical mixing increases with residence time. Link Height for depressed links must be between zero and -10 meters (-32.81 feet).

- **Bridge:** For bridge sections, CALINE4 allows air to flow above and below the link. The plume is permitted to mix downward from the link, until it reaches the distance defined in the Link Height cell. Link Height must be between zero and 10 meters (32.81 feet).
- **Parking Lot:** Parking lot links should coincide with the parking lot access ways. The CALINE4 algorithms adjust to account for the reduced mechanical and thermal turbulence anticipated from slow-moving, cold-start vehicles. Link Height must be zero for parking lot links.

Endpoint Coordinates: Links are defined as straight-line segments. The entire length of each link should deviate no further than 3 meters from the centerline of the actual roadway. The endpoint coordinates, (X1, Y1) and (X2, Y2), define the positions of link endpoints.

- The units (meters or feet) are user-specified on the Job Parameters tab.
- The length of each link must be greater than the mixing zone width (see below).
- The user must define the link geometry and receptor positions with a consistent Cartesian coordinate system. The position of the coordinate system origin is arbitrary and at the user's discretion. The y-axis should be oriented north-south, with values increasing in the northward direction. The x-axis should be oriented east-west, with values increasing in the eastward direction. The choice of magnetic north, true north, or some other approximation is at the user's discretion. However, the wind direction must be defined on the Run Conditions tab according to the same definition of north.
- A map of the link geometry is shown on the Receptor Positions tab.

Link Height: For all link types except bridges, Link Height represents the height of the link above the surrounding terrain. Ground level is defined at zero meters or feet. The units of measure (meters or feet) are user-specified on the Job Parameters tab.

For at-grade links, the link height may be defined as zero. For fill links, the link height must be greater than zero. However, CALINE4 always treats the link as though its height is zero; the input does not affect CALINE4 model calculations. Therefore, the positive link height value should be used for documentation purposes. For depressed links, the depth of the depression should be indicated as a negative value. For parking lots, the link height should be defined as zero. For bridges, Link Height defines the height of the bridge above the surface beneath it (a positive value).

Mixing Zone Width: Mixing Zone is defined as the width of the roadway, plus 3 meters on either side. The minimum allowable value is 10 meters, or 32.81 feet. It must also be greater than or equal to the link length.

Canyon/Bluff Mix: The Canyon/Bluff Mix feature has not been validated with field measurements. Only very rare circumstances warrant its use; use extreme caution with this feature. Users of this feature should be thoroughly familiar with dispersion modeling, the key



reference (D. B. Turner, Workbook of Atmospheric Dispersion Estimates, Environmental Protection Agency, 1970), and the CALINE4 source code. All other users should leave the Canyon/Bluff input values set to zero, which disables the feature. If it is entered, Canyon/Bluff Mixing Width must be greater than one-half of the Mixing Zone Width.

	Link Description	Link Type	X1	Y1	X2	Y2	Link Height	Mixing Zone Width	Canyon/Bluff Mix Left	Canyon/Bluff Mix Right
▶										

Figure C: Link Geometry Tab

The **Link Activity** for Modelling are as follows:

The Link Activity tab defines the level of traffic and auto emission rate observed at each link.

Traffic Volume: Hourly traffic volume anticipated to travel on each link, in units of vehicles per hour. If a multi-run scenario is selected for modeling CO concentrations, traffic volume must be defined for each of the eight hours.

Emission Factor: The weighted average emission rate of the local vehicle fleet, expressed in terms of grams per mile, per vehicle, for the pollutant selected. When modeling NO2 concentrations, NOx emission factors should be specified for each link. Emission rates vary by time of day. Therefore, if a multi-run scenario is selected (for modeling CO concentrations), emission factors must be defined for each of the eight hours.

Link Desc. \ Run:	Traffic Volume (vph) Hour 1	CO Emiss. Factor (g/mi) Hour 1
▶		

Figure D: Link Activity Tab



The **Receptor Position** for Modelling are as follows:

The Receptor Positions tab contains data inputs for all receptor positions and displays a diagram of the link geometry and receptor positions. Receptors should be defined with the same Cartesian coordinate system and units of measure as the link geometry. For each receptor, space is provided for an 8-character description, the X-coordinate, the Y-coordinate, and the height (Z). The maximum number of receptors is 20.

The links and receptors will appear on the map in their relative positions but the X and Y scales are not necessarily equal. The user may enlarge the map window by dragging the program edges or by clicking the program maximize button. Zooming in to view map details may be performed by using the mouse to drag a box around the area of interest while holding the left button. To un-zoom, click the left mouse button once

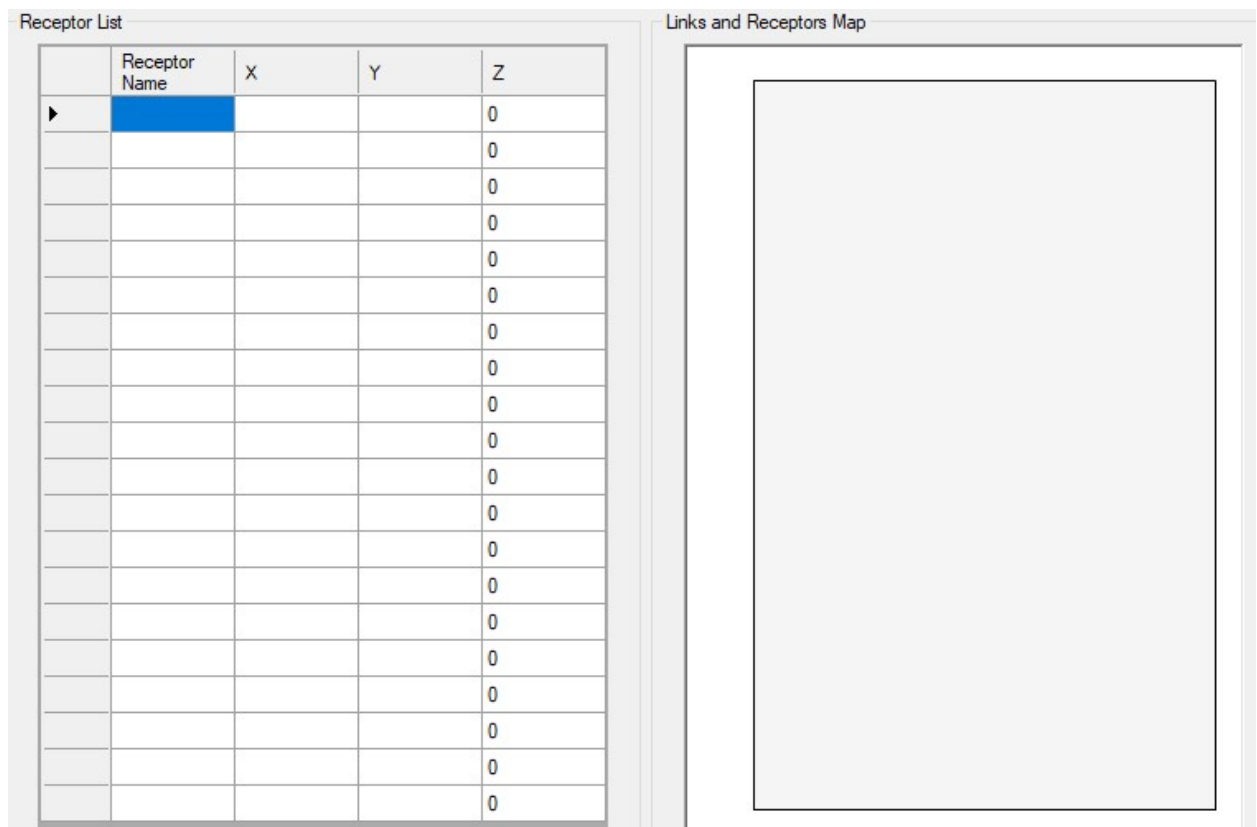


Figure C: Receptor Position Tab

Input Parameters:

- **Traffic Data:** The fleet wise traffic volumes for the present study have been taken from the detailed project report of the project. The annual average daily traffic (AADT) data is available for the proposed road through traffic survey. CALINE 4 model needs hour average traffic volume. The total traffic hour volume is further categorized into two-wheeler, four-wheeler, light commercial vehicles (LCV), bus, high commercial vehicles (HCVs) based on traffic survey at existing road.



Table C: Predicted Traffic Volume Per Hour

Year	Two-wheeler	Three-wheeler	Car	LCV	Bus	Truck	PCU
2020	164	17	57	1	4	1	251
2025	220	23	77	1	6	1	336
2030	294	30	10.	1	7	2	450
2035	393	41	137	1	10	2	602
2040	526	55	184	2	13	3	805

- **Meteorological data:** The study was conducted to predict pollutant concentration for worst-case meteorological conditions. The meteorological parameters such as wind speed, wind direction, wind direction standard deviation, temperature, mixing height and stability condition are used in model.

Table D: Meteorological Data for CALINE 4

Sr. No.	Baseline Condition Input Data	Values
1	Altitude above Sea Level	105.15 m
2	Wind speed	2.22 m/s
3	Wind direction	North-East (45°)
4	Ambient Temperature	25°C

- **Road Geometry:** In the CALINE-4 model the entire length of the selected road section is divided into various road links. The division of sections into links has been done in such a way, so that the link can be fairly considered straight stretch of road having homogenous geometry with uniform road width, height and alignment. The coordinates of end points of links specify the location of the links in the model. The maximum number of links in each road section can be 20. The mixing zone width calculated for selected highway corridor is $7m + 3m + 3m = 13m$ as per guideline provided in CALINE4 model.
- **Emission Factors:** Emission factor is one of the important input parameters in CALINE-4 model. In the present study, the emission factors specified by the Automotive Research Association of India (ARAI) have been used for calculation of weighted emission factors. These emission factors have been expressed in terms of type of vehicles and type of fuel used (for petrol and diesel driven passenger cars). Since, there is only one input requirement for total no. of vehicles in the CALINE 4 model, whereas there are different



categories of vehicles (viz. two wheelers, cars, bus and trucks) with different year of manufacture and fuel used, it is essential that a single value representing the equivalent or weighted emission factors for all the vehicles is input into the model. The emission factor used to estimate WEF are given below. The traffic data are not available for fuel types, therefore average emission factor is used in this study.

Table E: Emission factors for different types of Vehicle (ARAI, 2007)

Pollutants	Unit	Two-wheeler	Three-wheeler	Car	LCV	Bus	Truck
CO	g/km	1.036	1.25	1.281	1.56	8.03	6
NOx	g/km	0.312	0.219	0.04	0.288	0.548	1.24
PM2.5	g/km	0.021	0.01	0.031	0.061	0.133	0.133

These projected vehicles would generate various air pollutants among which CO, NO₂ and Particulate matter (PM_{2.5}) would be modelled to predict their quantities for the year 2020, 2025, 2030, 2035 and 2040. PM₁₀ and SO₂ concentration need not be modeled as sulfur content in the fuel used in vehicles is quite less to cause a significant SO₂ emission. SO₂ emission factor for vehicles is not included in the report on “Emission Factor development for Indian Vehicles” by The Automotive Research Association of India (ARAI). Similarly, Particulate Matter in the emission factor considers only PM_{2.5} as coarse fraction PM_{2.5} to PM₁₀ is negligible in vehicle exhaust.

The predicted results of CALINE4 have been tabulated below. Considering the predicted future traffic according to normal growth rate for the years 2020, 2025, 2030, 2035 and 2040, CO, NO₂, and PM_{2.5} levels are predicted. These levels were within the limiting standards as specified in National Ambient Air Quality Standards.

CO Modeling:

Table F: Inputs for CO Modeling

Sr. No.	Input Parameter	Value
1	Molecular weight	28
2	Aerodynamic Roughness Coefficient	Rural
3	Run Type	Worst-case Wind Direction
4	Altitude Above Sea Level	105.16 m
5	Wind Speed	2.22 m/sec
6	Wind Direction	45°



Sr. No.	Input Parameter	Value
7	Wind Direction Standard Deviation	20
8	Atmospheric Stability Class	4
9	Mixing Height	5
10	Ambient Temperature	25°C
11	Ambient CO Concentration	0.410 ppm

Output:

Table G: Predicted Concentrations of CO in the study location (ppm)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	0.6	0.6	0.6	0.5	0.5
2025	0.7	0.6	0.6	0.6	0.5
2030	0.8	0.7	0.7	0.6	0.6
2035	0.9	0.8	0.8	0.7	0.6
2040	1.1	1	0.9	0.8	0.7
Limit	3.495	3.495	3.495	3.495	3.495

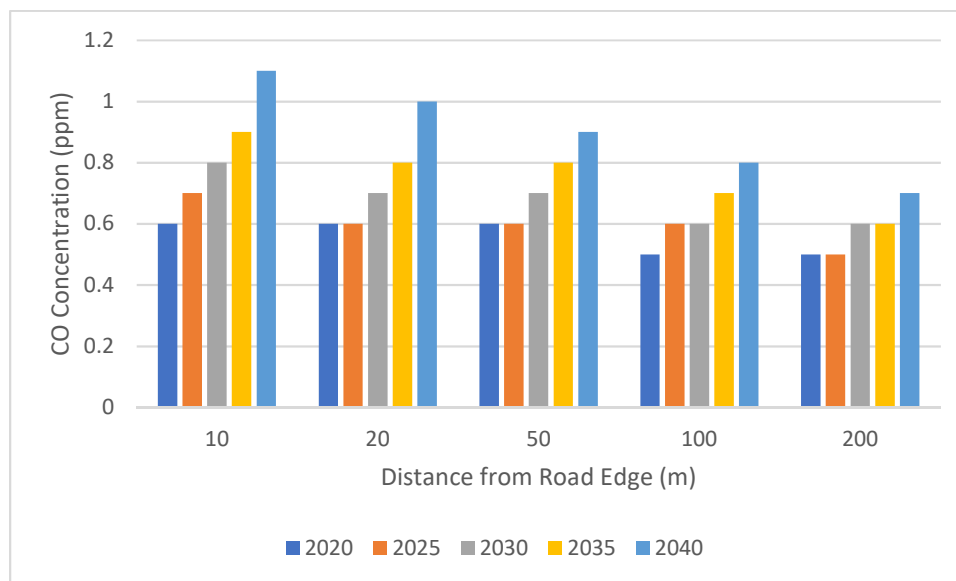


Figure D: Graph representing Predicted Concentrations of CO in the study location (ppm)



For Year 2020:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= WORST CASE VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M AMB= 0.4 PPM
SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	* AG	251	2.1	0.0	13.0
B. 2	0	10000	0	20000	* AG	251	2.1	0.0	13.0
C. 3	0	20000	0	28000	* AG	251	2.1	0.0	13.0
D. 4	0	28000	0	32777	* AG	251	2.1	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED * CONC (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182.	* 0.6	* 0.2	0.0	0.0	0.0
2. 2	* 182.	* 0.6	* 0.2	0.0	0.0	0.0
3. 3	* 358.	* 0.6	* 0.1	0.0	0.0	0.0
4. 4	* 357.	* 0.5	* 0.1	0.0	0.0	0.0
5. 5	* 356.	* 0.5	* 0.1	0.0	0.0	0.0
6. 6	* 2.	* 0.6	* 0.2	0.0	0.0	0.0
7. 7	* 2.	* 0.6	* 0.2	0.0	0.0	0.0
8. 8	* 2.	* 0.6	* 0.1	0.0	0.0	0.0
9. 9	* 3.	* 0.5	* 0.1	0.0	0.0	0.0
10. 10	* 4.	* 0.5	* 0.1	0.0	0.0	0.0

For Year 2025:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 0.4 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	* 0	0	0	10000	* AG	336	2.1	0.0	13.0
B. 2	* 0	10000	0	20000	* AG	336	2.1	0.0	13.0
C. 3	* 0	20000	0	28000	* AG	336	2.1	0.0	13.0
D. 4	* 0	28000	0	32777	* AG	336	2.1	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	* 10	5000	5.0
2. 2	* 20	5000	5.0
3. 3	* 50	5000	5.0
4. 4	* 100	5000	5.0
5. 5	* 200	5000	5.0
6. 6	* -10	5000	5.0
7. 7	* -20	5000	5.0
8. 8	* -50	5000	5.0
9. 9	* -100	5000	5.0
10. 10	* -200	5000	5.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182.	* 0.7	* 0.3	0.0	0.0	0.0
2. 2	* 182.	* 0.6	* 0.2	0.0	0.0	0.0
3. 3	* 358.	* 0.6	* 0.2	0.0	0.0	0.0
4. 4	* 357.	* 0.6	* 0.1	0.0	0.0	0.0
5. 5	* 356.	* 0.5	* 0.1	0.0	0.0	0.0
6. 6	* 2.	* 0.7	* 0.3	0.0	0.0	0.0
7. 7	* 2.	* 0.7	* 0.2	0.0	0.0	0.0
8. 8	* 2.	* 0.6	* 0.2	0.0	0.0	0.0
9. 9	* 3.	* 0.6	* 0.1	0.0	0.0	0.0
10. 10	* 4.	* 0.5	* 0.1	0.0	0.0	0.0

For Year 2030:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 0.4 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) * X1 Y1 X2 Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	* 0 0 0 10000	* AG	450	2.1	0.0	13.0
B. 2	* 0 10000 0 20000	* AG	450	2.1	0.0	13.0
C. 3	* 0 20000 0 28000	* AG	450	2.1	0.0	13.0
D. 4	* 0 28000 0 32777	* AG	450	2.1	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (M) * X Y Z
1. 1	* 10 5000 5.0
2. 2	* 20 5000 5.0
3. 3	* 50 5000 5.0
4. 4	* 100 5000 5.0
5. 5	* 200 5000 5.0
6. 6	* -10 5000 5.0
7. 7	* -20 5000 5.0
8. 8	* -50 5000 5.0
9. 9	* -100 5000 5.0
10. 10	* -200 5000 5.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED * CONC (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182.	* 0.8	* 0.4	0.0	0.0	0.0
2. 2	* 182.	* 0.7	* 0.3	0.0	0.0	0.0
3. 3	* 358.	* 0.7	* 0.2	0.1	0.0	0.0
4. 4	* 357.	* 0.6	* 0.2	0.1	0.0	0.0
5. 5	* 356.	* 0.6	* 0.1	0.0	0.0	0.0
6. 6	* 2.	* 0.8	* 0.4	0.1	0.0	0.0
7. 7	* 2.	* 0.8	* 0.3	0.1	0.0	0.0
8. 8	* 2.	* 0.7	* 0.2	0.1	0.0	0.0
9. 9	* 3.	* 0.6	* 0.2	0.1	0.0	0.0
10. 10	* 4.	* 0.6	* 0.1	0.0	0.0	0.0

For Year 2035:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 0.4 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	* 0	0	0	10000	* AG	602	2.1	0.0	13.0
B. 2	* 0	10000	0	20000	* AG	602	2.1	0.0	13.0
C. 3	* 0	20000	0	28000	* AG	602	2.1	0.0	13.0
D. 4	* 0	28000	0	32777	* AG	602	2.1	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	* 10	5000	5.0
2. 2	* 20	5000	5.0
3. 3	* 50	5000	5.0
4. 4	* 100	5000	5.0
5. 5	* 200	5000	5.0
6. 6	* -10	5000	5.0
7. 7	* -20	5000	5.0
8. 8	* -50	5000	5.0
9. 9	* -100	5000	5.0
10. 10	* -200	5000	5.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG * (DEG)	* PRED * CONC * (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182.	* 0.9 *	0.5	0.0	0.0	0.0
2. 2	* 182.	* 0.8 *	0.4	0.0	0.0	0.0
3. 3	* 358.	* 0.8 *	0.3	0.1	0.0	0.0
4. 4	* 357.	* 0.7 *	0.2	0.1	0.0	0.0
5. 5	* 356.	* 0.6 *	0.2	0.1	0.0	0.0
6. 6	* 2.	* 1.0 *	0.5	0.1	0.0	0.0
7. 7	* 2.	* 0.9 *	0.4	0.1	0.0	0.0
8. 8	* 2.	* 0.8 *	0.3	0.1	0.0	0.0
9. 9	* 3.	* 0.7 *	0.2	0.1	0.0	0.0
10. 10	* 4.	* 0.6 *	0.2	0.1	0.0	0.0

For year 2040:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Carbon Monoxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 0.4 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* LINK COORDINATES (M) *				* TYPE	VPH	EF (G/MI)	H (M)	W (M)
	X1	Y1	X2	Y2					
A. 1	* 0	0	0	10000	* AG	805	2.1	0.0	13.0
B. 2	* 0	10000	0	20000	* AG	805	2.1	0.0	13.0
C. 3	* 0	20000	0	28000	* AG	805	2.1	0.0	13.0
D. 4	* 0	28000	0	32777	* AG	805	2.1	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* COORDINATES (M) *		
	X	Y	Z
1. 1	* 10	5000	5.0
2. 2	* 20	5000	5.0
3. 3	* 50	5000	5.0
4. 4	* 100	5000	5.0
5. 5	* 200	5000	5.0
6. 6	* -10	5000	5.0
7. 7	* -20	5000	5.0
8. 8	* -50	5000	5.0
9. 9	* -100	5000	5.0
10. 10	* -200	5000	5.0



CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Carbon Monoxide

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG * (DEG)	* PRED * * CONC * (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182. *	* 1.1 *	0.7	0.0	0.0	0.0
2. 2	* 182. *	* 1.0 *	0.6	0.0	0.0	0.0
3. 3	* 358. *	* 0.9 *	0.4	0.1	0.0	0.0
4. 4	* 357. *	* 0.8 *	0.3	0.1	0.0	0.0
5. 5	* 356. *	* 0.7 *	0.2	0.1	0.0	0.0
6. 6	* 2. *	* 1.2 *	0.7	0.1	0.0	0.0
7. 7	* 2. *	* 1.1 *	0.6	0.1	0.0	0.0
8. 8	* 2. *	* 0.9 *	0.4	0.1	0.0	0.0
9. 9	* 3. *	* 0.8 *	0.3	0.1	0.0	0.0
10. 10	* 4. *	* 0.7 *	0.2	0.1	0.0	0.0

PM_{2.5} Modelling:

Table H: Input for PM_{2.5} Modelling

Sr. No.	Input Parameter	Value
1	Aerodynamic Roughness Coefficient	Rural
2	Run Type	Worst-case Wind Direction
3	Altitude Above Sea Level	105.16 m
4	Wind Speed	2.22 m/sec
5	Wind Direction	45°
6	Wind Direction Standard Deviation	20
7	Atmospheric Stability Class	4
8	Mixing Height	5
9	Ambient Temperature	25°C
10	Ambient PM Concentration	17.8



Output:

Table I: Predicted Concentrations of CO in the study location (ppm)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	23.4	22.7	22.3	21.2	20.2
2025	25.3	24.3	23.8	22.4	21
2030	27.9	26.6	25.9	24	22.1
2035	31.3	29.5	28.6	26.1	23.6
2040	35.8	33.5	32.3	28.8	25.5
Limit	60	60	60	60	60

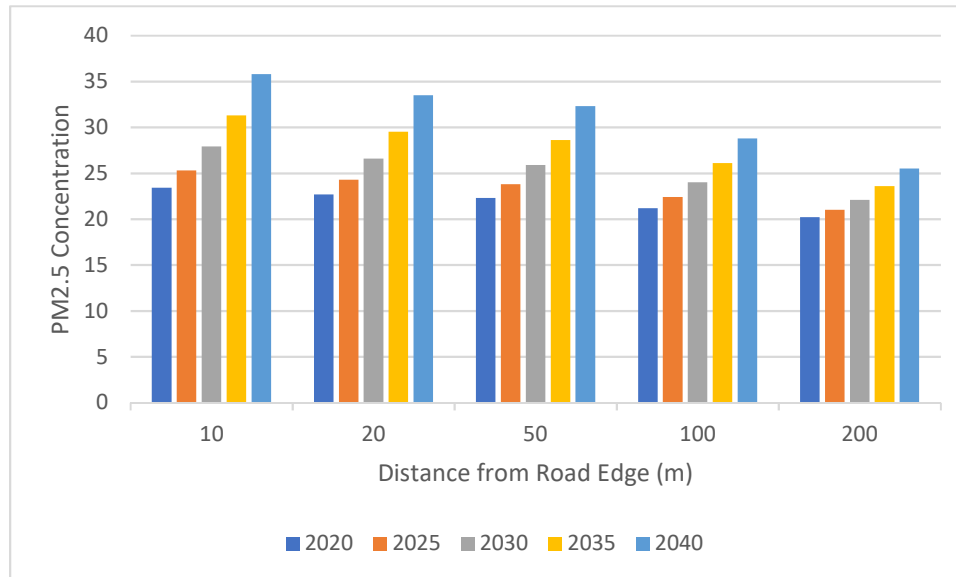


Figure E: Graph representing Predicted Concentrations of PM_{2.5} in the study location (ppm)



For Year 2025:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Particulates
 (NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 17.8 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	AG	336	0.0	0.0	13.0
B. 2	0	10000	0	20000	AG	336	0.0	0.0	13.0
C. 3	0	20000	0	28000	AG	336	0.0	0.0	13.0
D. 4	0	28000	0	32777	AG	336	0.0	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Particulates
 (NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/LINK (PPM)			
			A	B	C	D
1. 1	182.	25.3	7.5	0.0	0.0	0.0
2. 2	182.	24.3	6.5	0.0	0.0	0.0
3. 3	358.	23.8	4.9	1.2	0.0	0.0
4. 4	357.	22.4	3.5	1.1	0.0	0.0
5. 5	356.	21.0	2.3	0.9	0.0	0.0
6. 6	2.	26.4	7.5	1.1	0.0	0.0
7. 7	2.	25.5	6.5	1.1	0.0	0.0
8. 8	2.	23.8	4.9	1.2	0.0	0.0
9. 9	3.	22.4	3.5	1.1	0.0	0.0
10. 10	4.	21.0	2.3	0.9	0.0	0.0



For Year 2030:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Particulates
 (NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= WORST CASE VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M AMB= 17.8 PPM
 SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	* AG	450	0.0	0.0	13.0
B. 2	0	10000	0	20000	* AG	450	0.0	0.0	13.0
C. 3	0	20000	0	28000	* AG	450	0.0	0.0	13.0
D. 4	0	28000	0	32777	* AG	450	0.0	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1 (WORST CASE ANGLE)
 POLLUTANT: Particulates
 (NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	CONC/LINK (PPM)			
			A	B	C	D
1. 1	* 182.	* 27.9	* 10.1	0.0	0.0	0.0
2. 2	* 182.	* 26.6	* 8.8	0.0	0.0	0.0
3. 3	* 358.	* 25.9	* 6.5	1.6	0.0	0.0
4. 4	* 357.	* 24.0	* 4.8	1.4	0.0	0.0
5. 5	* 356.	* 22.1	* 3.1	1.2	0.0	0.0
6. 6	* 2.	* 29.3	* 10.1	1.5	0.0	0.0
7. 7	* 2.	* 28.0	* 8.8	1.5	0.0	0.0
8. 8	* 2.	* 25.9	* 6.5	1.6	0.0	0.0
9. 9	* 3.	* 24.0	* 4.8	1.4	0.0	0.0
10. 10	* 4.	* 22.1	* 3.1	1.2	0.0	0.0



For Year 2035:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Particulates
(NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= WORST CASE VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M AMB= 17.8 PPM
SIGTH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	* AG	602	0.0	0.0	13.0
B. 2	0	10000	0	20000	* AG	602	0.0	0.0	13.0
C. 3	0	20000	0	28000	* AG	602	0.0	0.0	13.0
D. 4	0	28000	0	32777	* AG	602	0.0	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Particulates
(NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/ LINK (PPM)	A	B	C	D
1. 1	182.	31.3	13.5	0.0	0.0	0.0	0.0
2. 2	182.	29.5	11.7	0.0	0.0	0.0	0.0
3. 3	358.	28.6	8.7	2.1	0.0	0.0	0.0
4. 4	357.	26.1	6.4	1.9	0.0	0.0	0.0
5. 5	356.	23.6	4.1	1.7	0.0	0.0	0.0
6. 6	2.	33.2	13.5	2.0	0.0	0.0	0.0
7. 7	2.	31.5	11.7	2.0	0.0	0.0	0.0
8. 8	2.	28.6	8.7	2.1	0.0	0.0	0.0
9. 9	3.	26.1	6.4	1.9	0.0	0.0	0.0
10. 10	4.	23.6	4.1	1.7	0.0	0.0	0.0



For Year 2040:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Particulates
(NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= WORST CASE VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M AMB= 17.8 PPM
SIGH= 5. DEGREES TEMP= 25.0 DEGREE (C)

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	AG	805	0.0	0.0	13.0
B. 2	0	10000	0	20000	AG	805	0.0	0.0	13.0
C. 3	0	20000	0	28000	AG	805	0.0	0.0	13.0
D. 4	0	28000	0	32777	AG	805	0.0	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1 (WORST CASE ANGLE)
POLLUTANT: Particulates
(NOTE: OUTPUT IN MICRO-GRAMS/METER**3. IGNORE PPM LABEL)

IV. MODEL RESULTS (WORST CASE WIND ANGLE)

RECEPTOR	* BRG (DEG)	* PRED CONC (PPM)	* CONC/LINK (PPM)			
			* A	* B	* C	* D
1. 1	182.	35.8	18.0	0.0	0.0	0.0
2. 2	182.	33.5	15.7	0.0	0.0	0.0
3. 3	358.	32.3	11.7	2.8	0.0	0.0
4. 4	357.	28.8	8.5	2.5	0.0	0.0
5. 5	356.	25.5	5.5	2.2	0.0	0.0
6. 6	2.	38.4	18.0	2.6	0.0	0.0
7. 7	2.	36.1	15.7	2.7	0.0	0.0
8. 8	2.	32.3	11.7	2.8	0.0	0.0
9. 9	3.	28.8	8.5	2.5	0.0	0.0
10. 10	4.	25.5	5.5	2.2	0.0	0.0



NO_x Modelling:

Table J: Input for NO_x Modelling

Sr. No.	Input Parameter	Value
1	Molecular weight	46
2	Aerodynamic Roughness Coefficient	Rural
3	Run Type	Standard
4	Altitude Above Sea Level	105.16 m
5	Wind Speed	2.22 m/sec
6	Wind Direction	45°
7	Wind Direction Standard Deviation	20
8	Atmospheric Stability Class	4
9	Mixing Height	5
10	Ambient Temperature	25°C
11	Ambient O ₃ Concentration	0.05
12	Ambient NO Concentration	0.02
13	Ambient NO ₂ Concentration	0.007
14	NO ₂ Photolysis Rate Constant	0.004
15	NO ₂ /NO _x Ratio	0.35

Output:

Table K: Predicted Concentrations of NO_x in the study location (ppm)

Year	Distance from Road Edge (m)				
	10	20	50	100	200
2020	0.01	0.01	0.01	0.01	0.01
2025	0.01	0.01	0.01	0.01	0.01
2030	0.01	0.01	0.01	0.01	0.01
2035	0.01	0.01	0.01	0.01	0.01
2040	0.01	0.01	0.01	0.01	0.01

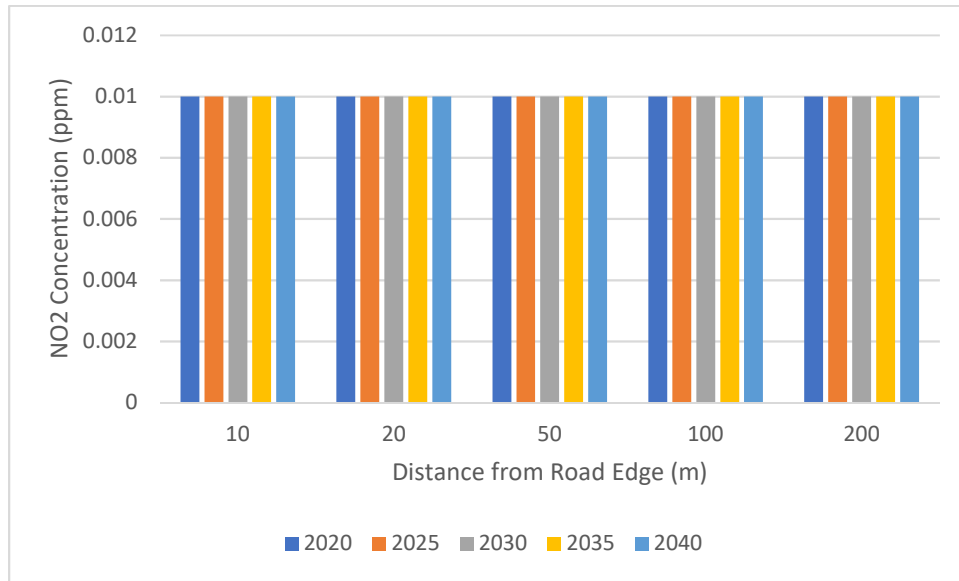


Figure F: Graph representing Predicted Concentrations of PM_{2.5} in the study location (ppm)



**IMP IMPROVEMENT AND UPGRADATION OF MORAN NAHARKATIA ROAD
[DEESANG KINAR BANGALI TO KATHALGURI] UNDER ASOM MALA
[FROM CH. 0+000 TO CH. 23+958]**

For Year 2020:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= 45.0 DEGREES VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M TEMP= 25.0 DEGREE (C)
SIGH= 5. DEGREES

NOX VARIABLES

NO2= 0.01 PPM NO= 0.02 PPM O3= 0.00 PPM KR= 0.004 1/SEC

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	AG	251	0.30	0.0	13.0
B. 2	0	10000	0	20000	AG	251	0.30	0.0	13.0
C. 3	0	20000	0	28000	AG	251	0.30	0.0	13.0
D. 4	0	28000	0	32777	AG	251	0.30	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	* PRED * CONC (PPM)	CONC/LINK (PPM)			
		A	B	C	D
1. 1	0.01	0.00	0.00	0.00	0.00
2. 2	0.01	0.00	0.00	0.00	0.00
3. 3	0.01	0.00	0.00	0.00	0.00
4. 4	0.01	0.00	0.00	0.00	0.00
5. 5	0.01	0.00	0.00	0.00	0.00
6. 6	0.01	0.00	0.00	0.00	0.00
7. 7	0.01	0.00	0.00	0.00	0.00
8. 8	0.01	0.00	0.00	0.00	0.00
9. 9	0.01	0.00	0.00	0.00	0.00
10. 10	0.01	0.00	0.00	0.00	0.00



For Year 2025:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= 45.0 DEGREES VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M TEMP= 25.0 DEGREE (C)
SIGHT= 5. DEGREES

NOX VARIABLES

NO2= 0.01 PPM NO= 0.02 PPM O3= 0.00 PPM KR= 0.004 1/SEC

II. LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	* AG	336	0.30	0.0	13.0
B. 2	0	10000	0	20000	* AG	336	0.30	0.0	13.0
C. 3	0	20000	0	28000	* AG	336	0.30	0.0	13.0
D. 4	0	28000	0	32777	* AG	336	0.30	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	* PRED * * CONC * * (PPM) *	* CONC/LINK * * (PPM) *	A	B	C	D
1. 1	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
2. 2	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
3. 3	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
4. 4	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
5. 5	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
6. 6	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
7. 7	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
8. 8	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
9. 9	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00
10. 10	* 0.01 *	* 0.00	0.00	0.00	0.00	0.00



For Year 2030:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= 45.0 DEGREES VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M TEMP= 25.0 DEGREE (C)
SIGTH= 5. DEGREES

NOX VARIABLES

NO2= 0.01 PPM NO= 0.02 PPM O3= 0.00 PPM KR= 0.004 1/SEC

II. LINK VARIABLES

LINK DESCRIPTION	X1	Y1	X2	Y2	TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	AG	450	0.30	0.0	13.0
B. 2	0	10000	0	20000	AG	450	0.30	0.0	13.0
C. 3	0	20000	0	28000	AG	450	0.30	0.0	13.0
D. 4	0	28000	0	32777	AG	450	0.30	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	X	Y	Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	PRED CONC (PPM)	CONC/LINK (PPM)			
		A	B	C	D
1. 1	0.01	0.00	0.00	0.00	0.00
2. 2	0.01	0.00	0.00	0.00	0.00
3. 3	0.01	0.00	0.00	0.00	0.00
4. 4	0.01	0.00	0.00	0.00	0.00
5. 5	0.01	0.00	0.00	0.00	0.00
6. 6	0.01	0.00	0.00	0.00	0.00
7. 7	0.01	0.00	0.00	0.00	0.00
8. 8	0.01	0.00	0.00	0.00	0.00
9. 9	0.01	0.00	0.00	0.00	0.00
10. 10	0.01	0.00	0.00	0.00	0.00



For Year 2035:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 1

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
BRG= 45.0 DEGREES VD= 0.0 CM/S
CLAS= 4 (D) VS= 0.0 CM/S
MIXH= 5. M TEMP= 25.0 DEGREE (C)
SIGTH= 5. DEGREES

NOX VARIABLES

NO2= 0.01 PPM NO= 0.02 PPM O3= 0.00 PPM KR= 0.004 1/SEC

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	* X2	* Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	AG	602	0.30	0.0	13.0
B. 2	0	10000	0	20000	AG	602	0.30	0.0	13.0
C. 3	0	20000	0	28000	AG	602	0.30	0.0	13.0
D. 4	0	28000	0	32777	AG	602	0.30	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	* Y	* Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
JUNE 1989 VERSION
PAGE 2

JOB: A22 road
RUN: Hour 1
POLLUTANT: Nitrogen Dioxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	* PRED CONC (PPM)	* CONC/ LINK (PPM)	A	B	C	D
1. 1	0.01	0.00	0.00	0.00	0.00	0.00
2. 2	0.01	0.00	0.00	0.00	0.00	0.00
3. 3	0.01	0.00	0.00	0.00	0.00	0.00
4. 4	0.01	0.00	0.00	0.00	0.00	0.00
5. 5	0.01	0.00	0.00	0.00	0.00	0.00
6. 6	0.01	0.00	0.00	0.00	0.00	0.00
7. 7	0.01	0.00	0.00	0.00	0.00	0.00
8. 8	0.01	0.00	0.00	0.00	0.00	0.00
9. 9	0.01	0.00	0.00	0.00	0.00	0.00
10. 10	0.01	0.00	0.00	0.00	0.00	0.00



For Year 2040:

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 1

JOB: A22 road
 RUN: Hour 1
 POLLUTANT: Nitrogen Dioxide

I. SITE VARIABLES

U= 2.2 M/S Z0= 10. CM ALT= 105. (M)
 BRG= 45.0 DEGREES VD= 0.0 CM/S
 CLAS= 4 (D) VS= 0.0 CM/S
 MIXH= 5. M TEMP= 25.0 DEGREE (C)
 SIGH= 5. DEGREES

NOX VARIABLES

NO2= 0.01 PPM NO = 0.02 PPM O3= 0.00 PPM KR= 0.004 1/SEC

II. LINK VARIABLES

LINK DESCRIPTION	* X1	* Y1	X2	Y2	* TYPE	VPH	EF (G/MI)	H (M)	W (M)
A. 1	0	0	0	10000	* AG	805	0.30	0.0	13.0
B. 2	0	10000	0	20000	* AG	805	0.30	0.0	13.0
C. 3	0	20000	0	28000	* AG	805	0.30	0.0	13.0
D. 4	0	28000	0	32777	* AG	805	0.30	0.0	13.0

III. RECEPTOR LOCATIONS

RECEPTOR	* X	Y	Z
1. 1	10	5000	5.0
2. 2	20	5000	5.0
3. 3	50	5000	5.0
4. 4	100	5000	5.0
5. 5	200	5000	5.0
6. 6	-10	5000	5.0
7. 7	-20	5000	5.0
8. 8	-50	5000	5.0
9. 9	-100	5000	5.0
10. 10	-200	5000	5.0

CALINE4: CALIFORNIA LINE SOURCE DISPERSION MODEL
 JUNE 1989 VERSION
 PAGE 2

JOB: A22 road
 RUN: Hour 1
 POLLUTANT: Nitrogen Dioxide

IV. MODEL RESULTS (PRED. CONC. INCLUDES AMB.)

RECEPTOR	* PRED CONC (PPM)	* A	B	C	D
1. 1	0.01	0.00	0.00	0.00	0.00
2. 2	0.01	0.00	0.00	0.00	0.00
3. 3	0.01	0.00	0.00	0.00	0.00
4. 4	0.01	0.00	0.00	0.00	0.00
5. 5	0.01	0.00	0.00	0.00	0.00
6. 6	0.01	0.00	0.00	0.00	0.00
7. 7	0.01	0.00	0.00	0.00	0.00
8. 8	0.01	0.00	0.00	0.00	0.00
9. 9	0.01	0.00	0.00	0.00	0.00
10. 10	0.01	0.00	0.00	0.00	0.00



Annexure 19: Prediction of Noise Levels along the Project Road

During operation noise generating sources will be traffic noise and road-side commercial activities at some places. Noise generated due to traffic on this road will have impact on the nearby villages. Cumulative noise levels of these traffic sources were computed using Federal Highway Administration (FHWA's) Traffic Noise Model (TNM). TNM computes incremental highway traffic noise at nearby receivers. As sources of noise, it includes noise emission levels for the following vehicle types:

- Automobiles: all vehicles with two axles and four tyres primarily designed to carry nine or fewer people (passenger camp, vans) or cargo (vans, light trucks), generally with gross vehicle weight less than 4500 kg.
- Medium trucks: all cargo vehicles with two axles and six tires – generally with gross vehicle weight between 4500 kg and 12000 kg.
- Heavy trucks: all cargo vehicles with three or more axles, generally with gross vehicle weight more than 12000 kg.
- Buses: all vehicles designed to carry more than nine passengers
- Motorcycles: all vehicles with two or three tires and an open-air driver/passenger compartment.

The procedure for prediction of noise levels involved the following steps:

- Identification of various receivers,
- Determination of land uses and activities which may be affected by the noise generated
- Assemble input parameters
- Application of the model

Input Parameters

Traffic volume for the projected period is obtained from the traffic projections. The total number of vehicles passing per hour by type- light, medium and heavy along with their average speed is used for predictions. The average speeds for vehicles in our project road around build-up area are considered as 30 kmph for this model.

Table A: Predicted Traffic Volume per hour during Day time

Year	Two-wheeler	Car	LCV	Bus	Truck	PCU
2020	187	103	7	2	3	280
2025	250	138	9	3	4	375
2030	335	184	13	4	5	501
2035	448	247	17	5	7	671
2040	600	330	22	6	10	898



Table B: Predicted Traffic Volume per hour during Night time

Year	Two-wheeler	Car	LCV	Bus	Truck	PCU
2020	24	21	4	0	5	73
2025	32	28	5	0	7	98
2030	43	38	7	0	9	131
2035	58	50	10	0	12	175
2040	77	67	13	0	16	234

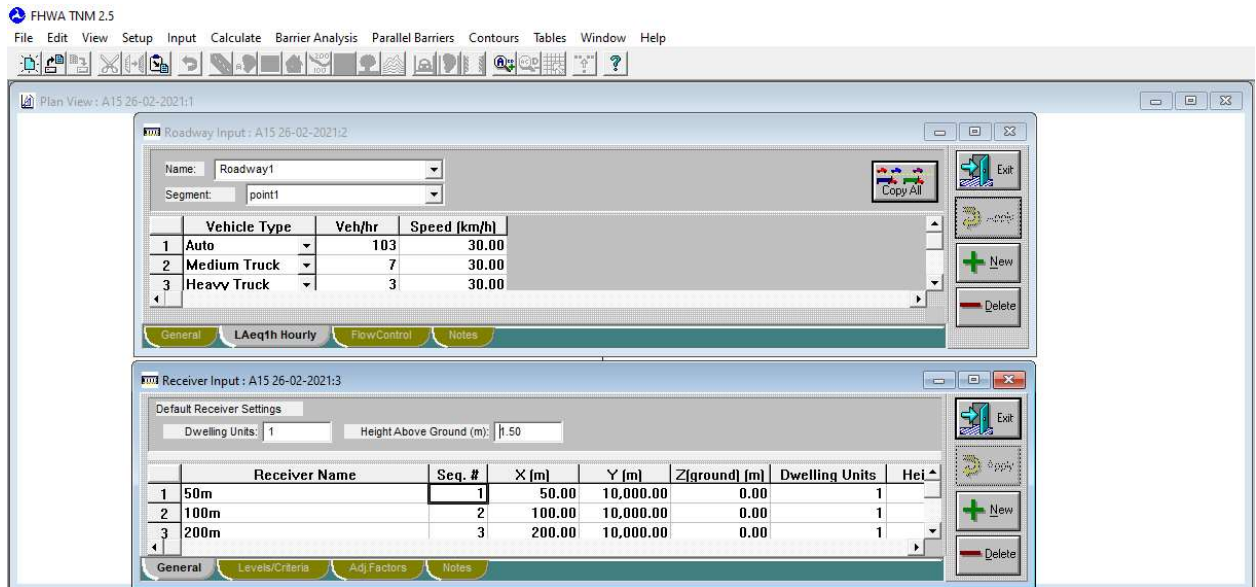


Figure A: Layout of FHWA’s Traffic Noise Model

Noise Levels

As per the Baseline survey conducted on **20th January 2020**, the maximum day time noise level is **49.2 dB** and the maximum night time noise level is **38.4 dB**.

Average Noise Level

All vehicles produce some noise, which is taken as the base and the cumulative noise at the receiver distance due to the whole traffic is estimated. The average noise levels vary depending on the type of vehicle. In order to assess the impact of noise due to the change in traffic density and speed, a small road section of each project road has been selected to develop noise projections for future years 2020, 2025, 2030, 2035, and 2040. In order to assess the impact of traffic on sensitive receptors along the road, receptor locations were set at 50 m, 100 m, 200 m, 300 m, 400 m, 500 m, 600 m, 700 m and 800 m from the center line of the road.

The outputs of the assessment are presented in table below. The table shows the noise levels that will be generated by traffic at the respective distance from the centerline of the road. The predicted noise levels are those predicted around built-up area considering vehicle speed as 30



kmph. The permissible noise levels in residential area according to Ambient Noise Standards are 55 dB in daytime and 45 dB at nighttime. It can be seen that even without mitigation measures, noise levels in built up area are within the permissible levels.

Table C: Predicted Noise Level

Sr. No.	Distance from Centerline (m)	2020		2025		2030		2035		2040	
		Day time	Night time	Day time	Night time	Day time	Night time	Day time	Night time	Day time	Night time
1	50	47.2	40.9	48.4	41.5	49.7	42.1	50.9	42.9	52.2	43.7
2	100	42	36.1	43.2	36.6	44.6	37.2	45.7	37.9	47	38.6
3	200	37.3	31.4	38.4	31.9	39.8	32.5	40.9	33.2	42.3	33.9
4	300	34.8	28.7	36	29.2	37.3	29.8	38.5	30.6	39.8	31.3
5	400	33.1	26.7	34.3	27.5	35.7	28.1	36.8	28.9	38.1	29.7
6	500	32	25.7	33.1	26.3	34.5	26.9	35.6	27.7	37	28.5
7	600	31.1	24.8	32.2	25.4	33.6	26	34.7	26.8	36.1	27.6
8	700	30.3	24.1	31.5	24.7	32.9	25.3	34	26	35.3	26.8
9	800	29.6	23.4	30.8	24	32.2	24.6	33.3	25.4	34.7	26.2

Output of Day time Noise Prediction:

For Year 2020:

Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h		Increase over existing		Type	Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		
			dB	dB	dB	dB	dB		
50m	1	1	49.2	48.6	66	-0.6	10	—	
100m	2	1	49.2	43.6	66	-5.6	10	—	
200m	3	1	49.2	38.9	66	-10.3	10	—	
300m	4	1	49.2	36.3	66	-12.9	10	—	
400m	5	1	49.2	34.7	66	-14.5	10	—	
500m	6	1	49.2	33.5	66	-15.7	10	—	
600m	7	1	49.2	32.6	66	-16.6	10	—	
700m	8	1	49.2	31.8	66	-17.4	10	—	
800m	9	1	49.2	31.2	66	-18.0	10	—	



For Year 2025:

Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		
				dBA	dBA	dBA	dB		
50m	1	1	49.2	49.8	66	0.6	10	—	
100m	2	1	49.2	44.8	66	-4.4	10	—	
200m	3	1	49.2	40.1	66	-9.1	10	—	
300m	4	1	49.2	37.6	66	-11.6	10	—	
400m	5	1	49.2	35.9	66	-13.3	10	—	
500m	6	1	49.2	34.7	66	-14.5	10	—	
600m	7	1	49.2	33.8	66	-15.4	10	—	
700m	8	1	49.2	33.1	66	-16.1	10	—	
800m	9	1	49.2	32.4	66	-16.8	10	—	

For Year 2030:

Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		
				dBA	dBA	dBA	dB		
50m	1	1	49.2	51.1	66	1.9	10	—	
100m	2	1	49.2	46.0	66	-3.2	10	—	
200m	3	1	49.2	41.4	66	-7.8	10	—	
300m	4	1	49.2	38.8	66	-10.4	10	—	
400m	5	1	49.2	37.2	66	-12.0	10	—	
500m	6	1	49.2	36.0	66	-13.2	10	—	
600m	7	1	49.2	35.1	66	-14.1	10	—	
700m	8	1	49.2	34.3	66	-14.9	10	—	
800m	9	1	49.2	33.7	66	-15.5	10	—	

For Year 2035:

Receiver									
Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact	
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc		
				dBA	dBA	dBA	dB		
50m	1	1	49.2	52.4	66	3.2	10	—	
100m	2	1	49.2	47.3	66	-1.9	10	—	
200m	3	1	49.2	42.6	66	-6.6	10	—	
300m	4	1	49.2	40.1	66	-9.1	10	—	
400m	5	1	49.2	38.4	66	-10.8	10	—	
500m	6	1	49.2	37.3	66	-11.9	10	—	
600m	7	1	49.2	36.4	66	-12.8	10	—	
700m	8	1	49.2	35.6	66	-13.6	10	—	
800m	9	1	49.2	35.0	66	-14.2	10	—	



For Year 2040:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	49.2	53.7	66	4.5	10	—
100m	2	1	49.2	48.6	66	-0.6	10	—
200m	3	1	49.2	44.0	66	-5.2	10	—
300m	4	1	49.2	41.4	66	-7.8	10	—
400m	5	1	49.2	39.7	66	-9.5	10	—
500m	6	1	49.2	38.6	66	-10.6	10	—
600m	7	1	49.2	37.7	66	-11.5	10	—
700m	8	1	49.2	36.9	66	-12.3	10	—
800m	9	1	49.2	36.3	66	-12.9	10	—

Output of Night time Noise Prediction:

For Year 2020:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	38.4	45.7	66	7.3	10	—
100m	2	1	38.4	41.1	66	2.7	10	—
200m	3	1	38.4	36.5	66	-1.9	10	—
300m	4	1	38.4	33.6	66	-4.8	10	—
400m	5	1	38.4	31.8	66	-6.6	10	—
500m	6	1	38.4	30.6	66	-7.8	10	—
600m	7	1	38.4	29.6	66	-8.8	10	—
700m	8	1	38.4	28.9	66	-9.5	10	—
800m	9	1	38.4	28.2	66	-10.2	10	—

For Year 2025:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	38.4	47.0	66	8.6	10	—
100m	2	1	38.4	42.5	66	4.1	10	—
200m	3	1	38.4	37.9	66	-0.5	10	—
300m	4	1	38.4	35.0	66	-3.4	10	—
400m	5	1	38.4	33.1	66	-5.3	10	—
500m	6	1	38.4	31.9	66	-6.5	10	—
600m	7	1	38.4	31.0	66	-7.4	10	—
700m	8	1	38.4	30.2	66	-8.2	10	—
800m	9	1	38.4	29.6	66	-8.8	10	—



For Year 2030:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	38.4	48.2	66	9.8	10	—
100m	2	1	38.4	43.6	66	5.2	10	—
200m	3	1	38.4	39.0	66	0.6	10	—
300m	4	1	38.4	36.1	66	-2.3	10	—
400m	5	1	38.4	34.3	66	-4.1	10	—
500m	6	1	38.4	33.1	66	-5.3	10	—
600m	7	1	38.4	32.1	66	-6.3	10	—
700m	8	1	38.4	31.4	66	-7.0	10	—
800m	9	1	38.4	30.7	66	-7.7	10	—

For Year 2035:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	38.4	49.4	66	11.0	10	Sub'l Inc
100m	2	1	38.4	44.9	66	6.5	10	—
200m	3	1	38.4	40.3	66	1.9	10	—
300m	4	1	38.4	37.4	66	-1.0	10	—
400m	5	1	38.4	35.6	66	-2.8	10	—
500m	6	1	38.4	34.3	66	-4.1	10	—
600m	7	1	38.4	33.4	66	-5.0	10	—
700m	8	1	38.4	32.6	66	-5.8	10	—
800m	9	1	38.4	32.0	66	-6.4	10	—

For Year 2040:

Receiver

Name	No.	#DUs	Existing LAeq1h	No Barrier		Increase over existing		Type Impact
				Calculated	Crit'n	Calculated	Crit'n Sub'l Inc	
50m	1	1	38.4	50.7	66	12.3	10	Sub'l Inc
100m	2	1	38.4	46.1	66	7.7	10	—
200m	3	1	38.4	41.5	66	3.1	10	—
300m	4	1	38.4	38.6	66	0.2	10	—
400m	5	1	38.4	36.8	66	-1.6	10	—
500m	6	1	38.4	35.5	66	-2.9	10	—
600m	7	1	38.4	34.6	66	-3.8	10	—
700m	8	1	38.4	33.9	66	-4.5	10	—
800m	9	1	38.4	33.2	66	-5.2	10	—



Annexure 20: Tree Cutting Evaluation from Forest Department

Tree cutting evaluation for Machkowa to Telijan section from DFO, Dhemaji

GOVERNMENT OF ASSAM
ENVIRONMENT AND FOREST DEPARTMENT,
OFFICE OF THE DIVISIONAL FOREST OFFICER
DHEMAJI DIVISION, DHEMAJI

dfo.dhemajidivn2@gmail.com
Date:- 10/3/2020

No. FDMT/B Felling of trees/2020/ 1724
To,

✓ The Chief Engineer (EAP), PWRD,
Assam, Fatasil Aambari,
Guwahati-25 .

Sub:- Tree cutting evaluation on Project Road from Machkhowa to Telijan .

Ref:- Your letter No.CE/AXOM MALA/12/2019/9 dtd.05/11/2019.

Sir,

With reference to the subject cited above, I have the honour to furnish herewith the following informations on tree cutting evaluation on Project Road from Machkhowa to Telijan under Dhemaji Division for favour of your kind information..

- Details of forest area :-** There is no Reserve Forest along the proposed site for improvement of State Highway (SH) i.e. from Machkhowa to Telijan falling within the jurisdiction of Dhemaji Forest Division and the trees standing either side of the road are on revenue land.
- Information on Flora and fauna :**
Flora :- Raintree, Satiana, Jori, Bowal, Bhelkar, Siris, Krishnasura, Krass, Ahot, Aam, Modar, Arjun, Simul, Ajar, Gomari, Amara, Bogori, Owtenga, Sonaru, Kadam, Hilikha, Koro, Jamuk, Dimoru, Segun, Moj, Sum, Kothal, Urium, Pooja, Sissoo, Gohora.
Fauna :- Except some birds, other fauna is not found to be available in the proposed site of the said Project Road .
- Type and number of animal present :- Except some birds, animals are not found to be present in the said area
- Length of forest area adjacent to project road :- The site of the Project Road is Revenue land.
- Map and extent of forest cover :- Not applicable .
- Numbers of trees required to be removed :- 442 nos., Volume = 1068.461 m³ .
- Cost of felling of trees, sectioning, dragging to :- Rs.36,86,190.00 (Rupees Thirty Six Lakhs Eighty Six Thousand One Hundred Ninety) only (copy of estimate is enclosed) .

Please note that, the dragging cost etc. may vary at per with the volume of timber obtained after felling. Moreover, felling will be permitted only after getting approval from the Conservator of Forests, Northern Assam Circle, Tezpur.

This is for favour of your kind information and necessary action.

Yours faithfully,
[Signature]
Divisional Forest Officer,
Dhemaji Division,
Dhemaji .

Enclosed :- Estimate for felling of trees etc.

Copy to :-

- The Addl. Principal Chief Conservator of Forests(T), UAZ, Kacharighat, Guwahati-1 for favour of his kind information.
- The Conservator of Forests, Northern Assam Circle, Tezpur for favour of his kind information.

Divisional Forest Officer,
Dhemaji Division,
Dhemaji .



Estimate for felling cost etc. for road side trees from Machkhowa to Telijan PWD road.

Sl. No.	Particulars	Total no. of trees	Quantity (m ³)	Rate/m ³	Amount
1	2	3	4	5	6
1.	Felling & sectioning of trees	442 nos.	1068.461	1050/=	Rs. 11,21,884.00
2.	Dragging to diesel point		1068.461	700/=	Rs. 7,47,923.00
3.	Transportation of timbers to Depot		1068.461	1250/=	Rs. 13,35,576.00
4.	Depot maintenance		1068.461	300/=	Rs. 3,20,538.00
5.	T.A./D.A. of staffs		1068.461	150/=	Rs. 1,60,269.00
Total =					Rs. 36,86,190.00

(Rupees Thirty Six Lakhs Eighty Six Thousand One Hundred Ninety) only.


The quantity and cost may differ at the time of felling of the trees.

Submitted,

Range Forest Officer,
Dhemaji Range,
Dhemaji.



Tree cutting evaluation for Dhakuakhana to Machkowa section from DFO, Lakhimpur


GOVERNMENT OF ASSAM
OFFICE OF THE DIVISIONAL FOREST OFFICER - LAKHIMPUR DIVISION,
NORTH LAKHIMPUR.

Date: 20/02/2021

Letter No. FLKT/A/Road side tree (Asom Mala)/2021/ 346

To,
The Conservator of Forests,
Northern Assam Circle,
Tezpur.

Sub: Submission of enumeration list and estimate along with estimate on Depot maintenance and compensatory plantation 1:10 with 5 years maintenance on Dhakuakhana Butikur Tiniali Telijan road project under Axom mala road project in the state of Assam.

Sir,
With reference to the subject cited above, I have the honour to submit herewith the enumeration list and estimate of operation cost of trees alongwith estimate on depot maintenance and compensatory plantation 1:10 with 5 years maintenance on Butikur Tiniali Telijan road project under Axom mala road project in the state of Assam submitted by Range Officer, North Lakhimpur Range vide his letter No NL/26(A)/Road side tree/2021/124 dtd.05-02-2021

In this regard, I would like to inform you that as per my instruction the Range Officer, North Lakhimpur Range has enquired the matter and enumerated 791 (seven ninety one) nos. trees: Vol.696.892M³ also submitted detail estimate of operation cost of Rs.24,04,277 /-(Rupees Twenty four lakh four thousand two hundred seventy seven) only. Moreover, a estimate of Rs.35,02,900/-(Rupees Thirty five lakh two thousand nine hundred) only also submitted by him for construction of Forest Sub-Beat Office, Dhakuakhana as Depot maintenance and estimate of Rs.30,95,045/- (Rupees Thirty lakh ninety five thousand forty five) only for compensatory plantation 1:10 with 5 years maintenance.

Therefore, I would like to request you kindly to look in to the matter and issue necessary instruction for operation of 791 (seven ninety one) nos. road side trees as per procedure.


This is for favour of your kind information and necessary action.

Encls - As above.

Yours faithfully
/

Divisional Forest Officer,
Lakhimpur Division
North Lakhimpur
Date: 20/02/2021

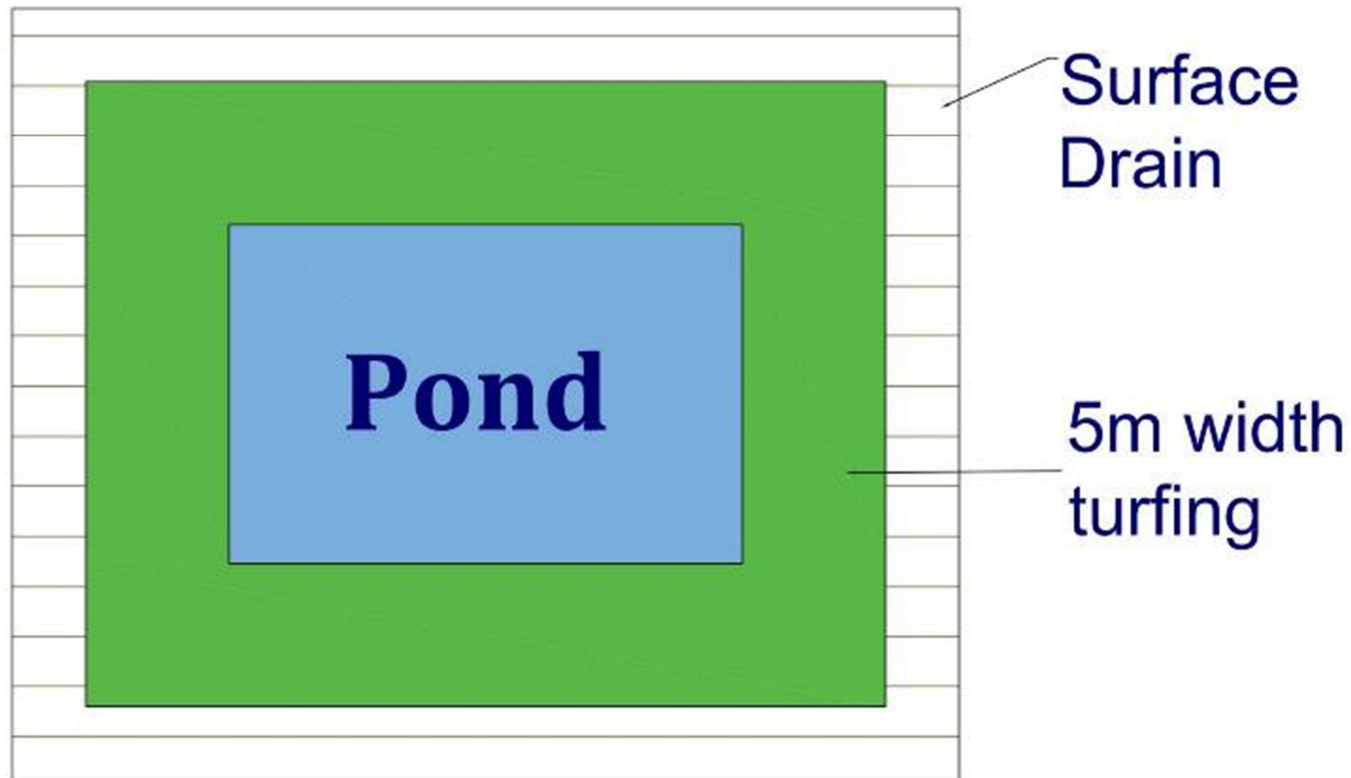
Copy to the Chief Engineer (EAP), PWRD, Assam, Fatasil, Ambari, Guwahati-25 for favour of his kind information.


Divisional Forest Officer
Lakhimpur Division
North Lakhimpur.

Memu No. FLKT/B/Road side tree (Asom Mala)/2021/ 671

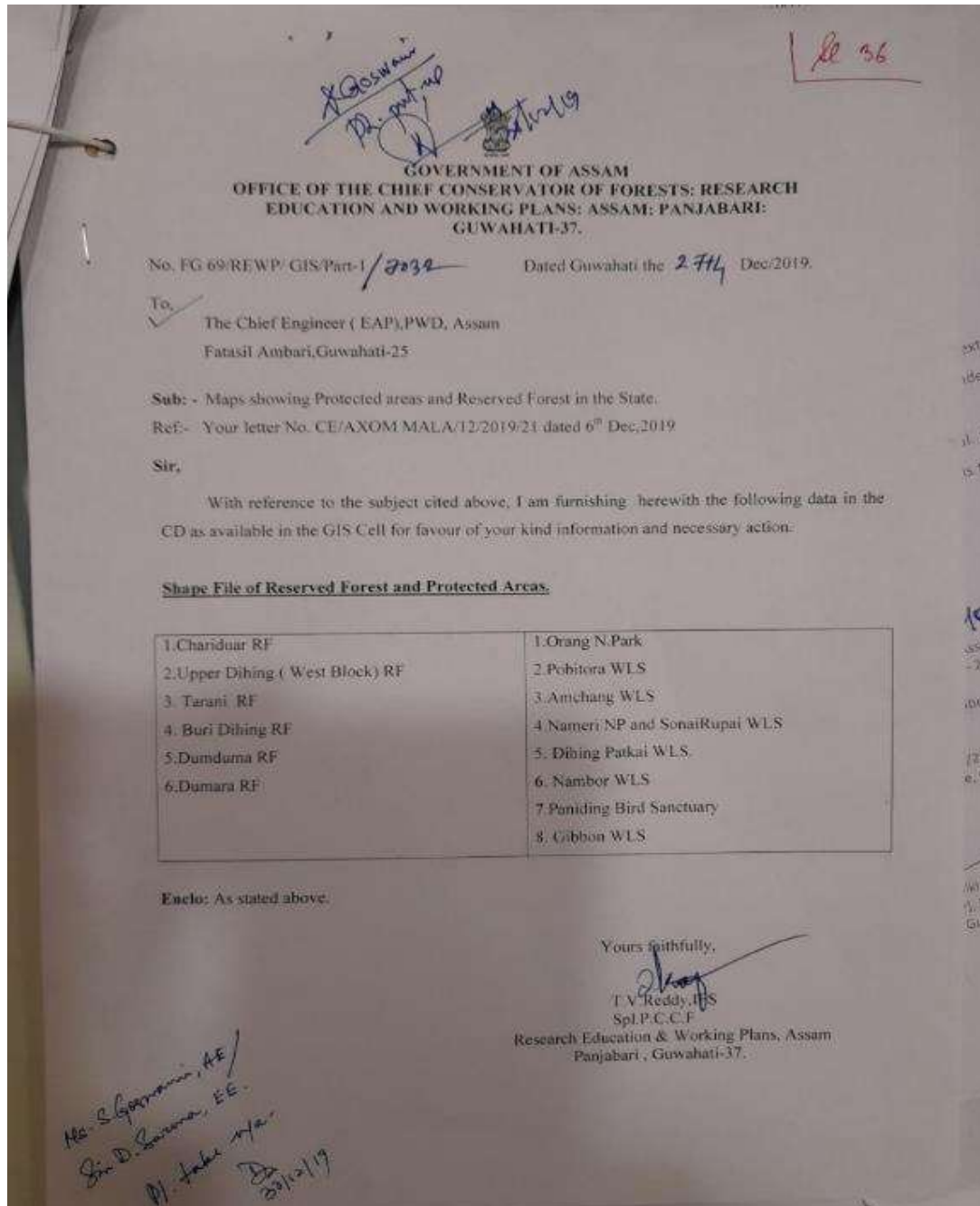


Annexure 21: Pond Enhancement Plan






Annexure 22: Letter from PCCF, Assam providing GIS Maps of Protected Areas and Reserve Forests





111


GOVERNMENT OF ASSAM
OFFICE OF THE CHIEF CONSERVATOR OF FORESTS: RESEARCH
EDUCATION AND WORKING PLANS: ASSAM: PANJABARI:
GUWAHATI-37.

No. FG 69/REWP/ GIS/Part-1 Dated Guwahati the 15th February, 2020

To: The Chief Engineer (EAP), PWD, Assam
Fatasil Ambari, Guwahati-25

*D. Goswami
AE
Pl take necessary
action.
B.P. Bhowmik*

Sub: - Maps showing Protected areas and Reserved Forest in the State.
Ref: - Your letter No. CE/AXOM MALA/12/2019/40 dated 29th february, 2020

Sir,

With reference to the subject cited above, I am furnishing herewith the following data in the CD as available in the GIS Cell for favour of your kind information and necessary action. The shape files are, however, subject to future corrections if any. The digitalized map of Drang RF, Namsai RF, Tirap RF, Tinkopani RF, Namphuk RF, Koris Pani RF, Diyan Anchai RF, Plyong RF, Kumchat RF, Namsang RF are not available in the GIS Cell.

swail

Shape File of Reserved Forest and Protected Areas.

1. Orang Reserved Forest	15. Lakapathar RF
2. Singri hill RF	16. Phillobari RF
3. Rowta RF	17. Nalani RF
4. Balipara RF	18. Tirap RF
5. Gohpur RF	19. Tinkopani RF
6. Borajan Bherjan Podumoti WLS	20. Digboi RF
7. Dihing RF	21. Dirak RF
8. Upper Dihing (east Block) RF	22. Kakoijan RF
9. Pabha RF	23. Tacauani RF
10. Sapekhati RF	24. Namidang RF
11. Dicot RF	25. Kotha RF
12. Soia RF	26. Namphai RF
13. Abhayapuri RF	
14. Duarmara RF	

Encl: As stated above.

Yours faithfully,
T.V. Reddy
T.V. Reddy, I.S.
Spl. P.C.C.F.
Research Education & Working Plans, Assam
Panjabari, Guwahati-37.

*Ms. S. Goswami, AE
Pl take up in discussion.
D. 29/2/2020*



Annexure 23: Biodiversity Assessment Report

ASSAM SECONDARY ROAD NETWORK IMPROVEMENT PROJECT

Biodiversity Assessment Report (Draft) (Revision 1)

Prepared for Public Works Roads Department Assam

September, 2021



About the Authors of this Report

THE TEAM

Author

Mr. Satish Kumar Damodara

Environmental &
Biodiversity Expert

Mr. Satish Kumar Damodara is a graduate in civil engineering with postgraduate qualification in Environmental Planning, with an experience of 23 years. He is trained in Environmental Impact Assessments, Environmental Management and implementation, and in GIS mapping and remote sensing. His areas of expertise include, interpretation and impact assessments for environmental and social attributes, prediction modeling of air, noise and water quality, conducting land suitability analysis towards finalizing the strategic plan for the project towns and spatial analysis using SQL. He has been leading complex spatial and environmental assessment projects as Project Manager/Team Leader/Subject Lead covering master planning and infrastructure design components of large infrastructure development projects. He is a permanent employee of LASA and has International experience of working in South East Asia, South Asia, Sub Saharan Africa and Middle East.

Mr. Satish has been instrumental in preparing the Environmental Codes of Practice for PMGSY Roads in India, way back in 2004. The codes have been subsequently adopted in several rural road projects across India and have been followed in several state road projects. He has made his mark in environmental and social management plan not only in India but also in countries such as Ethiopia and Uganda where an ESMP for one of the World Bank project has been prepared way back in 2009. The ESMP has been subsequently adopted as a template in several projects across Uganda and Sub-Saharan Africa.

Many of the projects undertaken by Mr. Satish are funded by international funding agencies such as The World Bank, Asian Development Bank (ADB), AIIB, KfW, USAID and NORAD apart from national agencies and local bodies, like NHAI, State PWRDs, Urban Development Authorities, and Industrial Development Agencies.

Reviewed by

Dr. P. C.

Bhattacharjee

Renowned
Biodiversity Expert

Dr. P.C. Bhattacharjee, a retired Professor & Head, Department of Zoology, Gauhati University, Assam, India is a renowned **Biodiversity Expert** with 41 years of teaching experience. He is instrumental in wildlife studies in North East India and he has published 100+ scientific papers, article and co-authored 3 books. He has guided a number of Ph.D students). He has attended a number of conferences, national and international seminars, workshops and delivered lectures, on topics related to Environment, Ecology and Biodiversity. He is a Biodiversity and Ecology Specialist for many important projects funded by ADB, World Bank etc.

Dr. P.C. Bhattacharjee is a **Trustee and Vice chairman of Wildlife Trust of India** and was a Member of National Biodiversity Authority, Member of Assam State Biodiversity Board, Assam State wildlife Board and Wetland Authority of Assam. He was also Vice-President, Primate Research Center (PRC). At present he is the President of North East Science Movement (NESM)- Affiliated to Vigyan Bharati.

Dr. P.C. Bhattacharjee is a member of **International Ornithological Congress** (Senior Fellow), **IUCN-SIS-Primate specialist Group**; He was Coordinator, North East, Mid-Winter water fowl census, under Wetland International (2004 to 2016). He is recipient of a number of life time achievement awards which includes Government of Assam, by Chief Minister of Assam, 2020 (Wildlife Conservation); Balipara Foundation, 2020.

Data collection and
compilation by

Md. Rehman

Ms. Arunima

Pandey

Environmental
Specialist



CONTENTS

1.	Introduction	1
2.	Biodiversity of the State	1
3.	Project Corridors	2
4.	Objective	3
5.	Screening of the Project Corridors for Biodiversity.....	3
6.	Clearances.....	7
7.	Applicable Rules and Regulations	7
8.	Biodiversity Screening	8
	A. Corridor A15, A30, A20 - Applicable for Wild Fauna	8
	B. Corridor A31-Applicable for Birds	10
	C. Corridor A31-Applicable for Fisheries and Dolphin.....	11
9.	Anticipated Impact due to the project	12
10.	Biodiversity Management Plan (Corridor A15, A30 & A20)	13
	A. Budget of Biodiversity Management Plan (Corridor – A15, A30, A20).....	28
11.	Biodiversity Management Plan (Corridor A31)	28
	A. Project Impacts on Aquatic Ecology	29
	B. Aquatic Conservation and Management Plan	36
	C. Aquatic Ecology Monitoring Plan	46
	D. Budget of Biodiversity Management Plan (Corridor A31)	46

List of Tables

Table 1: Project Corridors	2
Table 2: Project corridors & its ecological sensitivity	4
Table 3: Threatened Wild Fauna of Protected Area	9
Table 4: Threatened Avifauna of Protected areas / WLS.....	10
Table 5: Significant Fishes diversity of River Subansiri	11
Table 6: Biodiversity Management Plan (A15 Dhodar Ali).....	14
Table 7: Biodiversity Management Plan (A30 Moran Naharkatia Duliajan).....	18
Table 8: Biodiversity Management Plan (A20 Sivasagar to Nakachari)	23
Table 9: Budget under Biodiversity Management (A15, A30 & A20)	28
Table 10: Negative impacts on Aquatic ecology.....	30
Table 11: Biodiversity Management Plan (Corridor - A31) Pre-Construction & Construction	38
Table 12: Detail budget for Dolphin Conservation	45
Table 13: Environmental Monitoring Plan	46
Table 14: Budget of Biodiversity Management Plan (Corridor A31).....	46



List of Figures

Figure 1: Project Corridor and Eco Sensitive area	6
Figure 2: Silt Fencing.....	34
Figure 3: Oil Interceptor	35
Figure 4: Proposed Organization Chart.....	36

List of Annexures

Annexure 1: Corridor 31 - Majuli Biodiversity Heritage Gazette Notification by Government of Assam	47
Annexure 2: Corridor 30 – Letter from DFO, Digboi Division, Digboi	49
Annexure 3: Corridor 20 – Eco Sensitive Zone Notification of Hollongapar Gibbon WLS.....	50
Annexure 4: Corridor 31 – Letter from DFO, Majuli (T) Forest Division, Majuli	58
Annexure 5: Corridor 31 – Letter from FBO, Bihpuria, Lakhimpur Forest Division, Lakhimpur	59
Annexure 6: Corridor 31 – NOC from Director, Inland Waterways Authority of India, Regional Office, Guwahati.....	60
Annexure 7: Corridor 15 – NOC for Elephant Underpass.....	61



ABBREVIATIONS

AIIB	:	Asian Infrastructure Investment Bank
ASRIP	:	Assam Secondary Road Network Improvement Project
EAP	:	Externally Aided Project
GoA	:	Government of Assam
Gol	:	Government of India
IUCN	:	International Union for Conservation of Nature
MDR	:	Major District Roads
MDB	:	Multilateral Development Banks
PPP	:	Public Private Partnerships
SH	:	State Highways



1. Introduction

Biodiversity encompasses all levels of biological diversity including natural ecosystems, wild species (flora, fauna), Aquatic ecosystem, agricultural ecosystems, domesticated species and varieties. This is an outcome of ecological and evolutionary processes taking place gradually in any ecosystem. The term biodiversity is usually defined as the total variety and variability among living organisms and the ecological complexes they inhabit. Biodiversity is vital to the fulfillment of human needs; a biodiversity rich region offers wide possibilities and opportunities for sustaining human welfare including adoption to changes.

2. Biodiversity of the State

India is one of the 17 Mega biodiverse countries in the world and accounts for 7 to 8 % of the recorded species. The State of Assam is an integral unit of the Eastern Himalayan Biodiversity Region; one of the two biodiversity "Hot Spots" in the country. Being the core component of Northeast India, Assam has the important feature of Indo Malayan, Indo Chinese characteristics contributing to its biodiversity. The climatic variations and wide variety in physical features have resulted in diversity of ecological habitats such as forests, grasslands, wetlands, which harbor and sustain wide ranging floral and faunal species placing.

The state of Assam possesses largely tropical type of vegetation containing areas of evergreen, semi-evergreen, deciduous forests and grasslands besides patches of riparian forest found along the river banks. As per Revised Survey of Forest Types in India, Champion and Seth categorized as many as fifty one different forest types/ sub types for this region. Broadly, these are Tropical Wet Evergreen Forests, Tropical Semi Evergreen Forests, Tropical Moist Deciduous Forests, Sub-tropical Broadleaf Hill Forests, Sub-tropical Pine Forests, Littoral and Swamp Forests, Grassland and Savannah.

With respect to Flora, Assam has rich biodiversity of bamboo, Cane, Medicinal Plant and many endemic plant species. Assam is home to a good number of plants having medicinal uses, altogether, 952 plants species have been identified which have uses in medical practices in some form or other. Endemic species are found in very limited areas of the state. Altogether about 165 species of plants have been reported, which are restricted in distribution to certain pockets in Assam and N.E. Region. However, around 100 such species have distribution restricted to Assam only. Some of these (Plants & trees) are e.g. *Accacia gageana*, *Adiantum assamicum*, *Alseodaphne andersonii*, *Alseodaphne khasyana*, *Angiopteris assamica*, *Cedrela fabrifuga*, *Cinnamomum cacharensis*, *Coelogyne assamica*, *Combretum wallichii*, *Dinochloa indica*, *Diospyros cacharensis*, *Dipterocarpus manni*, *Eugenia cyanophylla*, bamboos e.g. *Bambusa cacharensis*, *Bambusa mastersii*, *Chimnobambusa griffitheana*, orchids e.g. *Bulbophyllum elassonotum*, *Bulbophyllum vireus*, *Dendrobium assamicum* etc.

With reference to **Rare and Endangered Floral** Species under IUCN red List, about 9 wild species are reported as extinct while around 284 species of plants are observed to be critically endangered, 149 species as endangered, 58 species as vulnerable, 13 species as near threatened.

Assam is a geographical part of the transitional zone between the Indian, Indo Malayan and Indo Chinese Biographical regions. Assam is endowed with favourable climate, topographic and edaphic factors support luxuriant growth of diverse ecosystem and wild fauna (mammals, primates, reptiles, amphibians, fishes, mollusks, birds, butterflies, moths etc.) as inhabitants.

Mammalian diversity of Assam is represented by 193 species, which are widely distributed in this region. But some of the species like one horned rhinoceros, water buffalo, pigmy hog, swamp deer, golden langur, hoolock gibbon have their distribution limited to isolated pockets and protected areas. In case of Primate Diversity, out of 15 Indian primate species 9 are found in Assam. Hoolock gibbon is the



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

only ape found in India. The other major primate species are capped monkey, golden langur, rhesus macaque, stump tailed macaque, pigtail macaque, Assamese macaque, and slow Lorries.

With respect to Reptilian Diversity, Assam’s varied physiographic conditions support a rich variety of reptilian population like Gangetic gharial, 19 species of tortoises, 77 species of lizards and snakes. In Amphibian, Assam and other parts of the N.E. region have 70 species of Amphibians, Gangenophis fulleri and Ichthyphis garoensis are endemic to Assam.

Assam is one of the “endemic bird areas” of the world. Assam has 950 bird species; this is home to 53.5% of the bird species of Indian Sub-Continent, where 17 species of birds are endemic to Assam. 45 species of birds from Assam has been recognized as threatened under the Indian Red Data Book.

Due to having Brahmaputra and Barak River basin, Assam region is recognized as one of the hot spots of fresh water fish biodiversity. Amongst 197 species; food, sports and ornamental fish species are reported from the North East region, of which 185 species are reported from Assam. Commercially main fish species include, Rohu, Katla, Pabha, Pabda Chital, Magur, Singi, Sol, etc.

Butterflies play an important role in pollination of plants and biodiversity conservation. Around total 1500 species of butterflies from India, half are reported from Assam and Northeast India.

Protected Area Network: The protected area network of Assam includes 5 National Parks and 18 wildlife sanctuaries covering an area of 0.40 million ha constituting 4.98% of the geographical area. The state has three Tiger Reserves, namely Kaziranga NP, Manas NP, and Nameri NP. Kaziranga National Park and Manas National Park are in the list of Natural World Heritage sites. Majuli Island is Biodiversity heritage site; this is spread over an 875 sq. km. area. In addition to this, few of the Protected Area and its buffer zone have also been identified as Elephant reserve like Sonitpur ER, Dihing-Patkai ER, Kaziranga-Karbi Anglong ER, Dhansiri-Lungding ER, Chirang-Ripu ER.

Eco-Sensitive Zone: Ministry of Environment, Forest & Climate Change has notified 0-10 km ranges of Buffer area from the boundary of National Park and Wild Life sanctuary as Eco Sensitive Zone (under Wild Life conservation strategy 2002). In this context, many of the protected area’s buffer zone (0 - 10 km periphery) has been notified as eco sensitive zone by its default definition. In the state of Assam, recently a few of the Protected Areas (PA) have their notified Eco sensitive zone viz. Nameri NP, Sonai Rupai WLS, Amchang WLS, Dibru Saikhowa NP, Hollongapar Gibbon WLS & Chakrashila WLS. The process of demarcation of Buffer area as eco-sensitive zone is still under process in Assam for remaining PAs. Therefore, PAs, which has not demarcated its Eco sensitive zones, the buffer area of 10 km from the protected area boundary has been considered as eco sensitive zone.

3. Project Corridors

The GoA has embarked upon the Asom Mala to objectively develop the secondary network of the State in the next 15 years. The Asom Mala is an umbrella program with several transport related projects under it and funded from various sources, including those funded from the State Budget (SOPD), Externally Aided Project (EAP) funded by Multilateral Development Banks (MDB) like AIIB, ADB, World Bank, JICA, etc. The Assam Secondary Road Network Improvement Project (ASRIP) has been taken up as an EAP aided by AIIB. The Project corridors included under ASRIP are presented in table below:

Table 1: Project Corridors

Sl. No.	Corridor	Road improvement and upgradation works	District Name	Length (km)
1	A31	Balichapori, Majuli to Bhogalmara, Lakhimpur, including 2 RCC bridges over Subansiri and Luit river	Lakhimpur & Majuli	19.3
2	A15	Dhodar Ali (Kamargaon to Kamarbandha)	Golaghat	42.1
3	A07	Sarthebari Rampur Pathsala Raipur Road	Barpeta & Bajali	20.8



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Corridor	Road improvement and upgradation works	District Name	Length (km)
4	A22	Dhakuakhana Butikur Tiniali Telijan	Lakhimpur & Dhemaji	32.8
5	A30	Moran Naharkatia Duliajan	Dibrugarh	70.6
6	A20	Sivasagar to Nakachari	Sivasagar & Jorhat	63.4
Total =				250

Biodiversity is assessed by mapping the study area with respect to (I) IUCN Red List (II) Protected areas, important species and biodiversity area, forest and other potentially sensitive areas. The present report describes briefly the biodiversity around the project corridors, sensitive hotspots in terms of significant flora & Fauna.

4. Objective

The Biodiversity Assessment Report is a safeguard document that sets out the mitigation and management requirements and responsibilities to be implemented on site to fulfill the Project's biodiversity conservation intentions.

5. Screening of the Project Corridors for Biodiversity

Ecological set-up, favourable geographical location and diversified topographical and climatic conditions were major factors driving the high biodiversity in the state of Assam. Different types of terrestrial and aquatic ecosystem are the ideal conditions for functioning of different types of natural seen in the state with rich biodiversity. Topographically, Assam may conveniently be divided into two major divisions, i.e., the plains and the hills. Assam falls under the regime of sub-tropical monsoon climate. The climate of Assam is characterized by moderate to heavy rainfall accompanied by high percentage of relative humidity and tolerably high temperature in summer and drought with considerably low temperature in winter.

Table below entails about the project corridors and their sensitive analysis with respect to biodiversity impact (please refer below **Table 2, Figure 1**).



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Table 2: Project corridors & its ecological sensitivity

Project Corridors						
Name of the corridor	A31	A15	A07	A22	A30	A20
	Balichapori, Majuli to Bhogalmara, Lakhimpur, including 2 RCC bridges over Subansiri and Luit river	Dhodar Ali (Kamargaon to Kamarbandha	Sarthebari Pathsala Raipur Road	Dhakuakhana Butikur Tinali Teiljan	Moran Naharkatia Duliajan	Sivasagar to Nakachari
District	Lakhimpur & Majuli	Golaghat	Barpeta & Bajali	Lakhimpur & Dhemajai	Dibrugarh	Sivasagar & Jorhat
Proximity to PAs or other sensitive areas	<ul style="list-style-type: none"> The Project corridor is located at a distance of around 1.5km from Pabho Reserve Forest and it crosses Luit River and Subansiri River near Majuli Island. The area is endowed with rare & threatened Bird Species. Majuli is a major Island of India and Asia, it is notified as Biodiversity Heritage site under Government of Assam Gazette Notification dated 29 March 2017 under Section 37 of Biological Diversity Act, 2000. The sensitive area around the road stretch may have good biodiversity of fishes, bird and Dolphins. Project involves bridge construction at Subansiri and Luit River. Construction specific Fish and dolphin management plan shall be incorporated in the EMP and PIU/PMU will ensure its effectively implementation by 	<ul style="list-style-type: none"> Nambor Doigrung WLS is located at an aerial distance of around 5 km from the project road (Golaghat Town) Dhansiri River is flowing at a distance of around 50m from the project road from Ch 2+600 to Ch 3+400. Occasional Elephant Movement has been reported as per DFO Golaghat and Community consultation The Protected area has significant number of endangered wild life fauna and birds. 	<ul style="list-style-type: none"> Manas NP is located at 23km towards north No major threatened flora and fauna reported along the corridor and in its indirect influential Zone. 	<ul style="list-style-type: none"> No Protected Areas/WLS falls within 10 km Boundary of Project Road. No major threatened flora and fauna reported along the corridor and in its indirect influential Zone. 	<ul style="list-style-type: none"> Dehing Patkai Wildlife Sanctuary is around 4 km from the project road (Bhadoi Panchali). Dehing Patkai WLS has good habitat for elephant, the WLS is an Elephant Reserve. Elephant & other wildlife movement is not reported as per DFO Digoiboi and community consultation. 	<ul style="list-style-type: none"> Hollongapar Gibbon Wild Life Sanctuary is located around 6km from the project road. The sanctuary has good number of primates and rich habitat of other wild fauna and avi fauna. The corridor is not within the ESZ and wildlife movement has not been reported as per community consultation.



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Project Corridors						
Name of the corridor	A31	A15	A07	A22	A30	A20
	Balichapori, Majuli to Bhogalmara, Lakhimpur, including 2 RCC bridges over Subansiri and Luit river contractor.	Dhodar Ali (Kamargaon to Kamarbandha	Sarthebari Pathsala Raipur Road	Dhakuakhana Butikur Tiniali Telijan	Moran Naharkatia Dullajan	Sivasagar to Nakachari
Flora	Tropical Wet Evergreen Forest (No rare endangered species reported from Project area)	Tropical Semi Evergreen type (No rare endangered species reported from Project area)	Tropical Semi Evergreen type. (No rare endangered species reported from Project area)	Tropical Wet Evergreen Forest (No rare endangered species reported from Project area)	Tropical Rainforest (No rare endangered species reported from Project area)	Tropical Rainforest (No rare endangered species reported from Project area)
Other	Bamboo, Gamari, Jutuli, Chapa, Sissu, Silkha, Chom, Sualu, Neem, Hollock, Urium, Nahar, Ajhar, Simul, Silkha, etc. are the tree species observed.	Bamboo, Gamari, Jutuli, Chapa, Sissu, Silkha, Chom, Sualu, Neem, Hollock, Urium, Nahar, Ajhar, Simul, Silkha, etc. are the tree species observed.	Aegle marmelos, Anonac comosus, Areca catechu, Artocarpus heterophyllus, Azadirachta indica, Dalbergia sisoo, Bombax ceiba, Carica papaya, Citrus limon, Gmelina arborea, Gynocardia odorata, Lagerstomia parviflora, Litsea cubeba, Mangifera indica, Melia	Bamboo, Gamari, Jutuli, Chapa, Sissu, Silkha, Chom, Sualu, Neem, Hollock, Urium, Nahar, Ajhar, Simul, Silkha, etc. are the tree species observed.	Hollang, Mekai, Dhuna, Udiyam, Nahar, Samkothal, Bheer, Hollock, Nahor, Elephant apple, different species of Dimoru were observed	Hollang, Mekai, Dhuna, Udiyam, Nahar, Samkothal, Bheer, Hollock, Nahor, Elephant apple, different species of Dimoru were observed.
	Threatened Flora of Assam: Cycas pectinate, Vatica lanceaeifolia, Paphiopedillum spicerianum, Mesua assamica, Magnolia manii, Magnolia griffithii, Magnolia cathcartii					

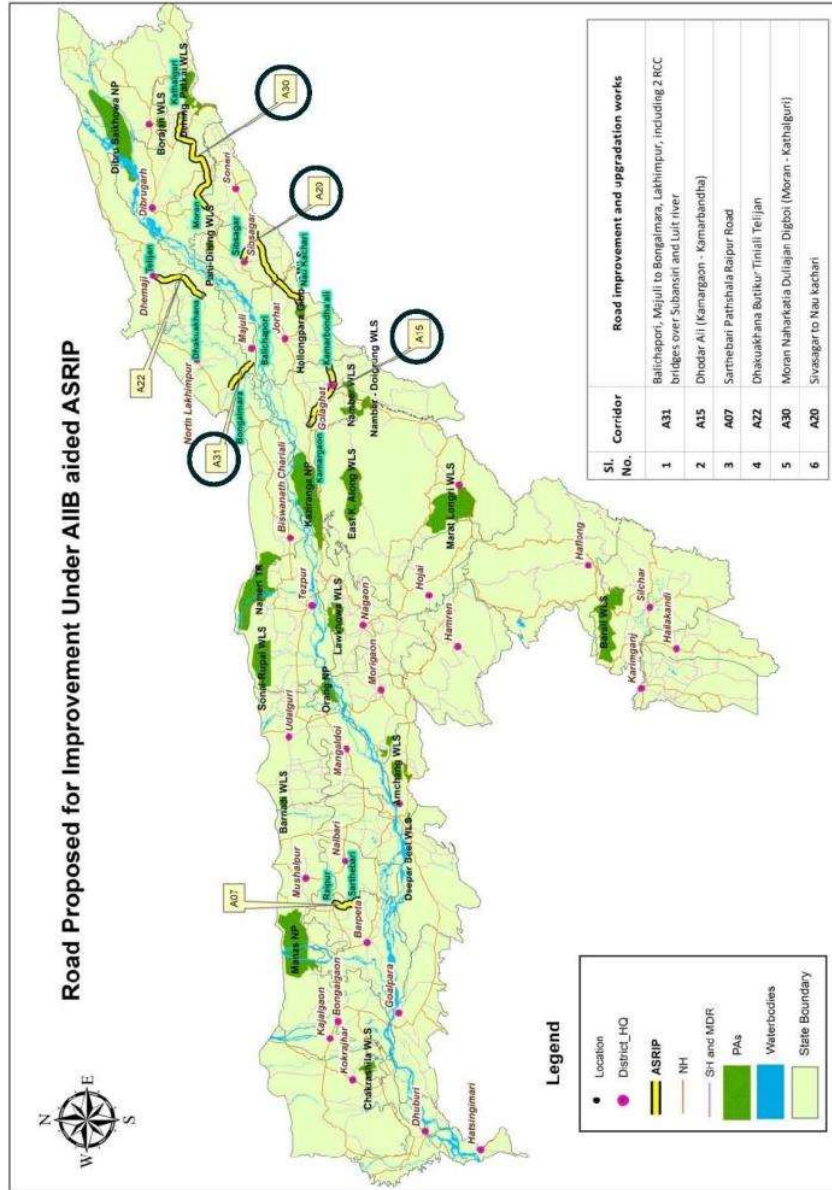


Figure 1: Project Corridor and Eco Sensitive area



6. Clearances

All the project corridors were pre-existing long before notification of any protected area. None of the project roads pass through any Wildlife Sanctuary or National Parks or Protected Areas. Moreover, none of the project roads are legally notified State Highways, hence clearance for environmental and wildlife from Ministry of Environment, Forest and Climate Change is not required.

7. Applicable Rules and Regulations

The following act & regulation of Government of India and State are enacted to ensure the protection of significant Flora and Fauna along with overall environmental security. Though project does not pass through any Wildlife Sanctuary / National Park, however, the security and protection of rare and endangered species is important because few PAs are noticed within 10 km periphery of the project corridors and further it shall need to ensure its compliance and protections by implementing the corridor specific Biodiversity Management Plan (Table 6 to Table 8) under strict supervision and monitoring by CSC/ AE/ PIU. The following acts shall be required to be ensured by contractor and construction worker should be aware of these act and penalties thereof.

Sl. No.	Regulations	Relevance	Purpose	Salient Feature
1	The Biological Diversity Act, 2002	<ul style="list-style-type: none"> A31 - a portion of the project road is located within Majuli Island which is notified as Biodiversity Heritage Site by Govt of Assam in March 2017 under the Act. 	It aims at the conservation of biological resources, managing its sustainable use and enabling fair and equitable sharing benefits arising out of the use and knowledge of biological resources with the local communities.	<ul style="list-style-type: none"> This act prohibits, any person or organization (either based in India or not) obtaining any biological resource occurring in India for its research or commercial utilization. The act stipulates all offences under it as cognizable and non-bailable.
2	The Wild Life (Protection) Act, 1972	<ul style="list-style-type: none"> A31-presence of Ganges River Dolphin in Subansiri River Applicable for A15 as there were incidences of occasional elephant crossing 	This Act provides Order, rules and regulations for protection of the country's wild animals, birds, and plant species, in order to ensure environmental and ecological security.	<ul style="list-style-type: none"> The Act prohibited the hunting of endangered species animal specified in Schedule I & II
3	Forest Conservation Act 1980 and Amendments	<ul style="list-style-type: none"> Applicable for all Corridors as roadside tree cutting is required. 	This Act governs Rules and Regulation for protection and security of Forest.	<ul style="list-style-type: none"> Section 2 of this Act deals with a restriction on the de-reservation of forests or the use of forest land for non-forest purposes.



8. Biodiversity Screening

A. Corridor A15, A30, A20 - Applicable for Wild Fauna

In the indirect influence area i.e. 10 km periphery of the project corridors, the sensitivity and risk with respect to Wild life, natural habitat has been studied. Based on the details of protected area network of Assam, the corridors of A15, A30 & A20 have some sensitivity towards its natural habitats.

Though above mentioned corridors (A15, A30, A20 & A31) have land use of majorly agricultural and built-up areas, protected areas such as Dhing Patkai WLS, Biodiversity Heritage site i.e. Majuli Island, and River Dhansiri (river tributaries of Brahmaputra), Nambor Doigrung WLS & Hollongapar Gibbon WLS are observed within 10 km periphery of project corridors. In order to protect the critical wildlife habitats, the road upgradation work shall incorporate the requisite management measures for protection of significant wild life habitats.

The Project Corridor A15 Dhodar Ali (Kamargaon to Kamarbandha) is an existing intermediate lane road, originally constructed in around the year 1687, much before the notified protected areas. The Dhodar Ali is a 212-km-long road starting from Kamargaon (NH 715) in Golaghat to Jeypur in Dibrugarh touching Mariani and Jorhat. It runs through five districts of Upper Assam viz. Golaghat, Jorhat, Sivasagar, Charaideo and Dibrugarh, holding significance for several neighbouring states. This road connects mainly small scale and large-scale tea industries, oil refineries, Gas plants, and places of historic importance as well. The project road is located in Golaghat district of Assam, which is famous for its numerous small scale tea gardens and Numaligarh Oil Refinery, this corridor passes parallel to NH 129 and connects Golaghat town directly to NH 715 at Kamargaon. Moreover, it provides the inter-lineage between rural roads and NH which further provides connectivity to major growth centres in the Upper Assam region such as Jorhat (education hub), Sivasagar (historic importance), Dibrugarh, Tinsukia, Digboi (Industrial hub) and further connects to Nagaland, Arunachal Pradesh and Myanmar.

The Dhansiri River is flowing at a distance of around 50m from the road from Ch 2+600 to Ch 3+400. As per stakeholder consultations and confirmation with Forest Office, elephants used to cross the project road on and off at 1st Km, 4th Km and 6th Km. Elephant Underpass has been proposed at 2 locations i.e., 3+630 & 6+450 and approved by the Chief Wildlife Warden, Assam (Annexure 7). Nambor Doigrung WLS is located at an aerial distance of around 5 km from the project road (Golaghat Town). The protected area has good number of rare and endangered mammals, birds and reptiles. The major fauna of the Sanctuary includes Asiatic elephant (*Elephus maximus*), Hoolock Gibbon (*Hoolock hoolock*), Stumped Tailed Macaque (*Macaca arctoides*), Pig Tailed Macaque (*Macaca leonina*), Slow Loris (*Nycticebus bengalensis*), Assamese Macaque (*Macaca assamensis*), Rhesus Macaque (*Macaca mulatta*), Tiger (*Panthera tigris*), Leopard (*Panthera pardus*), Fishing Cat (*Prionailurus viverrinus*), Barking Deer (*Muntiacus muntjak*), Sambar (*Rusa unicolor*), Wild Boar (*Sus scrofa*), Gaur (*Bos gaurus*) etc. Some of the important bird species found are White Winged Wood Duck (*Asarcornis scutulata*), Great Pied Hornbill (*Buceros bicornis*), Wreathed Hornbill (*Rhyticeros undulatus*), Adjutant Stork (*Leptoptilos dubius*) etc. Tortoise (*Testudinidae*), Monitor Lizard (*Varanus*), Python (*Pythonidae*) are also found.

The Project Corridor A30 Moran Naharkatia Road is an existing intermediate lane road, originally constructed in around the year prior to 20th century, much before the notified protected areas. The project road is located in Dibrugarh District, it connects four important industrial towns of Upper Assam viz. Moran, Naharkatia, Duliajan and further to Digboi. Naharkatia is one of the commercial towns of Dibrugarh district. There are many small- and large-scale tea gardens and factories located throughout the corridor from Moran to Naharkatia. Duliajan is an industrial town of Dibrugarh District and it is particularly known for its oil industry. The Head Office of Oil India Limited, Shiv-Vani Oil & Gas Exploration Services Ltd and Assam Gas Company Limited are located in Duliajan. Digboi is known as the Oil City of Assam where the first oil well in Asia was drilled in 1866. The first refinery was started in Digboi as early as 1901. Digboi has the oldest oil well in operation. Apart from National highway 15



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

connecting Dibrugarh and Tinsukia, the project corridor is the only alternative to connect these 4 important places. This road will play a major role in movement of commercial traffic related to oil, gas, coal and tea between upper Assam and all other parts of India. This corridor is also be a shorter one as compared to national highway 15 to travel between Dulijan, Naharkatia and Moran.

Dhing Patkai Wild life sanctuary is located at 4 km east from the road. The Dhing Patkai WLS has significant numbers of IUCN listed and WL Scheduled fauna; it is also an elephant reserve. As per ENVIS record MOEF&CC, the total numbers of Elephant population was 295 recorded in year 2005. The Biodiversity of the WLS has good numbers of rare and endemic fauna. The major fauna of the Sanctuary includes Tiger (stray) (*Panthera tigris*), Asiatic elephant (*Elephas maximus*), leopard (*Panthera pardus*), pangolin (*Manis crassicaudata*), jungle Cat (*Felis chaus*), Indian civet (*Viverridae spp.*), giant squirrel (*Retufa bicolor*), barking deer (*Muntiacus muntjak*), sambar deer (*Cervus unicolor*), wild pig etc. Some of the important tree species found in this forest area are Hollang, Mekai, Dhuna, Udiyam, Nahar, Samkothal, Bheer, Hollock, Nahor, Elephant apple, different species of Dimoru etc.

The Project Corridor A20 Dhodar Ali (Sivasagar to Nakachari) is also an existing intermediate lane road, originally constructed in around the year 1687, much before the notified protected areas. The road section from Nakachari to Simaluguri is a part of Dhodar Ali, an arterial road of great economic importance and traverse major cities and towns such as Golaghat, Titabor, Mariani, Amguri, Nazira, Simaluguri and Sonari. It starts at NH 715 in Golaghat district and ends at Jeypore in Dibrugarh district after passing through three other districts - Jorhat, Sivasagar and Charaideo. It provides commercial route for the major tea gardens, oil and gas fields, refineries, etc. It provides the inter-lineage between rural roads and NH which further provides connectivity to major growth centres in the Upper Assam region such as Jorhat (education hub), Sivasagar (historic importance), Dibrugarh, Tinsukia, Digboi (Industrial hub) and further connects to Nagaland, Arunachal Pradesh and on to Myanmar.

The project corridor is located around 6 km from Hollongapar Gibbon Wildlife Sanctuary and it is around 1.3 km from the ESZ. The WLS is falling under Jorhat District having total area of 20 sq.km. As per the Champion & Seth (1968) classification scheme, the major forest type in the WLS is Assam Plains Alluvial Semi Evergreen Forests /2/2B/C sparsely interspersed with wet evergreen forest patches. The vegetation is composed of several canopy layers, mostly are evergreen in nature. Major trees are Hollong (*Dipterocarpus macrocarpas*) and other associated top canopy with Hollong are Sam (*Artocarpus chaplasha*), Amari (*Amoora wallichii*), Sopas (*Mcheliai spp.*), Bhelu (*Tetramels mudiflora*), Udal (*Sterculia villosa*) and Hingori (*Castanopsis spp.*), these are suitable habitat for primates capped langur (*Trachypithecus pileatus*) and pig tailed macaque (*Macaca nemestrina*), Hoolock Gibbon (*Hoolock hoolock*). The Sanctuary supports 11 species mammals, 5 species of reptiles and amphibians and 31 avifaunal species.

The following section entails of sensitive wild life animal occupying in the sanctuary.

Table 3: Threatened Wild Fauna of Protected Area

IUCN Red List	WLPA Schedule	Types of Animal
Endangered	Sch I	Wild Elephant (<i>Elephase Maximus</i>), Tigers (<i>Panthera tigris</i>), Otter (<i>Lutra lutra</i>), Hoolock gibbon (<i>Hoolock hoolock</i>), Capped Langur (<i>Trachypithecus pileatus</i>)
Vulnerable	Sch I	Clouded Leopard (<i>Neofelis nebulosa</i>), Marbled Cat (<i>Pardofelis marmorata</i>), Assamese macaque (<i>Macaca assamensis</i>), Himalayan black bear (<i>Salena rotos tibetanus</i>), common Leopard (<i>panther Pardus</i>), Sloth Bear (<i>Melursus urisinus</i>)
NA	Sch I	Slow loris (<i>Nycticebus bengalensis</i>), Golden Cat (<i>Catopuma temminckii</i>)
NA	Sch II	Jungle Cat and Wild Cat (<i>Felis chaus</i>), Rhesus macaque (<i>Macaca mulatta</i>), Pigtailed macaque (<i>Macaca leonina</i>), Stump tailed macaque (<i>Macaca arctoides</i>)
LC	SchII	Flying fox (<i>Pteropus</i>), Wild pig (<i>Sus scrofa</i>), Sambar (<i>Rusa unicolor</i>), Barking deer



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

IUCN Red List	WLPA Schedule	Types of Animal
		(<i>Muntiacus muntjak</i>), Gaur (<i>Bes gaurus</i>), Serow (<i>Capricornis</i>), Malayan giant squirrels (<i>Ratufa bicolor</i>), Porcupine (<i>Hystrix brachyura</i>) etc.
Reptile	Sch I	Rock python (<i>python molurus</i>), Water Monitor (<i>varanus</i>), Asian leaf turtle (<i>Cyclernys dentata</i>), Monitor Lizard (<i>Varanus</i>), etc.
	SchII	King cobra (<i>Ophiophagus Hannah</i>), crab eating mongoose (<i>Herpestes urva</i>)
Important Birds		Presented in Table 4

In view of above, the significant management measures to protect the biodiversity were incorporated into the designing, construction and operation phases of the Project.

B. Corridor A31-Applicable for Birds

The Project Corridor A31 Majuli to Bhogalmara via Dhunaguri is an existing road located in the Island District of Majuli and Lakhimpur district. At present the Majuli Island¹ is not connected by road and the island is accessible by ferries from the mainland. It is proposed to connect the island to the mainland on the northern bank of the Brahmaputra River by construction of bridges over Subansiri River and Luit River. Majuli is a lush green environment-friendly, a pristine and pollution-free freshwater island in the river Brahmaputra. Mostly inhabited by Tribes, the culture of Majuli is unique and quite interesting which is one of the key reasons for tourism. Majuli is also called the cultural capital of Assam, it is famous for its Satras². In 15th century the first Satra was founded in Majuli. These Satras attracts tourism from all around the globe throughout the year.

The project corridor is about 1.5 km from Pabho Reserve Forest & traversing Luit and Subansiri River. Both locations are Bird Hotspot Area. Majuli is a major Island of India and Asia, the surrounding area has Threatened Bird Species. The indirect influence area i.e. 10 km periphery of the project road are noted to have significant species of Avifauna. Majuli Island is a notified Biodiversity Heritage site by Government of Assam dated 29 March 2017.

It traverse two perennial rivers i.e. Subansiri River and Luit River. It encompasses a large riverine island with innumerable small islets, locally called chapories. The topography of the region is flat floodplain with lakes (beels) and marshes. Majuli, with its fertile floodplains and highly productive wetlands, forms ideal habitats for a variety of birds. This area not only supports diverse resident birds, but also attracts a large number of migratory birds, including some uncommon species. The area has evergreen and deciduous trees, grasses, a wide variety of marsh vegetation, bamboos and canes. As per secondary reference and stakeholder consultation Majuli Island is the habitat for the following threatened bird species:

Habitat:

The majorly bird species are found in colonies in trees close to large waterbody / lakes with other extensive wetlands, preferably at height of 10–40 feet (3.0–12.2 m).

Table 4: Threatened Avifauna of Protected areas / WLS

IUCN Red list	WPA 1972	Type of Avifauna
Critical Endangered	Sch I	Oriental White-backed Vulture (<i>Gyps bengalensis</i>), Slender-billed Vulture (<i>Gyps tenuirostris</i>), Bengal Florican (<i>Houbaropsis bengalensis</i>)
Endangered	Sch I	Greater Adjutant (<i>Leptoptilos dubius</i>), White-winged Duck (<i>Cairina scutulata</i>)
Vulnerable	Sch I	Pallas's Fish-Eagle (<i>Haliaeetus leucoryphus</i>), Lesser Adjutant (<i>Leptoptilos</i>)

¹ Majuli District is the largest river island of Asia, situated on the Brahmaputra River in Northeastern Assam.

² Institutional centers associated with the tradition of Vaishnavism



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

IUCN Red list	WPA 1972	Type of Avifauna
		<i>javanicus</i>), Spot-billed Pelican (<i>Pelecanus philippensis</i>), Swamp Francolin (<i>Francolinus gularis</i>)
NT	Sch I	Great Pied Hornbill (<i>Buceros bicornis</i>) (NT),
--	Sch I	Grey peacock Pheasant (<i>polyplectron bicalcaratum</i>), Wreathed Hornbill (<i>Aceros undulates</i>),
Other Species (NA)	Sch IV	Lesser Whistling-Duck (<i>Dendrocygna javanica</i>), Ruddy Shelduck (<i>Tadorna ferruginea</i>), Alexandrine Parakeet (<i>Psittacula eupatria</i>), Purple crimson sunbird (<i>Leptocoma zeylonica</i>), Scarlet backed Flower pecker (<i>Dicaeum cruentatum</i>), Steaked weaver (<i>Ploceus manyar</i>), Black Kite (<i>Milvus migrans</i>) Rock Pigeon (<i>Columba livia</i>), Oriental turtle dove (<i>Streptopelia orientalis</i>), Spotted Dove (<i>Spilopelia chinensis</i>), Black Myna (<i>Gracula religiosa</i>), Red collared Dove (<i>Streptopelia tranquebarica</i>), Indian Spot billed Duck (<i>Anas poecilorhyncha</i>), Partridge (<i>Francolinus gularis</i>), Asian koel (<i>Eudynamis scolopaceus</i>), Grey Headed Sandpiper (<i>Actitis hypoleucos</i>), Asian Open Bill (<i>Anastomus oscitans</i>), Great Egret (<i>Ardea alba</i>), Indian Pond heron (<i>Ardeola grayii</i>), Great cormorant (<i>Phalacrocorax carbo</i>), Darter (<i>Anhingidae</i>), Kaleej Pheasant (<i>Lophura leucomelanos</i>), Pied Falconet (<i>Mictohierax melanoleucos</i>)

C. Corridor A31-Applicable for Fisheries and Dolphin

The Project Corridor A31 Majuli to Bhogalmara via Dhunaguri traverses two rivers i.e. Subansiri River & Luit River. Majuli is the largest river island of Asia, situated on the River Brahmaputra in northeastern Assam. It embraces a large riverine island with innumerable small islets, locally termed as chapories. The major fishes of River Subansiri and aquatic mammal is presented in below table:

Habitat:

All the mentioned fish's species are freshwater fishes, basically found in drainage of Subansiri & Brahmaputra River Basin.

Table 5: Significant Fishes diversity of River Subansiri

IUCN status	WPA 1972	Name of Fish & Family
(NT)	NA	Chitala chitala Notopterus notopterus (Pallas) (Family-Notopteridae)
(LC)	NA	Anguilla bengalensis (Anguillidae)
(LC)	NA	Amblypharyngodon mola, Danio dangila, Devario devario, Puntius rasbora, Cirrhinus mrigala, Labeo bata, Labeo pangusi, Labeo rohita (Family Cyprinidae)
(LC)	NA	Gagata gagata, Rita rita, Ailia coila (family- Sisoridae)
(LC)	NA	Rhinomugil corsula (Family- Mugilidae)
(LC)	NA	Xenentodon cancella (Family- Belonidae)
Other species	NA	Psilorhynchus sucatio (psilorhynchidae), Aborichthys rosammai (Nemachelidae)
	NA	Other species of families Engraulidae, Psilorhynchidae, Balitoridae, Cobitidae, Bagridae, Siluridae, Schilbeidae, Pangasidae, Amblycipitidae, Erethistidae, Claridae, Channidae etc.



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Aquatic Mammal

With regard to threatened aquatic mammal, only aquatic mammal ‘Gangetic River Dolphin’ is reported in the river (as per secondary records³). Locally this animal is known as Sisu. The Ganges River Dolphin belongs to the family Plantanistidae and inhabits Fresh water area. This species is reported in basins of River Ganga-Brahmaputra Basin, Meghana, Karnaphuli-Sangu River system. The subspecies is “endangered” under International Union for Conservation of Nature (IUCN) Red List. In the monsoon season, Ganges River Dolphin locally migrate to tributaries and then back to large River channels in dry, winter season. They also move along the coast of West Bengal. It is a national Aquatic Animal of India. The number of inhabitants in the world was estimated to be 2000 in 1990s. The main reason of declining the population trend is poaching, over catching, loss/division of habitats, River pollution, of modification of the river through inflow, or extraction sediments.

The Gangetic dolphins are found in the River Subansiri in sectors of Katori Chapori to Bodhakora, Bodhakora to Solmari, Solmari to Boroliya and Boroliya to Silikhaguri (Source: Protection of Endangered Ganges River Dolphin in Brahmaputra River, Assam, India 2009), **Bodoti area is falling near the project corridor.**

Sectors	Area name	Location	Best estimate
I	Katoi saporí - Badhakora	N27°25', E94°15' - N27°18', E94°11'	2
II	Badhakora-Solmari	N27°17', E94°11' - N27°09', E94°10'	3
III	Solmari-Borolia	N27°09', E94°10' - N27°01', E94°06'	9
IV	Boroliya-Bodoti	N27°01', E94°06' - N26°56', E93°58'	7
V	Bodoti-Hilikaguri	N26°55', E93°57' - N26°51', E93°52'	2
Total			23

Multiple site visits along with local people were carried out at different timings for dolphin sighting but none was sighted in the project area (upstream and download of proposed bridge over Subansiri River). During community consultations, it was informed that sometimes one/two dolphins are usually sighted during monsoon season.

Although during winter season, the number of Dolphin could be less, construction activity may alter the habitat factors like availability of food fishes, browsing areas; alter water quality and other factors which may have adverse impact on the small population. The impact during preconstruction, construction stage may affect the aquatic habitat of the river body. Ganges river dolphin population will not suffer from habitat fragmentation as the Dolphins and other aquatic species can pass under the bridge and no habitat fragmentation will occur.

9. Anticipated Impact due to the project

Project activities which may cause negative impact on biodiversity are clearing of native vegetation (including habitat); works around watercourses; noise; disturbance of soils, consequential erosion and the mobilisation of sediment; and use of chemicals / fuels (potential for spills).

Direct Impact: Removal of native vegetation; loss of terrestrial and wetland fauna habitat; and loss of aquatic fauna habitat

Indirect Impact: Habitat fragmentation; Potential fauna displacement, altered surface water hydrology; Erosion, sedimentation and contamination; Dust; Light, noise and vibration; Mobilisation of contaminated soils; Spread of pests and pathogens; and Fire.

³ IUCN published: Protection of Endangered Ganges River Dolphin in Brahmaputra River, Assam



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Other activities of impact:

- ▶ Emanating some amount of debris during construction, that may affect the Soil & water quality
- ▶ Impact on aquatic life, dolphin due to underwater noise, drilling and blasting activity
- ▶ Noise from different equipment, construction vehicle may disturb the migratory birds & Wild Fauna
- ▶ Several small species amphibians, reptiles, fishes may suffer from habitat change due to construction activities, bridges, culverts, embankments.
- ▶ Spillage of oil and other hazardous chemicals
- ▶ Worker camps, spillage from parking areas etc.
- ▶ Pollution of surface and sub surface water
- ▶ Temporary construction and labour camps for workers can be a source of significant temporary and even permanent impact on wildlife and other resources within high-biodiversity areas. Consequently, poaching of wildlife, illegal fishing, harvest of trees for fuelwood, and other illegal activities may take place in these areas.

For any road improvement and upgradation works there would be effects on biodiversity due to road improvement works. The proposed project corridors are existing roads with single to intermediate lane which are proposed for improvement and upgradation to two lane, consisting of 7m carriageway with 1.5m paved shoulder on either side, along with 1m earthen shoulder on each side.

Mostly construction specific activities are confined and temporary in nature, these are physical construction specific impacts where the extent of effect is moderate which can be reversed once the construction completes and further minimized by having an effective construction and operation specific management measures.

10. Biodiversity Management Plan (Corridor A15, A30 & A20)

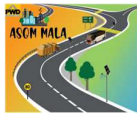
To ensure that damage to biodiversity (or other environmental concerns) is avoided or properly mitigated in the field, proper environmental management and supervision of road works is required. Additional to Environmental management measures as suggested in EIA report, Biodiversity Management Plan are required to be incorporated in project management during pre-construction, construction and operation phases. This is especially important for projects close to natural habitats and other environmentally sensitive areas, riverine ecosystem etc. **Table 6 to Table 8** below presents the necessary Biodiversity Management Plan applicable to minimize the species wise risk for Mammals, Reptile, Amphibian Birds & fishes.



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Table 6: Biodiversity Management Plan (A15 Dhodar Ali)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
Pre-construction Stage						
1.	Disturbance to Natural Vegetative community	<ul style="list-style-type: none"> Prior to clearing and grubbing work, the Biodiversity Specialists will conduct pre-construction checks, to avoid accidental injury or death to sensitive species. The Biodiversity Specialists will prepare a monitoring report and sensitive map/ area showing sensitive locations. This will be shared with workers through toolbox talks, regular awareness campaigns so that sensitive areas can be avoided or bespoke mitigation implemented 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
2.		<ul style="list-style-type: none"> Pre-construction checks will include bird nesting within hollow trees and other places of shelter on trees in corridor of impacts. Identification of sites and peak visiting period for migratory birds in the project area of influence. 	Avifauna (Birds)	Throughout the project stretch	Contractor	CSC/ PIU
3.		<ul style="list-style-type: none"> Prior to construction, it is important to determine the area, locations which are preferentially used by Wild animal (large mammals & Amphibians, reptiles, Arboreal) during feeding time possibly Morning and evening near the buffer area of PAs, close to Project areas, so that conservation effort can be focused on these locations. As per stakeholder consultations and confirmation with Forest Office, elephants used to cross the project road on and off at 1st Km, 4th Km and 6th Km. Elephant Underpass has been proposed at 2 locations i.e., 3+630 & 6+450 and approved by the Chief Wildlife Warden, Assam, (Annexure 7). 	Overall Sensitive Fauna	Throughout the project stretch	Contractor	CSC/ PIU
4.	Debris Management	<ul style="list-style-type: none"> Debris management plan as suggested in EIA should be followed strictly at site 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
5.	Location of Labour camp	<ul style="list-style-type: none"> Labour camps should be prohibited in protected and high-biodiversity areas / Buffer areas/Reserve Forest 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU



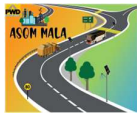
BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
Construction Stage						
6.	Sensitivity among worker and project staff	<ul style="list-style-type: none"> Workers will be made aware of the ecological sensitivities of the areas and will be trained in mitigation for any unforeseen events, including the presence of uncommon habitats and species. Hunting and gathering by Project staff will be prohibited. Hunting by Project staff should be viewed as a serious violation 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
7.	Disturbance due to excess light in eco sensitive areas	<ul style="list-style-type: none"> Work during night time will be kept to a minimum where possible. Wherever lighting required, lights will be kept away from areas of woodland and hedges and lighting will be directed to where it is needed with marginal light spillage. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
8.	Waste Management Issue	<ul style="list-style-type: none"> A waste management plan will be implemented. Waste disposal facilities will be operated in a manner that includes the regular covering of exposed refuse with soil or gravel. This will reduce risk of exposure of birds such as Vulture, kites that regularly forage in waste dumps to potentially damaging waste products. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
9.	Dust Issues	<ul style="list-style-type: none"> Vehicle speeds on access and haul roads will be controlled to minimise dust emissions and the risk of mortality of animals. Water sprinkling shall be practised at construction sites, earthen access and haul roads. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
10.	Labour sensitivity	<ul style="list-style-type: none"> Construction camps shall be located away from habitation (at least 1 Km Away) and water bodies. Waste water from labour camps will be treated through septic tanks. No untreated/treated sanitary wastewater shall be discharged into surface water bodies. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
11.	Construction Activity	<ul style="list-style-type: none"> Temporary construction material sites, quarries, borrow pits, and storage areas can also have an effect on habitat loss and degradation. Such sites shall be rehabilitated as appropriate, following their use but before construction is 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
12.	Overall Safety Measure	<p>completed.</p> <ul style="list-style-type: none"> To minimize harm to biodiversity during road construction (or improvement, rehabilitation, or maintenance), it is important to regulate the behaviour of workers in the field. Specifically, workers under the projects should be prohibited from hunting, fishing, wildlife capture (including for pets), plant collection, or burning of vegetation, anywhere in or near the project area. Construction of road with proper slope for elephant crossing at the location of identified passage along with marking of wildlife crossing and speed limit. 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
Post Construction Phases						
13.	Monitoring of sensitive species (reported during detailed survey along the corridor)	<ul style="list-style-type: none"> Monitoring must take place under the direction of an appropriately qualified person and the results of the monitoring must be kept in a written record 	Overall	Throughout the project stretch	Contractor	PIU
14.	Landscaping & compensatory afforestation	<ul style="list-style-type: none"> Landscaping and green belt along the corridor will utilize predominantly native vegetation endemic to the region, sourced and consulted from local area. This will attenuate the negative impact originated from construction activities. All re-vegetation carried out for the Project will be carefully reviewed and monitored to avoid accidental introduction of invasive alien species 	Overall	Throughout the project stretch	Contractor	PIU
15.	Accidental discharge in water	<ul style="list-style-type: none"> To avoid Accidental discharge; leakage from oil receptors, refuelling of vehicle, washing of vehicles should follow the approach of routine and periodical maintenance Oil interceptor shall be installed at plant and vehicle workshop 	Fishes	At bridge construction locations	Contractor	PIU
16.	Overall Management oil contamination	<ul style="list-style-type: none"> Automotive workshop establishment shall be avoided and discouraged along the corridor especially which is undergoing commercial activities without maintaining 	Overall species	At bridge construction locations	Contractor	PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
17.	Sensitivity among project people, locals etc.,	<p>preventive measure of oil contamination/spillage.</p> <ul style="list-style-type: none"> Awareness programme as training, workshop shall be organized to spread the awareness for protection of endangered species and provisions of punishment against poaching or disturbing as per WPA 1972 under GOI. 	Overall species	Throughout the project stretch	Contractor	PIU
18.	Road safety Treatment	<ul style="list-style-type: none"> Wildlife warning signages with flashing lights and variable message boards have the potential to be more effective than static warning signs (As per World Bank Report). Such signs are most effective if employed during peak wildlife crossing periods (e.g., migration, morning, evening) or are associated with animal-activated detection systems that trigger flashing and/or message signs only when animals are present. 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU
19.		<ul style="list-style-type: none"> Solar-powered flashing lights (with batteries for night-time operation) can be attached to static signs for operation during key periods such as elephant migration. Period maintenance of signages installed. 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU
20.		<ul style="list-style-type: none"> To effectively reduce wildlife-vehicle collision incidence, lower design speed considerations will be integrated into road design and construction. Specific design speeds are used to engineer various geometric design features into a roadway, with minimum standards applied for different design speeds. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
21.		<ul style="list-style-type: none"> Traffic calming managements, such as curb extensions, raised medians, rumble strips in the pavement, speed bumps, Reduced speed warning shall be undertaken by contractor for stretch close to sensitive areas 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
22.		<ul style="list-style-type: none"> The Endangered species as listed in table will be monitored throughout the Project and additional mitigation implemented if necessary. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
23.		<ul style="list-style-type: none"> To prevent animal casualty during operation phase, care has to be taken by the APWRD in consultation with the wildlife official and DFO. One forest check post has to be 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU

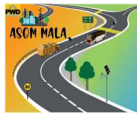


BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
		<p>erected on both the end of roads falling close to protected area - Nambor Doiring WLS. Forest guards or CCTV cameras has to be installed at both the end and in between to keep eye on the plying vehicles. Sign Board 500 meters ahead of Wildlife Area has to be placed for traveller's information.</p> <ul style="list-style-type: none"> No honk zone & speed limits of 20-30km/hr sign board has to be erected at every 500 meters on the roads falling near ecological-sensitive area Sign board of animal's movement zone and CCTV Surveillance zone has to be installed before the check posts and in between the road. The death of animals if happening has to be reported along with locations. If repetitive deaths are happening at the same location or area, then PWRD has to take some preventive measures like adding animal's underpass or animal's accident zone sign board with speeds breakers. 				

Table 7: Biodiversity Management Plan (A30 Moran Naharkatia Dullajan)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
Pre-construction Stage						
1.	Disturbance to Natural Vegetative community	<ul style="list-style-type: none"> Prior to clearing and grubbing work, the Biodiversity Specialists will conduct pre-construction checks, to avoid accidental injury or death to sensitive species. The Biodiversity Specialists will prepare a monitoring report and sensitive map/ area showing sensitive locations. This will be shared with workers through toolbox talks, regular awareness campaigns so that sensitive areas can be avoided or bespoke mitigation implemented Pre-construction checks will include bird nesting within hollow trees and other places of shelter on trees in 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
2.			Avifauna (Birds)	Throughout the project stretch	Contractor	CSC/ PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
3.		<ul style="list-style-type: none"> corridor of impacts. identification of sites and peak visiting period for migratory birds in the project area of influence. Prior to construction, it is important to determine the area, locations which are preferentially used by Wild animal (large mammals & Amphibians, reptiles, Arboreal) during feeding time possibly Morning and evening near the buffer area of PAs, close to Project areas, so that conservation effort can be focused on these locations. 	Overall Sensitive Fauna	Throughout the project stretch	Contractor	CSC/ PIU
4.	Debris Management	<ul style="list-style-type: none"> Debris management plan as suggested in EIA should be followed strictly at site 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
5.	Location of Labour camp	<ul style="list-style-type: none"> Labour camps should be prohibited in protected and high-biodiversity areas / Buffer areas/Reserve Forest 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
Construction Stage						
6.	Sensitivity among worker and project staff	<ul style="list-style-type: none"> Workers will be made aware of the ecological sensitivities of the areas and will be trained in mitigation for any unforeseen events, including the presence of uncommon habitats and species. Hunting and gathering by Project staff will be prohibited, Hunting by Project staff should be viewed as a serious violation 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
7.	Disturbance due to excess light in eco sensitive areas	<ul style="list-style-type: none"> Work during night time will be kept to a minimum where possible. Wherever lighting required, lights will be kept away from areas of woodland and hedges and lighting will be directed to where it is needed with marginal light spillage. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
8.	Waste Management Issue	<ul style="list-style-type: none"> A waste management plan will be implemented. Waste disposal facilities will be operated in a manner that includes the regular covering of exposed refuse with soil or gravel. This will reduce risk of exposure of birds such as Vulture, kites that regularly forage in waste dumps to potentially damaging waste products. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
9.	Dust Issues	<ul style="list-style-type: none"> Vehicle speeds on access and haul roads will be controlled to minimise dust emissions and the risk of mortality of animals. Water sprinkling shall be practised at construction sites, earthen access and haul roads. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
10.	Labour sensitivity	<ul style="list-style-type: none"> Construction camps shall be located away from habitation (at least 1 Km Away) and water bodies. Waste water from labour camps will be treated through septic tanks. No untreated/treated sanitary wastewater shall be discharged into surface water bodies. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
11.	Construction Activity	<ul style="list-style-type: none"> Temporary construction material sites, quarries, borrow pits, and storage areas can also have an effect on habitat loss and degradation. Such sites shall be rehabilitated as appropriate, following their use but before construction is completed. 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
12.	Overall Safety Measure	<ul style="list-style-type: none"> To minimize harm to biodiversity during road construction (or improvement, rehabilitation, or maintenance), it is important to regulate the behaviour of workers in the field. Specifically, workers under the projects should be prohibited from hunting, fishing, wildlife capture (including for pets), plant collection, or burning of vegetation, anywhere in or near the project area. 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
Post Construction Phases						
13.	Monitoring of sensitive species (reported during detailed survey along the corridor)	<ul style="list-style-type: none"> Monitoring must take place under the direction of an appropriately qualified person and the results of the monitoring must be kept in a written record 	Overall	Throughout the project stretch	Contractor	PIU
14.	Landscaping & compensatory afforestation	<ul style="list-style-type: none"> Landscaping and green belt along the corridor will utilize predominantly native vegetation endemic to the region, sourced and consulted from local area. This will attenuate the negative impact originated from construction activities. 	Overall	Throughout the project stretch	Contractor	PIU



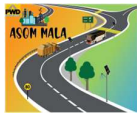
BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
15.	Accidental discharge in water	<ul style="list-style-type: none"> All re-vegetation carried out for the Project will be carefully reviewed and monitored to avoid accidental introduction of invasive alien species To avoid Accidental discharge; leakage from oil receptors, refuelling of vehicle, washing of vehicles should follow the approach of routine and periodical maintenance Oil interceptor shall be installed at plant and vehicle workshop 	Fishes	At bridge construction locations	Contractor	PIU
16.	Overall Management oil contamination	<ul style="list-style-type: none"> Automotive workshop establishment shall be avoided and discouraged along the corridor especially which is undergoing commercial activities without maintaining preventive measure of oil contamination/spillage. 	Overall species	At bridge construction locations	Contractor	PIU
17.	Sensitivity among project people, locals etc.,	<ul style="list-style-type: none"> Awareness programme as training, workshop shall be organized to spread the awareness for protection of endangered species and provisions of punishment against poaching or disturbing as per WPA 1972 under GOI. 	Overall species	Throughout the project stretch	Contractor	PIU
18.	Road safety Treatment	<ul style="list-style-type: none"> Wildlife warning signages with flashing lights and variable message boards have the potential to be more effective than static warning signs (As per World Bank Report). Such signs are most effective if employed during peak wildlife crossing periods (e.g., migration, morning, evening) or are associated with animal-activated detection systems that trigger flashing and/or message signs only when animals are present. 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU
19.		<ul style="list-style-type: none"> Solar-powered flashing lights (with batteries for night-time operation) can be attached to static signs for operation during key periods such as elephant migration. 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU
20.		<ul style="list-style-type: none"> To effectively reduce wildlife-vehicle collision incidence, lower design speed considerations will be integrated into road design and construction. Specific design speeds are used to engineer various geometric design features into a roadway, with minimum standards applied for different design speeds. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
21.		<ul style="list-style-type: none"> Traffic calming managements, such as curb extensions, raised medians, rumble strips in the pavement, speed bumps, Reduced speed warning shall be undertaken by contractor for stretch close to sensitive areas 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
22.		<ul style="list-style-type: none"> The Endangered species as listed in table will be monitored throughout the Project and additional mitigation implemented if necessary. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
23.		<ul style="list-style-type: none"> To prevent animal casualty during operation phase, care has to be taken by the APWRD in consultation with the wildlife official and DFO. One forest check post has to be erected on both the end of roads falling close to protected area – Dihing Patikai WLS. Forest guards or CCTV cameras has to be installed at both the end and in between to keep eye on the plying vehicles. Sign Board 500 meters ahead of Wildlife Area has to be placed for traveller's information. No honk zone & speed limits of 20-30km/hr sign board has to be erected at every 500 meters on the roads falling near ecological-sensitive area Sign board of animal's movement zone and CCTV Surveillance zone has to be installed before the check posts and in between the road. The death of animals if happening has to be reported along with locations. If repetitive deaths are happening at the same location or area, then PWRD has to take some preventive measures like adding animal's underpass or animal's accident zone sign board with speeds breakers. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

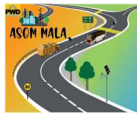
Table 8: Biodiversity Management Plan (A20 Sivasagar to Nakachari)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
Pre-construction Stage						
1.	Disturbance to Natural Vegetative community	<ul style="list-style-type: none"> Prior to clearing and grubbing work, the Biodiversity Specialists will conduct pre-construction checks, to avoid accidental injury or death to sensitive species. The Biodiversity Specialists will prepare a monitoring report and sensitive map/ area showing sensitive locations. This will be shared with workers through toolbox talks, regular awareness campaigns so that sensitive areas can be avoided or bespoke mitigation implemented Pre-construction checks will include bird nesting within hollow trees and other places of shelter on trees in corridor of impacts. Identification of sites and peak visiting period for migratory birds in the project area of influence. Prior to construction, it is important to determine the area, locations which are preferentially used by Wild animal (large mammals & Amphibians, reptiles, Arboreal) during feeding time possibly Morning and evening near the buffer area of PAs, close to Project areas, so that conservation effort can be focused on these locations. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
2.		<ul style="list-style-type: none"> Pre-construction checks will include bird nesting within hollow trees and other places of shelter on trees in corridor of impacts. Identification of sites and peak visiting period for migratory birds in the project area of influence. 	Avifauna (Birds)	Throughout the project stretch	Contractor	CSC/ PIU
3.		<ul style="list-style-type: none"> Prior to construction, it is important to determine the area, locations which are preferentially used by Wild animal (large mammals & Amphibians, reptiles, Arboreal) during feeding time possibly Morning and evening near the buffer area of PAs, close to Project areas, so that conservation effort can be focused on these locations. 	Overall Sensitive Fauna	Throughout the project stretch	Contractor	CSC/ PIU
4.	Debris Management	<ul style="list-style-type: none"> Debris management plan as suggested in EIA should be followed strictly at site 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
5.	Location of Labour camp	<ul style="list-style-type: none"> Labour camps should be prohibited in protected and high-biodiversity areas / Buffer areas/Reserve Forest 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
Construction Stage						
6.	Sensitivity among worker and project staff	<ul style="list-style-type: none"> Workers will be made aware of the ecological sensitivities of the areas and will be trained in mitigation for any unforeseen events, including the presence of uncommon habitats and species. Hunting and gathering by Project staff will be prohibited, Hunting by Project staff should be viewed as a serious violation 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
7.	Disturbance due to excess light in eco sensitive areas	<ul style="list-style-type: none"> Work during night time will be kept to a minimum where possible. Wherever lighting required, lights will be kept away from areas of woodland and hedges and lighting will be directed to where it is needed with marginal light spillage. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
8.	Waste Management Issue	<ul style="list-style-type: none"> A waste management plan will be implemented. Waste disposal facilities will be operated in a manner that includes the regular covering of exposed refuse with soil or gravel. This will reduce risk of exposure of birds such as Vulture, kites that regularly forage in waste dumps to potentially damaging waste products. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
9.	Dust Issues	<ul style="list-style-type: none"> Vehicle speeds on access and haul roads will be controlled to minimise dust emissions and the risk of mortality of animals. Water sprinkling shall be practised at construction sites, earthen access and haul roads. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
10.	Labour sensitivity	<ul style="list-style-type: none"> Construction camps shall be located away from habitation (at least 1 Km Away) and water bodies. Waste water from labour camps will be treated through septic tanks. No untreated/treated sanitary wastewater shall be discharged into surface water bodies. 	Overall Sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
11.	Construction Activity	<ul style="list-style-type: none"> Temporary construction material sites, quarries, borrow pits, and storage areas can also have an effect on habitat loss and degradation. Such sites shall be rehabilitated as appropriate, following their use but before construction is completed. 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU
12.	Overall Safety Measure	<ul style="list-style-type: none"> To minimize harm to biodiversity during road construction (or improvement, rehabilitation, or maintenance), it is important to regulate the behaviour of workers in the field. Specifically, workers under the projects should be prohibited from hunting, fishing, wildlife capture (including for pets), plant collection, or burning of vegetation, anywhere in or near the project area. 	Overall sensitive species	Throughout the project stretch	Contractor	CSC/ PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
Post Construction Phases						
13.	Monitoring of sensitive species (reported during detailed survey along the corridor)	<ul style="list-style-type: none"> Monitoring must take place under the direction of an appropriately qualified person and the results of the monitoring must be kept in a written record 	Overall	Throughout the project stretch	Contractor	PIU
14.	Landscaping & compensatory afforestation	<ul style="list-style-type: none"> Landscaping and green belt along the corridor will utilize predominantly native vegetation endemic to the region, sourced and consulted from local area. This will attenuate the negative impact originated from construction activities. All re-vegetation carried out for the Project will be carefully reviewed and monitored to avoid accidental introduction of invasive alien species 	Overall	Throughout the project stretch	Contractor	PIU
15.	Accidental discharge in water	<ul style="list-style-type: none"> To avoid Accidental discharge; leakage from oil receptors, refuelling of vehicle, washing of vehicles should follow the approach of routine and periodical maintenance Oil interceptor shall be installed at plant and vehicle workshop 	Fishes	At bridge construction locations	Contractor	PIU
16.	Overall Management oil contamination	<ul style="list-style-type: none"> Automotive workshop establishment shall be avoided and discouraged along the corridor especially which is undergoing commercial activities without maintaining preventive measure of oil contamination/spillage. 	Overall species	At bridge construction locations	Contractor	PIU
17.	Sensitivity among project people, locals etc.,	<ul style="list-style-type: none"> Awareness programme as training, workshop shall be organized to spread the awareness for protection of endangered species and provisions of punishment against poaching or disturbing as per WPA 1972 under GOI. 	Overall species	Throughout the project stretch	Contractor	PIU
18.	Road safety Treatment	<ul style="list-style-type: none"> Wildlife warning signages with flashing lights and variable message boards have the potential to be more effective than static warning signs (As per World Bank Report). Such signs are most effective if employed during peak wildlife crossing periods (e.g., migration, morning, evening) or are associated with animal-activated detection systems that trigger flashing and/or message signs only when animals 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
19.		<p>are present.</p> <ul style="list-style-type: none"> Solar-powered flashing lights (with batteries for night-time operation) can be attached to static signs for operation during key periods such as elephant migration. 	Wild Fauna (Mammal)	Throughout the project stretch	Contractor	PIU
20.		<ul style="list-style-type: none"> To effectively reduce wildlife-vehicle collision incidence, lower design speed considerations will be integrated into road design and construction. Specific design speeds are used to engineer various geometric design features into a roadway, with minimum standards applied for different design speeds. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
21.		<ul style="list-style-type: none"> Traffic calming managements, such as curb extensions, raised medians, rumble strips in the pavement, speed bumps, Reduced speed warning shall be undertaken by contractor for stretch close to sensitive areas 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
22.		<ul style="list-style-type: none"> The Endangered species as listed in table will be monitored throughout the Project and additional mitigation implemented if necessary. 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU
23.		<ul style="list-style-type: none"> To prevent animal casualty during operation phase, care has to be taken by the APWRD in consultation with the wildlife official and DFO. One forest check post has to be erected on both the end of roads falling close to protected area – Hollongapar Gibbon WLS. Forest guards or CCTV cameras has to be installed at both the end and in between to keep eye on the plying vehicles. Sign Board 500 meters ahead of Wildlife Area has to be placed for traveller's information. No horn zone & speed limits of 20-30km/hr sign board has to be erected at every 500 meters on the roads falling near ecological-sensitive area Sign board of animal's movement zone and CCTV Surveillance zone has to be installed before the check posts and in between the road. The death of animals if happening has to be reported along with locations. If repetitive deaths are happening at the 	Overall Wild fauna	Throughout the project stretch	Contractor	PIU



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Sl. No.	Type of Impact	Mitigation Measure	Applicable Wild Fauna. Avifauna, Fisheries	Specific Location	Responsibility	Supervision
		same location or area, then PWRD has to take some preventive measures like adding animal's underpass or animal's accident zone sign board with speeds breakers.				



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

A. Budget of Biodiversity Management Plan (Corridor – A15, A30, A20)

Table 9 below present the cost towards monitoring and management of biodiversity. The applicable corridors (A15, A30 & A20) have eco sensitive protected areas within its 10 km periphery. Although some management measure under biodiversity management which are linked with environmental management are already covered in EMP Cost. However, other measures like awareness; training and monitoring etc. of rare and threatened species as described in the Biodiversity Management Plan has been taken into the consideration. Following tables provides the total budget of BMP.

Table 9: Budget under Biodiversity Management (A15, A30 & A20)

Particular	Duration of Project	Frequency	Unit Rs. (LS)	Total (INR)
Awareness and training biodiversity conservation	Construction (3 years)	Monthly	20,000	7,20,000
	Operation & Maintenance (one year)	Six Monthly	--	50,000
Carryout systematic field survey (involves hiring of biodiversity expert, Site survey and monitoring and keeping record of Endangered species around 10km radius project corridors	Construction (3 years)	Monthly	3,00,000	1,08,00,000
	Operation & Maintenance (one year)	Six Monthly	---	6,00,000
Silt Protection measure,	Already covered in EIA Budget			
Oil interceptors				
Compensatory Afforestation				
Water quality Monitoring				
Noise Quality Monitoring				
Air Quality Monitoring				
Awareness regarding environmental health and safety				
Elephant Underpass at 2 locations i.e., 3+630 & 6+450 (A15).	Already covered in Civil BoQ (INR 16,70,47,544)			
Total Budget (INR)				1,21,70,000

11. Biodiversity Management Plan (Corridor A31)

The preferred option for conservation is to restrain from interfering with the natural flow regime and to avoid constructing barriers to animals and sediment movement. However, socio-political conditions make it impractical to completely halt water developmental activities especially in the Subansiri basin, so the immediate goal must be to manage such activities in ways that will minimize the harm to dolphins and other aquatic species.

Access to floodplains should be preserved to ensure natural spawning and rearing habitat for fishes which are prey base of the dolphin. Information on the pre-development ecological conditions of a river



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

is essential for evaluating mitigation efforts (like provision of fish ways etc.) and to implement future development decisions. Post-development empirical studies are needed to monitor the operational aspects of projects as well as the effects on

- ▶ Upstream and downstream populations of cetaceans and their habitat.
- ▶ Cumulative and synergistic impacts of multiple developments should be considered in assessments of environmental impact

National Awareness about the Ganges River dolphin and the importance of freshwater ecosystems should be done by

- ▶ Identifying the target groups to execute conservation actions
- ▶ Designation of Brand Ambassadors for awareness campaigns.
- ▶ Development of education and publicity material.
- ▶ Development of a dedicated web portal for the Ganges River dolphin.
- ▶ Since the Ganges River dolphin is an endangered species, every single animal is an important source for the gene pool. Rescue and rehabilitation of dolphins is a specialized operation and there is a need to establish Rescue and Rehabilitation Centres and specialized teams in the Subansiri basin at appropriate locations.
- ▶ Dolphin Watch Programme' should be initiated to popularize Dolphin Conservation & Management Activities.

A. Project Impacts on Aquatic Ecology

As the project corridor do not passes through any protected areas and Reserved Forest, the impact is very less on biodiversity. Only the aquatic ecosystem will be affected as the bridge will be constructed over the river Subansiri. The impacts due to pre-construction, construction, and operation of the proposed project that will affect various aquatic habitats and biodiversity of the project area and monitoring are also described in next sections. Ganges river dolphin population will not suffer from habitat fragmentation as the dolphins and other aquatic species can pass under the bridge and no habitat fragmentation will be occur.

I. Potential direct and indirect impacts of the project during construction phase in the aquatic ecology are as follows:

- ▶ The construction phase of the bridge will lead to the release of some amount of debris and this may impact aquatic life.
- ▶ During the construction of the proposed bridge, there is a high possibility of dolphins and their habitats impacts due to high underwater noise.
- ▶ Several endangered chelonian species can potentially suffer from habitat change by the construction activities.
- ▶ Noise from different equipment, vehicles, and human traffic has the potential to disturb migratory birds.
- ▶ Filling of low-lying areas for construction of embankments for the approach road.
- ▶ Impacts on the drainage pattern due to raised embankment, introduction of new culverts.
- ▶ Increased noise level due to the movement of vehicles and construction activities.
- ▶ Increased soil erosion.
- ▶ Spillage of oils and other hazardous materials.
- ▶ Pollution of surface and sub-surface water resources.
- ▶ No direct negative impact is anticipated on other species, but care should be taken to prevent indirect negative impact such as the deterioration of habitat. There will be some temporary



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

physical disturbance to the aquatic environment during construction, but no chemical pollution will be caused and therefore no irreversible damage will be caused for the aquatic species.

II. Potential direct and indirect impacts of the project during operation phase are the following:

- ▶ Increased noise pollution due to the vehicular movement.
- ▶ Impact on natural drainage pattern of the project area.
- ▶ Pollution of water bodies and impacts on its ecosystem due to hazardous chemical or oil spillage into the nearby surface water bodies.

III. ACTIVITY WISE NEGATIVE IMPACT ON AQUATIC ECOLOGY:

Table 10: Negative impacts on Aquatic ecology

Sl. No	Activities	Impacts on Physical Environment	Biological Environment		Natural Drainage
			Flora	Fauna	
	Construction Phase	Water			
1	Labour Camp Activities	-Ve/T			
2	Drilling & Blasting		-Ve/T	-Ve/T	
3	Pavement Works	-Ve/T	-Ve/T	-Ve/T	
4	Use of Construction Equipment	-Ve/T			
5	Pillaring of Bridge	-Ve/T		-Ve/T	
6	Culvert & Bridge Construction	-Ve/T		-Ve/T	-Ve/P
7	Earthwork				-Ve/T
8	Quarrying				-Ve/T
9	Debris generation				-Ve/P

IV. PRE-CONSTRUCTION STAGE

a) Anticipated impacts on aquatic ecology

Impact on aquatic ecology of the river and its inherent biota owing to the construction of bridge will be probably minimal once the bridge is fully operationalized. However major, negative impact on aquatic ecology of the river is perceived to occur during the construction phase of the bridge. The possible impact on aquatic life during the construction phase of the bridge is discussed below:

- ▶ Significant sediment deposition and accumulation around bridge locations may occur as soon as construction of the bridge begins owing to natural flow obstruction. Construction of pillars acts as barriers to the natural flow leading to siltation. It has been well documented that increased sediment deposition can adversely change habitat conditions of aquatic life. Siltation can lead to fish mortality, reduced growth rates due to stress and spawning failure i.e. non-hatching of eggs. In addition, sediment deposition and accumulation can modify the suitability of fish habitats. Identified mechanisms causing changes in sediment suitability include: Altered porosity in the streambed affecting the development of fish embryo and benthic invertebrate production; reduction in the area of inter-gravel habitat for and juvenile fish; and benthic organisms; and reduction in available over wintering habitat for fish by filling of pools and interstitial voids.
- ▶ Construction activities can alter potential habitat for aquatic life or may cause direct loss of habitat of aquatic organisms. It may lead to loss of breeding and nursery grounds of fishes, owing to changes in water quality, siltation etc.
- ▶ Dredging of river bed for construction purpose, disturbs the river bed and re-suspension of sediment in the water column is likely to occur as a result of dredging action at the sediment water interface, transfer of the sediment to a transporting vessel, slop or leakage from the vessel, and disposal of the sediment. Re-suspension of the sediments causes increased turbidity which may adversely affect aquatic life by clogging gills, decreasing visibility, and preventing oxygen diffusion. Increased water turbidity with less oxygen level is particularly harmful for fishes and more importantly for river dolphins.



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

- ▶ A long-term impact associated with the removal of sediments during dredging is the potential exposure of contaminated sediments. Mining and other sources of pollution can result in contamination of surface sediments. Over time, deposition of upstream sediments can bury the contaminated sediments, effectively sealing them off from the aquatic organisms. During the dredging activities, the upper layers of sediment are removed, potentially exposing previously contaminated sediments. Benthic organisms are exposed to the contaminants through uptake from pores, body walls, respiratory surfaces, and through ingestion.
- ▶ Construction of the bridge would generate noise from equipment such as motors, chain saws, frontend loaders, cranes, pile drivers and power generators. The effects of construction noise would be most noticeable in the area immediately surrounding the construction site. This would have a scaring effect upon fishes and may hamper their natural movement in search of food and movement to meet other biological requirements. If blasting with explosives and pile driving is required during construction, vibration as well as noise would be generated. In-water blasting and pile driving would generate pressure waves that would pose a consistent and adverse threat to fish and other aquatic resources.
- ▶ Water that comes into contact with cement, uncured concrete, concrete dust etc. used during construction quickly produces a strong alkaline solution that causes chemical burns to fish, insects and plants. If even a small volume of concrete wastewater is allowed to enter streams, lakes or wetlands it can cause immense damage to the environment.
- ▶ Dumping or accidental discharge of chemicals used during construction may cause immense harm to the aquatic ecosystem.
- ▶ There may be physical damage on aquatic organisms leading to mortality as a result of the construction activities.
- ▶ Aquatic mammals, particularly the river dolphin, a sizeable population of which is found in Subansiri may be negatively affected owing to the construction activities. Sound and vibrations in water as well as use of high pressure water jets can affect the echolocation properties of dolphins. Moreover, concrete structures may also hamper their echolocation through which they search for food. Poor water quality in the form of high turbidity which affects feeding in dolphins, high pH and low oxygenated waters can create an unfavourable environment for dolphins in the area. Moreover, physical injury and accidental trapping of dolphins in the construction area can cause immediate mortality.

b) Mitigation Measures

- ▶ Lowering the turbidity levels of water by all possible means, by taking special care during dredging and other construction related activities can help a lot in minimizing the impact of the bridge construction activity upon aquatic life. In cases relating to high turbidity levels in water coagulants can be used.
- ▶ Care should be taken to minimize the noise and vibration created during construction.
- ▶ In cases where it is seen that breeding and nursery grounds of fishes are destroyed, artificial pools can be created along the river, preferably upstream of the construction site which will act as site for breeding and nursery rearing of fishes.
- ▶ Care should be taken not to discharge the waste materials or any construction material like cement etc. directly in to water as it affects water quality.
- ▶ Biological monitoring can be carried out as pre-construction and at regular intervals during construction which track the health of biological systems. Measuring and evaluating the condition of biological systems, and the consequences of human activities for those systems, is central to biological monitoring. It aims to distinguish between naturally occurring variation and changes caused by human activities. Biological assessments are evaluations of the condition of water-bodies using surveys and other direct measurements of resident biological organisms (macro invertebrates, fish and plants).



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

- ▶ Construction work should be conducted during the periods that ensured that the fisheries resources were not impacted. A primary goal in every bridge construction project should be to develop construction methods that would minimize or alleviate disturbances to the underlying ecosystem as much as possible.
- ▶ Wash water or slurry mixed with cement should be directed onto an area of ground close to the work area, where the alkaline water is absorbed by the soil and neutralized by naturally occurring chemicals in the ground. Great care should be taken to ensure the water or slurry does not run overland to the waterway. A shallow pit dug into the ground may help avoid this and constant monitoring is necessary to prevent overflow.

V. CONSTRUCTION STAGE

a) Water Environment Impacts

- ▶ The construction phase of the bridge will lead to the release of some amount of debris which needs to be managed judiciously in order to maintain ecology of the area and aquatic life.
- ▶ During the construction of the proposed bridge, there is a high possibility of dolphins and their habitats impacted due to high underwater noise, water quality change, habitat geomorphology changes, prey-base depletion etc.
- ▶ Several endangered chelonian species are found in area. These species can potentially suffer from habitat change by the construction activities, but the main cause of decline of the turtles is illegal hunting by humans for their meat. Therefore, in order to minimize the negative impacts on the turtle species, habitat change should be kept at minimum and hunting activities must be completely prohibited under the contractors activities.
- ▶ Noise from different equipment, vehicles, and human traffic has the potential to disturb migratory birds, which may cause them to leave or change their flight route until the activities are over.
- ▶ Spillage of oils and other hazardous materials.
- ▶ Pollution of surface and sub-surface water resources.

b) Mitigation Measures

- ▶ Regular monitoring of the impacts of construction activities on the Gangetic dolphins and other important species should be done by dedicated wildlife experts and forest officials, so that immediate prevention activities can be undertaken.
- ▶ Channels will be kept free at all times for free movement of dolphins.
- ▶ To minimize impacts, noisy operations should be avoided during winter (Nov-Feb; when dolphin congregates into the deeper channel and pre-monsoon season (Mar-Jun; dolphin breeding time), thus from November to June, which are also the breeding season for the turtles.
- ▶ Migratory birds also stay around the area during the winter months, so avoiding noisy operations during these months also reduce the impacts on them.
- ▶ Construction activities should be carried out in close supervision of the dolphin expert.
- ▶ Measures such as the creation and monitoring of an exclusion zone of a 500m radius for at least 30 minutes before the start of construction activities shall be followed. If dolphins are observed in the exclusion zone, construction works should be delayed until they have left the area. If dolphins enter the exclusion zone after construction has commenced, construction works should cease until they have left. The contractors are recommended to adopt these mitigation measures during construction works inside the river. Acoustic deterrents can be tested to keep the dolphin away during from construction zone under the supervision of dolphin ecologist.
- ▶ Relevant information (e.g. encounter with vulnerable species during engineering work) shall be shared with the State Environment and Forest Department and concerned regional



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

environmental experts with which the project authority will discuss potential measures to promote conservation and monitoring of the ecosystem.

- ▶ Before construction of piers the construction site must be checked for the presence of threatened turtles, migratory birds, and other threatened species and their nests. If the turtles and/or their nest are found inside or near the construction area the animals and/or the eggs must be physically moved to safer habitat areas under the guidance of the local wildlife experts.
- ▶ All boats or ferries transporting construction material and workers will have propeller guards installed to prevent injury and death of dolphins, turtles and other aquatic fauna.
- ▶ One of the threats to bird and turtle habitat is conversion of the river edges from natural soft embankments into hard concrete embankments. Therefore, the natural bank slope is preserved and location of the bridge piers will avoid such areas. No construction camp, borrow areas or disposal sites will be established within 100m of the shorelines at the highest water level period.
- ▶ All avoidance, mitigation and enhancement measures and monitoring plans proposed to address impacts on flora, fauna and the threatened species should be updated during the detailed design stage by conducting detailed studies such as identification of the migrating routes of dolphins and birds, exact locations of turtle nesting grounds, etc.

c) Surface Water Impacts

Since, the proposed bridge shall be constructed over the Subansiri river, there shall be a direct and significant impact on the water quality of this river. Further, the proposed approach road is traversing through the other surface water bodies and water logging area such as ponds at several locations. Hence, significant impacts are anticipated on the water quality of these water bodies during construction phase. Silt load in the Subansiri River will pollute its water quality thereby affecting the river ecosystem.

Degradation of water quality is also possible due to accidental discharges into watercourses from drainage of workers' camps and from spillage in vehicle parking and/or fuel and lubricant storage areas.

d) Mitigation Measures

Major construction works close to the Subansiri River and other water bodies shall be avoided during monsoon period. Disposal of waste arising from the project activities as per norms of PCB, Assam and collecting and storing of bituminous wastes and taking it to approved disposal sites shall minimize the impacts.

The probability of accidents is minimal since enhancement of road safety measures such as improvement of curves and widening of the roads and other pedestrian facilities are taken care of the design stage. To minimize the oil contamination and sediment load to water bodies, provision of sedimentation tank and oil interceptor chamber can be provided.

Apart from the provision of mitigation measures, their effectiveness and further improvement in designs to reduce the concentration of pollutants in water due to construction activity shall be monitored. The frequency, duration and responsibility shall be as per the Environmental Monitoring Plan.

The issue of blocking of cross drainage should be taken care throughout the project stretch. Further, the engineering designing of left arm and right arm of south bank is totally designed to avoid any major impact on river ecology.

e) Ground Water

During the construction stage the project is not expected to alter the existing water quality on a permanent basis. There are various water bodies, along the road including rivers, and open wells. Some impacts are anticipated on the water quality of these aquifer during the construction phase.

The pillaring depth may cause the contamination in aquifer quality and the activity of approach road may impact the open well. In case of any water supply system at the downstream of the bridge location, prior information should be provided to the concerned department on the bridge construction across the river and the construction activities should avoid discharge of any hazardous chemicals in to the river water. Laying of pavement within the formation width may lead to reduction in the ground water recharge capacity.

f) Mitigation Measures

- ▶ The proposed approach road and their slope to meet the approach road is not close to bank of river. The piling of bridge structure would be in capped manner to avoid any contamination in the river Subansiri.
- ▶ As the area involved in the road construction is very less, the chances of reduction in the ground water recharge capacity due to laying of pavement within the formation width influence shall be non-significant.
- ▶ The depth of pillaring and any activities below ground level should be restricted to upper surface only which shall not impact the aquifer quality, extend possible.
- ▶ The closure piling shall be carried out to minimize contamination of construction material to the Subansiri river.
- ▶ Ground water quality shall be monitored as per environmental monitoring programme during construction phase as well as operation phase.
- ▶ Corrective action shall be taken if the ground water quality is found deteriorating.
- ▶ The Contractor may be directed to provide immediate control measures to prevent soil erosion and sedimentation that shall adversely affect construction operations, damage adjacent properties or cause contamination of nearby streams or other watercourses.

g) Silt Fencing

Silt fencing shall be provided to prevent sediments from the construction site entering into the nearby watercourses. The silt fencing consists of geo textile with extremely small size supported by a wire mesh mounted on a panel made up of angle / wooden frame and post.

It is expected a single person shall be able to drive the angles by pressing from the top. The frame shall be installed at the edge of the water body along which construction is in progress. The numbers of such units to be installed can be decided depending upon the length of the water body along the side of the road construction. The silt fencing is given in Figure 2.

Silt fencing is proposed for a length of 250m which is sufficient to cover all minor and major bridge locations and the road side water bodies. Depending on the length of the individual water body, the number of units of silt fencing to be established is decided by the Independent Engineer.

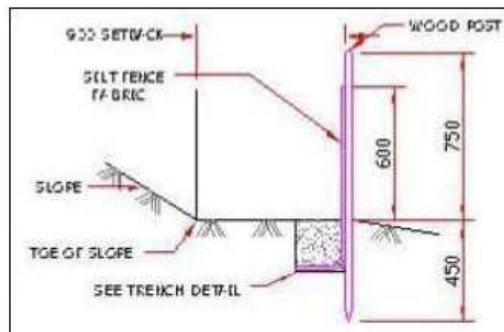


Figure 2: Silt Fencing

h) Oil Interceptor

Oil and grease from road run-off is another major concern during construction as well as operation. During construction, discharge of oil and grease is most likely from workshops, oil and waste oil storage locations, vehicle parking areas and the construction camps. A total of 3 oil interceptors shall be provided at all such locations to arrest oil and grease, as per Figure 3. The arrested products shall be disposed as per MoEF&CC and PCB, Assam guidelines.

The location of all fuel storage and vehicle cleaning area shall be at least 300m from the nearest drain / water body.

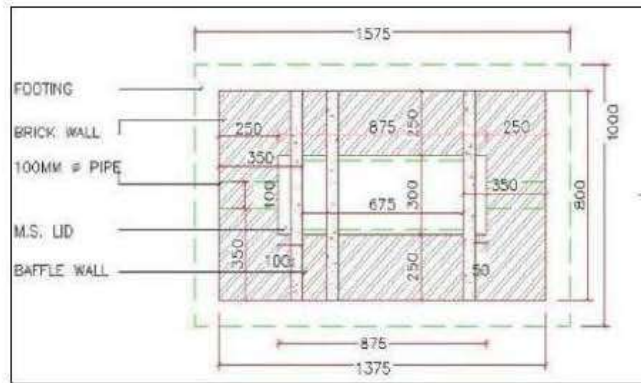


Figure 3: Oil Interceptor

VI. OPERATION STAGE

a) Ground Water Quality- Impact

Ground Water may get contaminated due to the following reasons:

- ▶ Accidental spillage
- ▶ Refueling of vehicle (bus, truck, etc.)
- ▶ Leakage of oil during transportation
- ▶ Washing of vehicles
- ▶ Routine and periodical maintenance of the approach road

b) Mitigation Measures

- ▶ Drain along with oil interceptor shall be provided on both side of bridge and its approaches.
- ▶ Automobile service centers shall be discouraged from establishing along the corridors without installing preventive measures against petroleum and oil contamination.
- ▶ It is suggested that regular monitoring by the forest department and relevant environment and wildlife experts should be done.
- ▶ Awareness programmes as training, workshops, seminars, brainstorming etc., need to be organized to promote responsible consumerism, sustainable economic practices and the protection of endangered species for all the stakeholders.
- ▶ Research on Ganges River Dolphins needs to be conducted to study in details the abundance, distribution, ecology and threats of the Ganges River Dolphin in and around the project sites. Community engagement and awareness activities regarding the conservation of Gangetic dolphin also need to be done.

B. Aquatic Conservation and Management Plan

The Aquatic Conservation and Management Plan for the proposed project have been framed with an objective to:

- ▶ Conserve and preserve natural aquatic ecosystems around the proposed project;
- ▶ Minimize project impacts on rare, endangered or threatened species and rehabilitate keystone species, if any; and
- ▶ Develop the information database on aquatic biodiversity at the project site.

I. Establishment of an Aquatic Environment Monitoring Committee

An Aquatic Environment Monitoring Committee shall be constituted for effective implementation, monitoring and aquatic environment of the project. The committee shall be headed by Chief Engineer, Project, PWRD, and representatives from the PWRD, members of the Department of Forests / Environment, Assam Biodiversity Board, Fisheries Department and Independent subject specialists.

The committee will look after the demarcated areas (10 KM radius from ROW), monitor and enforce regulatory provisions and ensure that the structure and functions of the natural ecosystems in the area are not changed or subjected to any threat. It would also propose other approaches for the biodiversity conservation plan, whenever deemed necessary.

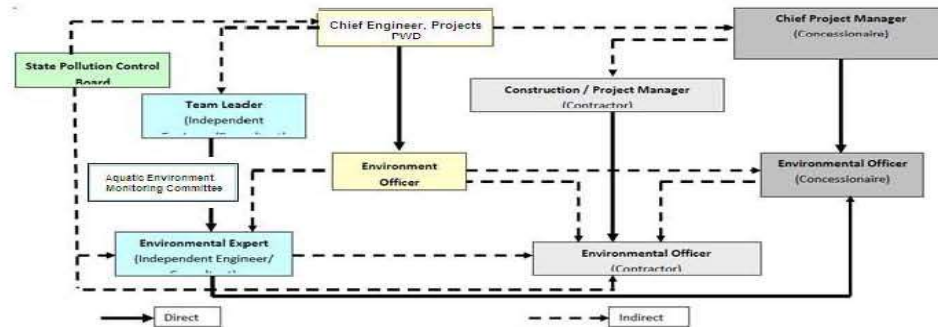


Figure 4: Proposed Organization Chart

II. Aquatic Wildlife Conservation

- ▶ Stakeholders confirmed sightings of dolphin in and around the project area. Under IUCN conservation status, River Dolphin, Endangered; are on Schedule I of the Indian Wildlife Protection Act (1972) which is the highest protection accorded to species in India.
- ▶ Promote Surveys and Monitoring in and around the Project Area (extending upto 10 Km radius of ROW). This activity is aimed at adding to the existing knowledge base on aquatic wildlife presence and movements in the vicinity of the project area. This is especially recommended so that the data collected can add to the baseline information collected during the EIA preparatory phase (adding to the seasonal data). The surveys will improve the understanding of aquatic wildlife presence, distribution, movements and seasonality in the wider vicinity of the project area. This will ensure strict monitoring of any encroachments, and also add to the biodiversity database especially for endangered species. This aquatic wildlife survey will be conducted with the assistance of the Wildlife Division, Department of Environment and Forests.
- ▶ Conservation actions as proposed by IUCN (during construction and during the initial project operation) such as conducting a comprehensive survey and monitoring in and around the project area to establish range, distribution and population status of vulnerable and critical habitats in the project area for assessing its habitat requirements and identifying threats will be undertaken.



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

III. Anti-Poaching Measures

- ▶ Hunting and poaching is a possibility due to the presence of construction workers. The possibility of hunting and trapping by workers during construction period will be monitored by the contractor. The overall magnitude of impact is considered to be low, extent is site specific and duration is short period.
- ▶ **Awareness Raising Programs:** Awareness will be raised among workers and contractors regarding illegal poaching and copies of the Indian Wildlife Act, Biodiversity Act, Prevention of Cruelty to Animals Act (1986), other relevant Rules and Regulations as well as Biodiversity Mitigation and Monitoring in EMP will be made available in the local language. Copies will be made available at the project site and forest ranger stations of the vicinity. Workers must be made aware of the fines and penalties for poaching, as well as the risk of job loss, if caught in these illegal activities. This will be done during the pre-construction phase, but after the Contractor has been selected and continue intermittently through the construction phase.
- ▶ **Strengthen Patrolling:** To minimize the risks of poaching, awareness raising programs will be combined with an increase in patrolling by local forest rangers (in coordination with forest department) and construction of check posts and watch towers at key locations. The choices of location of check posts and watch towers will be guided by consultations with forest rangers in the area.
- ▶ **Community Watch Program:** The project will also discuss possibilities for funding a community watch program, through hire of village guards to alert Forest Ranger officials of any illegal activities in the worker camps or at project sites.

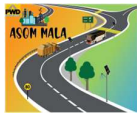
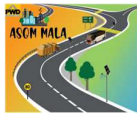


Table 11: Biodiversity Management Plan (Corridor - A31) Pre-Construction & Construction

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
Pre - Construction					
Bottom sediment	Mobilization of bottom sediments will require	Subansiri River	During boring survey	Contractor	Project Implementation Unit (PIU)
Vegetation clearing and tree cutting	Identification and marking of endangered plant species (<i>Magnolia pealiانا</i>) for transplantation	Throughout Project Corridor	Prior to tree cutting during joint survey with forest department	Contractor	Project Implementation Unit (PIU)
Construction					
Soil erosion in Embankments (Impact on topography)/ Water pollution	<p>Pitching shall be done for slope stabilization as per the IRC guidelines</p> <ul style="list-style-type: none"> Construction vehicles / equipment shall be operated and maintained in such a manner to avoid contamination of water bodies due to oil spillage. Fuel storage shall only be done on wasteland and will be kept away from drainage channels and natural water bodies. Oil and grease traps will be provided at fueling locations No excavation from the bund of the water bodies. No debris disposal near any water body. Prior written permission from authorities for use of water for construction activity shall be submitted to IE. Construction labours to be restricted from polluting the source or misusing the source. Shifting of source to be completed prior to disruption of the actual source. Alternate measures to be taken / ensured during disrupted period. 	At the embankments Near labor camp and sites of the installation of Construction		Contractor and Authority Engineer Contractor and Authority Engineer	Project Implementation Unit (PIU) Project Implementation Unit (PIU)



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
Alteration of drainage	<ul style="list-style-type: none"> Source to be replaced immediately, in case of accidental loss. Construction work shall be restricted to 3m – 4m width from the existing formation near ponds. The volume of water storage lost shall be compensated for by excavation of an equal volume of similar depth at closest possible location in the direction of flow and shall be done with the approval of the independent engineer. Diversions shall be constructed during dry season, with adequate drainage facility, and shall be completely removed before the onset of monsoon. Debris generated due to the excavation of foundation or due to the dismantling of existing structure shall be removed from the water course. Temporary silt fencing to be provided on the mouth of discharge into natural streams. Continuous drain (lined /unlined) is suggested / shall be provided. Obstruction, if any, shall be removed immediately. 	Throughout Project Corridor, all access roads, temporarily acquired sites.	Whenever encountered during construction	Contractor and Authority Engineer	Project Implementation Unit (PIU)
Silting / sedimentation	<ul style="list-style-type: none"> Measures suggested under “soil erosion and sedimentation control” shall be enforced. Silt fencing is provided around water bodies. Construction activities shall be stopped near water bodies during monsoon. Soil trap are suggested / shall be provided in all ancillary sites and camps. 		Throughout construction period	Contractor and Authority Engineer	Project Implementation Unit (PIU)
Water pollution from labor camp.	<ul style="list-style-type: none"> Labor camp shall not be allowed near any of the water bodies. The proper sanitation facilities shall be provided. 	Preapproved locations away from the water bodies		Contractor and Authority Engineer	Project Implementation Unit (PIU)
Deposition of dust in open wells near	<ul style="list-style-type: none"> The mouth/opening of the well shall be covered with suitable material during any of the construction 	All the wells along the project corridor.		Contractor and Authority Engineer	Project Implementation Unit (PIU)



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
construction site	activity so as to prevent dust from entering in the well.				
Fauna	<ul style="list-style-type: none"> Construction workers must protect natural resources and wild animals. Aquatic fauna shall not be affected. Hunting shall be prohibited. Nesting grounds & migratory paths shall be protected. All avoidance, mitigation and enhancement measures and monitoring plans proposed to address impacts on flora, fauna and the threatened species should be updated during the detailed design stage by conducting detailed studies such as identification of the migrating routes of dolphins and birds, exact locations of turtle nesting grounds, etc. 		During construction	Contractor and Authority Engineer	Project Implementation Unit (PIU)
Impact on Surface water quality due to eroded soils	<ul style="list-style-type: none"> Construction work close to the watercourses or other water bodies will be avoided, especially during the monsoon period. Increase coverage of open surface area by planting grass and creepers so that the washing away of materials from sloped surfaces would be reduced by a significant extent. Silt curtain should be used for all underwater works. Water quality monitoring 	All the respective locations		Contractor and Authority Engineer	Project Implementation Unit (PIU)
Bottom sediment	<ul style="list-style-type: none"> Silt curtain shall be installed to prevent move of the sediment. Construction works shall be suspended when flood warning is issued. 			Contractor and Authority Engineer	Project Implementation Unit (PIU)
Endangered species	<ul style="list-style-type: none"> Relevant information (e.g. encounter with vulnerable species during engineering work) shall be shared with the State Environment and Forest Department and concerned regional environmental experts. Anti-poaching measures during the construction 	Throughout the project area		Contractor and Authority Engineer	Project Implementation Unit (PIU)



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
	<p>phase should be strengthened to check for any violation of existing regulations. Awareness campaign to be made among the workers to aware them on the endangered and other important species.</p> <ul style="list-style-type: none"> Construction vehicles must be operated at safe speed to avoid collision with wildlife. Training should be provided for the vehicle operator send warning signs should be installed. Change of geology and topography should be kept minimum. Avoid constructing labor camps and construction yards near the river banks. To minimize impacts, noisy operations should be avoided during breeding season of the dolphins. River flow should not be blocked at all times for free movement of dolphins. Measures such as the creation and monitoring of an exclusion zone of a 500m radius for at least 30 minutes before the start of construction activities shall be followed. If dolphins are observed in the exclusion zone, construction works should be delayed until they have left the area. If dolphins enter the exclusion zone after construction has commenced, construction works should cease until they have left. All activities that increase soil erosion or contribute to nutrients and pollutants to water need be minimized both on-site and off-site by using measures such as silt curtain. Construction activities should be carried out in close supervision of the dolphin ecologist. Construction works should be avoided or kept minimum in vicinity of the dolphins' favorable microhabitats (downstream of shallow areas/sandbars, tributary junctions) 				



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
	<p>that they do not exceed the NOAA (National Oceanic and Atmospheric Administration, USA) or any other international recognized criteria.</p> <ul style="list-style-type: none"> Implement measures to attenuate the sound when sound pressure levels exceed the NOAA or any other international recognized criteria. Methods to reduce the sound pressure levels include but are not limited to: <ul style="list-style-type: none"> Installation of underwater enclosures to minimize sound Surrounding the pile with an air-bubble curtain system or air-filled coffer dam. Using a smaller hammer to reduce the sound pressure. The sound produced in pile driving has a direct relationship to the force used to drive the pile. A smaller hammer will have less force on the pile therefore producing less sound. Construction works should be ceased when the dolphins are observed near the work area. 				
Water use	<ul style="list-style-type: none"> To minimize the river pollution during construction, mitigation measures will be applied such as installing a silt fence in places close to the residential area. 	At respective planned construction		Contractor and Authority Engineer	Project Implementation Unit (PIU)
Monitoring dolphin	<ul style="list-style-type: none"> Monthly monitoring Preparation of River Dolphin rescue team Study bio-accumulation of toxins, and their effects, in the River dolphins. 				
Awareness on dolphin conservation	<ul style="list-style-type: none"> Awareness 	Fringe area	monthly		
Workshop on dolphin conservation	<ul style="list-style-type: none"> Up gradation of dolphin monitoring stations/observatory towers 				
			one		



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Issues	Mitigation Measures	Location	Time Frame	Responsibility	
				Implementation	Supervision
Monitoring fish, migratory birds and turtle	<ul style="list-style-type: none"> Monthly monitoring. Carry out systematic field survey and monitor the fish diversity of the area. Monitoring of fishing activity. Awareness for conservation. 				
Improvement of tank fisheries	<ul style="list-style-type: none"> To improve the productivity of fishes by the local fishing community. 		12 nos		
Operation Phase					
Water Quality	<ul style="list-style-type: none"> Water quality monitoring 		As in the EMP	Project Implementation Unit (PIU)	
Monitoring dolphin and awareness generation on dolphin conservation			Once in 6 months		
Monitoring fish, migratory birds and turtle and awareness.			Once in 6 months		



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

IV. Conservation of river Dolphin

- ▶ Monitoring River dolphin populations during construction and operation phase (3 years) within 10 km radius of the project.
- ▶ Prepare safe handling of River Dolphin team for rescue efforts if required.
- ▶ Study and monitor the impact of the construction activities upon dolphin population, their behaviour and habitat.
- ▶ Assessment of the habitat of the River dolphin.
- ▶ Study the movement and dispersal pattern of the River dolphin to assess the home range and habitat utilising modern technologies.
- ▶ Study bio-accumulation of toxins, and their effects, in the River dolphins.
- ▶ Ensuring Critical Levels of Water Flow in Riverine Habitats of Dolphins.
- ▶ Increase Awareness about the River dolphin and the importance of freshwater ecosystems.
- ▶ Identification of target groups to execute conservation actions.
- ▶ Development of education and publicity material.
- ▶ A workshop to be conducted for conservation of River Dolphins in the Subansiri River.
- ▶ Community Involvement in river dolphin monitoring and Conservation.

Conservation Budget: A total of **Rs. 3 crore** rupees is earmarked for conservation of dolphins. Details of the budget are as follows.

Table 12: Detail budget for Dolphin Conservation

Sl. No	Particular	Duration of Project	Frequency	Unit INR (LS)	Total (INR)
1	Monitoring dolphin (including hiring boat)	Construction (36 months)	Monthly	3,00,000	1,08,00,000
		Operation phase (36 months)	Once in 6 Months	2,50,000	15,00,000
2	River dolphin rescue team	Hiring of Boat (36 months)	Rs. 60000/ Month	21,60,000	81,00,000
		Procurement of equipment	Once	59,40,000	
		Construction (36 months)	Monthly	1,00,000	36,00,000
		Operation phase (36 months)	Once in 6 Months	1,80,000	10,80,000
3	Awareness on dolphin conservation	Construction (36 months)	Monthly	10,000	3,60,000
		Operation phase (36 months)	Once in 6 Months	10,000	60,000
4	Workshop on Dolphin Conservation				25,00,000
5	Publicity materials				3,00,000
6	Community involvement in river Dolphin Monitoring and Conservation				5,00,000
7	Study bio-accumulation of toxins and their effects in the River dolphins.				10,00,000
9	Miscellaneous				2,00,000
Total					3,00,00,000



C. Aquatic Ecology Monitoring Plan

Table 13: Environmental Monitoring Plan

Mitigation Measure	Phase	Parameters	Locations	Duration and frequency	Implementation	Monitoring
Water Quality	Construction	Parameters as Mentioned in IS 10500	6	Three times during the Construction Phase per year (Pre-monsoon, Monsoon and Post Monsoon)	Contractor through an NABL approved Monitoring agency	Environment Cell PWRD
	Operation		4	End of summer before the onset on monsoon, Monsoon and After Monsoon every year for 5 years	PIU	
Noise and Vibration	Construction	Noise Level in dB (A)		Noise monitoring near the pile construction (2 in each pile)	Contractor through an NABL approved Monitoring agency	Environment Cell PWRD
Fish monitoring, migratory birds and turtle monitoring	Construction			Monthly	Independent expert	Environment Cell PWRD
	Operation			Once in every 6 months	Independent expert	Environment Cell PWRD
Dolphin Monitoring	Construction			Monthly	Independent expert	Environment Cell PWRD
	Operation			Once in every 6 month	Independent expert	Environment Cell PWRD

D. Budget of Biodiversity Management Plan (Corridor A31)

Table 14 below present the cost towards monitoring and management of biodiversity of Corridors A15. Although some management measure under biodiversity management which are linked with environmental management are already covered in EMP Cost. However, other measures like awareness; training and monitoring etc. of rare and threatened species as described in the Biodiversity Management Plan has been taken into the consideration. A total of **Rs. 3 crore** rupees is earmarked for Biodiversity Management Plan, following tables provides the total budget of BMP.

Table 14: Budget of Biodiversity Management Plan (Corridor A31)

Item No.	Component	Qty.	Unit cost INR	Total Cost INR
1	Dolphin Conservation			3,00,00,000
2	Provision of Oil Interceptors	Already covered in EIA Budget		0
3	Silt fencing			
4	Water Quality monitoring and noise assessment			
Total				3,00,00,000



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Annexure 1: Corridor 31 - Majuli Biodiversity Heritage Gazette Notification by Government of Assam

পঞ্জীকৃত নম্বৰ - ৭৬৮ /৯৭

Registered No.-768/97



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

নং 224 দিশপুৰ, শুক্ৰবাৰ, 26 মে', 2017, 5 জ্যৈষ্ঠ, 1939 (শক)
No. 224 Dispur, Friday, 26th May, 2017, 5th Jaistha, 1939 (S.E.)

GOVERNMENT OF ASSAM
ORDERS BY THE GOVERNOR
ENVIRONMENT & FOREST DEPARTMENT
DISPUR :: GUWAHATI-6

NOTIFICATION

The 29th March, 2017

No. FRW 57/2005/Vol.-II/14.—In exercise of the power conferred by sub section (1) of Section-37 of the Biological Diversity Act, 2002 (No. 18 of 2003) and Rule 24(1) of the Assam Biodiversity Rules 2010, the Government of Assam hereby notifies Majuli as 'Majuli Biodiversity Heritage Site' as detailed in the schedule given below :

1. **Short Title:** This notification may be called "Declaration of Majuli as Biodiversity Heritage Site"(BHS). It shall come into force on the date of publication in the Assam Gazette.
2. **Extent of application:** This notification shall apply within the administrative boundary of Majuli District.
3. **The total area covered:** 875 Sq. Km.
4. **GPS coordinates:** The co-ordinates of Majuli qualifying the extreme points in the North, South, East, West boundaries and centre are as follows:



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

2 THE ASSAM GAZETTE, EXTRAORDINARY, MAY 26, 2017

Sl. No.	Latitude	Longitude	Direction
1	26° 58' 30.268" N	94° 2' 23.180" E	NW
2	27° 3' 1.588" N	94° 10' 16.040" E	N
3	27° 5' 59.835" N	94° 16' 45.799" E	N
4	26° 53' 46.073" N	93° 57' 25.340" E	W
5	26° 57' 59.475" N	94° 10' 26.105" E	C
6	27° 1' 21.972" N	94° 17' 47.452" E	C
7	27° 10' 59.178" N	94° 33' 48.374" E	NE
8	26° 50' 57.455" N	94° 0' 11.644" E	SW
9	26° 50' 45.120" N	94° 6' 13.571" E	S
10	26° 53' 3.278" N	94° 17' 45.343" E	S
11	26° 57' 49.773" N	94° 24' 12.447" E	S
12	27° 8' 50.634" N	94° 35' 41.669" E	SE

5. Boundaries: Majuli Biodiversity Heritage Sites


North : Lakhimpur District
South : Jorhat District
East : Sivasagar & Dibrugarh Districts
West : Sonitpur District.

6. This comes into effect from the date of publication in the official Gazette.

P. K. BORTHAKUR,
Principal Secretary to the Government of Assam,
Environment and Forest Department.



Annexure 2: Corridor 30 – Letter from DFO, Digboi Division, Digboi


Government of Assam
Office of the Divisional Forest Officer
Digboi Division: Digboi

Ph. No. 03751264433
Letter No. B/Axom Mala/2021/1551
Email ID: dfodigboi@gmail.com
Dated: 08-06-2021

To
The Chief Engineer (EAP), PWRD,
Assam, Faisal Ambari,
Guwahati-25.

Sub- Improvement and upgradation of A30, 2 Disang Kinar Bangali to Kathalguri Road under Asom Mala.
Ref- Your letter No. 1. CE/AXOM MALA/12/2019/9 dtd. 08/11/2019
2. CE/AXOMMALA/9/2019/P-I-III/53 dtd. 29-08-2021.

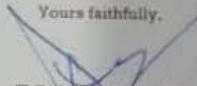
Sir,
With reference to the subject cited above, I am furnishing the following information regarding Axom Mala Project Road from Disang Kinar Bangali to Bhadoi Panchali under Digboi Division.

1. Details of forest area: - There is no Reserve Forest along the proposed site for improvement of State Highway (SH) i.e. from Disang Kinar Bangali to Bhadoi Panchali falling within the jurisdiction of Digboi Forest Division and the trees standing either side of the road are not on forest land.
2. Information on Flora and fauna
Flora: - Krishnasura, Guwal, Dimoru, Simolu, Sotiyana, Gomari, Koroch, Sirish, Indofera, Amora, Moj, Raintree, Jamuk, Sinsoo, Sum, Aam, Paniyal, Nuni, Morolia, Cohora, Bhatgela, Akhrat, Sonaru, Katkora, Putenjawa, Jia, Panichikoti, Peepal, Modar, Ghoraneem, Sojina, Belli, Madhuri, Paroh, Bogori, Kothal, Ulbejeria Fale, Ajhar, Rabab Tenga, Bansiris, Debdaru, Pola, Keseru, Neem, Pola, Outenga, Tia Sopa etc.
Fauna: - No major animal movement has been detected in the proposed area.
3. Type and number of animal present: - No major animal movement has been detected in the proposed area.
4. Length of forest area adjacent to project road: - The site of the Project Road is not on forest land.
5. Map and extent of forest cover: - Not applicable.
6. Numbers of trees required to be removed: - 1438 nos. Volume = 863.81 m³.
7. Cost of felling of trees, sectioning, dragging to diesel point, transportation to temporary depot, depot maintenance etc. @ Rs.3450/m³ - Rs. 29,80,145.00 (Rupees Twenty nine Lakhs Eighty thousand One hundred Forty five) only (copy of estimate is enclosed).

Please note that, the dragging cost etc. may accordingly to the actual volume of timber obtained after felling. Moreover, felling will be permitted only after getting approval from the Conservator of Forests Eastern Assam Circle, Jorhat.


This is for favour of your kind information and necessary action.

Encl: - As stated above.

Yours faithfully,

(T.C. Ranjith Ram, IFS)
Divisional Forest Officer
Digboi Division, Digboi

Letter No. A/Axom Mala/2021/996
Dated: 08-06-2021

Copy to the Conservator of Forests, Eastern Assam Circle, Jorhat for favour of his kind information and necessary action.


(T.C. Ranjith Ram, IFS)
Divisional Forest Officer
Digboi Division, Digboi



Annexure 3: Corridor 20 – Eco Sensitive Zone Notification of Hollongapar Gibbon WLS

22

THE GAZETTE OF INDIA : EXTRAORDINARY

[PART II—SEC. 3(ii)]

MINISTRY OF ENVIRONMENT, FOREST AND CLIMATE CHANGE
NOTIFICATION

New Delhi, the 23rd September, 2019

S.O. 3462(E)—WHEREAS, a draft notification was published in the Gazette of India Extraordinary, *vide* notification of the Government of India in the Ministry of Environment, Forest and Climate Change number S.O.1828 (E), dated 7th May, 2018, inviting objections and suggestions from all persons likely to be affected thereby within the period of sixty days from the date on which copies of the Gazette containing the said notification were made available to the public;

AND WHEREAS, copies of the Gazette containing the said draft notification were made available to the public on the 7th May, 2018;

AND WHEREAS, no objections and suggestions were received from persons and stakeholders in response to the aforesaid draft notification;

AND WHEREAS, the Hollongapar-Gibbon Sanctuary was notified by the Government of Assam *vide* notification No. FRS/37/97/13, dated 30.07.1997, by upgrading the conservation status of the Hollongapar Reserve Forest declared earlier *vide* notification No. 8, dated 27.08.1881;

AND WHEREAS, the Sanctuary is an important protected area situated in Jorhat District in the state Assam covering an area of 20,98621 square kilometers; the perennial river Bhogdoi along with its catchment passes through the Sanctuary and makes the ecological environment of the Sanctuary unique, several seasonal small streams comprising of Hollongapar Mouza (Taluka) and Nakachari Mouza (Taluka) of Jorhat District are the main sources of water for the animals in the Sanctuary;

AND WHEREAS, the floral biodiversity of the Sanctuary includes 74 tree species, 17 species of shrubs and 12 species of climbers; the important tree species recorded from the Sanctuary are hollong (*Dipterocarpus retusus*), sam (*Artocarpus chaplasha*), amari (*Amoora wallichii*), sopas (*Michelia spp.*), bhelu (*Tournefortia nudiflora*), udal (*Sterculia villosa*), hingori (*Castanopsis spp.*), nahor (*Mesua ferrea*), Bandordima (*Dysoxylum procerum*), Dhuna (*Canarium resiniferum*), Bhomora (*Terminalia belerica*), fui Gomari (*Gmelina Spp.*), bon bogori (*Pterospermum lanceofolium*), morhal (*Vatica lanceifolia*), sassi (*Aquilaria agalocha*), otenga (*Dillenia indica*), ajar (*Lagerstroemia flos-reginae*), bon-am (*Mangifera sylvatica*), amora (*Spondias Mangifera*), uriam (*Bischofia javanica*), Selleng (*Sapium baccatum*), mahi thekera (*Garcinia morella*), katholua (*Palaquium obovatum*), kumbhui (*Careya arborea*), gahori Sopa (*Magnolia Pealiana*), gomari (*Gmelina arborea*), gohora (*Premna bengalensis*), Gondhsoroi (*Cinnamomum grandiliferum*), Salmugra (*Hydrocarpus kurzii*), poreng (*Elaeocarpus robustus*), sotiona (*Alostonia scholaris*), chom (*Machilus odoratissima*), chewa (*Caryota urens*), jutuli (*Alingia exalta*), Jori (*Ficus benjamine*), titasopa (*Michelia champaka*), pan chopra (*Magnolia sphenocarpa*), bobot (*Artocarpus lakoocha*), fakkema (*Triwea orenalis*), phul sopa (*Magnolia hookeri*), borhomthuri (*Talauma Hodgsonii*), Bogi jamuk (*Eugenia kurzii*), Bor jamuk (*Eugenia jambulana*), bagh nola (*Litsea Sebifera*), bhatghilla (*Oroxylum Indicum*), bomora (*Terminalia belerica*), mejangkori (*Litsea citrata*), khokon (*Dubhangia sonneratioides*), rudrakha (*Elaeocarpus ganitrus*), raghu (*Anihocephalus cadamba*), simul (*Bombax ceiba*), leteku (*Baccaurea sapeda*), hilikha (*Terminalia chebula*), hourea (*Trophis aspera*), haldu Sopa (*Adine cardifolia*), holokh (*Terminalia myriocarpa*), heloch (*Anidesma ghesaembilla*), bhelkor (*Trewia nudiflora*), Boal (*Cordia oblique*), bonsum (*Phoebe goalparensis*), borpat (*Ailanthus grandis*), dimaru (*Ficus Spp.*), ghora neem (*Melia indica*), hualu (*Litsea polyantha*), Jalpai (*Elaeocarpus varunna*), kanchan (*Bauhinia purpurea*), keseru (*Heteropanax fragrans*), koro (*Albezzia procerata*), moj (*Albezzia lucida*), morolia (*Mallois albus*), nagabhe (*Schima wallichii*), paroli (*Sterospermum chelonoides*), poma (*Cedrela toona*) and tepor tenga (*Garcinia spp.*);

AND WHEREAS, the shrubs and climbers species include Harpagondha (*Rawolfia serpentina*), Guphul (*Lantana camera*), Jarmoni (*Eupatorium odoratum*), Jetuli poka (*Rubus malucanus*), Tora (*Alpinea allaghus*), Dhopatita (*Phlogarthus criviflorus*), Nal (*Arundonax*), Khogori (*Phragmites karka*), Nilaji bon (*Mimosa pudica*), Patidoi (*Elinogyne dichotoma*), Pochotia (*Buddliria asiatica*), Phtuka (*Osbeckia rasirata*), Bioni Habota (*Desmodium labornifolium*), Bahok tita (*Adhatoda spp.*), Kaupat (*Phrynium spp.*), Makhioi (*Flemingia stictica*), Mejenga (*Viburnum colebookianum*), Amoilota (*Mentispermum glabrum*), Harjura lota (*Cissus quadrangularis*), Akashilota (*Trachelospermum fragrans*), Panilota (*Dilina sermenosa*), Kolialota (*Merremia umbellata*), Pipoli (*Piper longum*), Latumoni (*Abrus Precariorius*), Mekuri chali (*Combretum decandrum*), Jengu bet (*Calamus erectus*), Jati bet (*Calamus tenewise*), Raidang bet (*Calamus flagellum*) and Lejai bet (*Calamus floribundus*), etc.

AND WHEREAS, the important rare species found in the Hollongapar-Gibbon Sanctuary are *Dipterocarpus retusus* (hollong), *Ficus spp.* (fig), *Artocarpus chaplasha* (Sam-goch, Chamkathal), *Litsea citrate* (Mejangkori), *Aquilaria agallocha* (Aloewood), etc.

AND WHEREAS, the Sanctuary supports 11 species mammals, 5 species of reptiles and amphibians and 31 avifaunal species; the major fauna of the Sanctuary includes Tiger (stray) (*Panthera tigris*), Asiatic elephant (*Elephas maximus*), leopard (*Panthera pardus*), pangolin (*Manis crassicaudata*), jungle Cat (*Felis chaus*), Indian civet (*Viverridae spp.*), giant squirrel (*Ratufa bicolor*), barking deer (*Munivacus munjak*), sambar deer (*Cervus unicolor*), wild pig (*Sus*



scorfa), five-striped palm squirrel (*Funambulus pennanti*), Indian python (*Genus python*), common monitor lizard (*Varanus griseus*), Indian tent turtle (*Kachuga tecta tecta*), gecko (*Calodactylus aureus*), common cobra (*Naja spp.*), white winged wood duck (*Cairina scutulata*), horn bill (*Ptilolaemus nicali auseni*), Indian pied horn bill (*Anhracoceros malabaricus*), osprey (*Pandion haliaetus*), hill myna (*Gracula religiosa indica*), kalij pheasant (*Lophus leucomala*), babbler (*Timaliinae spp.*), barbets (*Captonidae spp.*), bitterns (*Ardeidae spp.*), kingfisher (*Alcedinidae*), orioles (*Oriolidae*), bulbuls (*Pycnonotidae spp.*), owls (*Sirigidae*), egrets (*Ardeidae*), cormorants (*Phalacrocoracidae*), mynah (*Sturnidae*), cuckoos (*Cuculidae*), magpies (*Corvidae*), pigeons (*Columbidae*), darters (*Phalacrocoracidae*), doves (*Columbidae*), blue jays (*Coracidae*), teals (*Anatidae*), tree Pies (*Corvidae*), bayas (*Ploceidae*), jungle fowl (*Phasianidae*), minivets (*Campephagidae*), munias (*Esrilbnae*), parakeets (*Psittacidae*), wood peckers (*Picidae*) and tits (*Paridae*), etc., and the Sanctuary also protects (7) seven rare primate species that enrich the biodiversity;

AND WHEREAS, heterogeneous landscapes of the Sanctuary is an integral part of a critical elephant corridor along with Disai and Disai Valley reserved forests, and the adjoining landscape of the State of Nagaland on the south;

AND WHEREAS, the Sanctuary is situated about 3 kilometers from Mariani Mouza (Taluka) and 18 km from Jorhat city and due to the fast urbanisation it may have adverse affect on birds, animals of the Sanctuary in the long run and railway line and road also pass through the Sanctuary opening it to vehicular traffic and causing damage to the ecosystem of the Sanctuary;

AND WHEREAS, the Sanctuary is home to a variety of flora, fauna and avifauna, and provides protection to rare and endangered species of wildlife endemic, hence, it is necessary to conserve and protect the area, the extent and boundaries of which are specified in paragraph 1, around the Hollongapar-Gibbon Sanctuary as Eco-sensitive Zone from ecological, environmental and biodiversity point of view and to prohibit industries or class of industries and their operations and processes in the said Eco-sensitive Zone;

NOW, THEREFORE, in exercise of the powers conferred by sub-section (1) and clauses (v) and (xiv) of sub-section (2) and sub-section (3) of section 3 of the Environment (Protection) Act 1986 (29 of 1986) (hereafter in this notification referred to as the Environment Act) read with sub-rule (3) of rule 5 of the Environment (Protection) Rules, 1986, the Central Government hereby notifies an area to an extent varying from 0 (zero) kilometer (sharing inter-State boundary with the State of Nagaland) to 22.54 kilometers around the boundary of Hollongapar-Gibbon Sanctuary, in Jorhat District in the State of Assam as the Hollongapar-Gibbon Sanctuary Eco-sensitive Zone (hereafter in this notification referred to as the Eco-sensitive Zone) details of which are as under, namely:-

1. **Extent and boundaries of Eco-sensitive Zone.** - (1) The Eco-sensitive Zone shall be to an extent of 0 (zero) kilometer (sharing interstate boundary with the State of Nagaland) to 22.54 kilometers around the boundary of Hollongapar-Gibbon Sanctuary and the area of the Eco-sensitive Zone is 264.62 square kilometres.
 - (2) The boundary description of Hollongapar-Gibbon Sanctuary and its Eco-sensitive Zone is appended in **Annexure-I**.
 - (3) The maps of the Hollongapar-Gibbon Sanctuary demarcating Eco-sensitive Zone along with boundary details and latitudes and longitudes are appended as **Annexure-IIA** and **Annexure-IIB**.
 - (4) List of geo-coordinates of the boundary of Hollongapar-Gibbon Sanctuary and Eco-sensitive Zone are given in **Table A** and **Table B** of **Annexure-III**.
 - (5) The list of villages falling in the Eco-sensitive Zone along with their geo-coordinates at prominent points is appended as **Annexure-IV**.
2. **Zonal Master Plan for Eco-sensitive Zone.**- (1) The State Government shall, for the purposes of the Eco-sensitive Zone prepare a Zonal Master Plan within a period of two years from the date of publication of this notification in the Official Gazette, in consultation with local people and adhering to the stipulations given in this notification for approval of the competent authority in the State.
 - (2) The Zonal Master Plan for the Eco-sensitive Zone shall be prepared by the State Government in such manner as is specified in this notification and also in consonance with the relevant Central and State laws and the guidelines issued by the Central Government, if any.
 - (3) The Zonal Master Plan shall be prepared in consultation with the following Departments of the State Government, for integrating the ecological and environmental considerations into the said plan:-
 - (i) Environment;
 - (ii) Forest and Wildlife;
 - (iii) Agriculture and Horticulture;



ANNEXURE- I

BOUNDARY DESCRIPTION FOR ECO-SENSITIVE ZONE OF HOLLONGAPAR-GIBBON
SANCTUARY IN THE STATE ASSAM

East:- From GPS Point No. 1 ($94^{\circ} 23' 14.681''$ E & $26^{\circ} 41' 29.920''$ N) the boundary runs along the Tea Garden crossing the GPS Point No.2 till it meets the GPS Point No. 3 ($94^{\circ} 22' 16.632''$ E & $26^{\circ} 40' 17.275''$ N). From GPS Points No.3 the boundary runs towards south along the road till it meets the GPS Points No.4 ($94^{\circ} 22' 27.612''$ E & $26^{\circ} 40' 3.979''$ N). From GPS Points No.4 again the boundary runs along the Tea Garden boundary crossing the GPS Point No.5 till it meets the GPS Points No.6 ($94^{\circ} 23' 9.328''$ E & $26^{\circ} 39' 47.632''$ N). From GPS Points No.6 again the boundary runs towards south along the road till it meet the GPS Points No.7 ($94^{\circ} 23' 36.674''$ E & $26^{\circ} 39' 15.625''$ N). From GPS Points No.7 the boundary runs along the Tea Garden till it meets the GPS Points No.8 ($94^{\circ} 23' 54.414''$ E & $26^{\circ} 38' 45.600''$ N). From GPS Point No. 8 the boundary runs towards east along the reserve forest boundary of Disai Reserve Forest crossing the GPS Point No. 9 & 10 till it meets the GPS Point No.11 ($94^{\circ} 27' 10.359''$ E & $26^{\circ} 39' 16.601''$ N). From GPS Point No.11 the boundary runs along the reserve forest boundary (Assam Nagaland Inter-State Boundary) till it meet the GPS Point No.12 ($94^{\circ} 27' 57.392''$ E & $26^{\circ} 38' 0.138''$ N).

South:-From GPS Point No. 12 ($94^{\circ} 27' 57.392''$ E & $26^{\circ} 38' 0.138''$ N) the boundary runs towards west along the reserve forest boundary of Disai & Disai Valley reserve forests (Assam Nagaland Inter-State Boundary) crossing the GPS Point No. 13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28 & 29 till it meets the GPS Point No. 30 ($94^{\circ} 18' 59.946''$ E & $26^{\circ} 27' 32.039''$ N).

West:-From GPS Point No. 30 ($94^{\circ} 18' 59.946''$ E & $26^{\circ} 27' 32.039''$ N) the boundary runs towards north along the reserve forest boundary of Disai Valley reserve forest (Assam Nagaland Inter-State Boundary) crossing the GPS Points No. 31,32,33,34 & 35 till it meets the GPS Point No. 36 ($94^{\circ} 17' 4.305''$ E & $26^{\circ} 33' 44.203''$ N). From GPS Point No. 36 the boundary turn towards east along the Disai Valley reserve forest boundary crossing the GPS Points No. 37,38,39,40 & 41 till it meets the GPS Point No. 42 ($94^{\circ} 23' 6.610''$ E & $26^{\circ} 37' 57.755''$ N). From GPS Point No. 42 the boundary runs towards north along the right bank of river Bhogdai or Disai river crossing the GPS Points No. 43,44,45,46,47,48,49 & 50 till it meets the GPS Point No.51 ($94^{\circ} 16' 48.306''$ E & $26^{\circ} 43' 59.786''$ N). $23^{\circ} 24.281''$ E & $26^{\circ} 44' 18.300''$ N). From GPS Point No. 56 the boundary runs towards south along the road crossing the GPS Point No.57 till it meets the GPS Point No. 58 ($94^{\circ} 24' 2.960''$ E & $26^{\circ} 41' 18.688''$ N). From GPS Point No. 58 the boundary runs towards west along the road till it meets the GPS Point No. 59 ($94^{\circ} 23' 16.032''$ E & $26^{\circ} 40' 50.899''$ N).

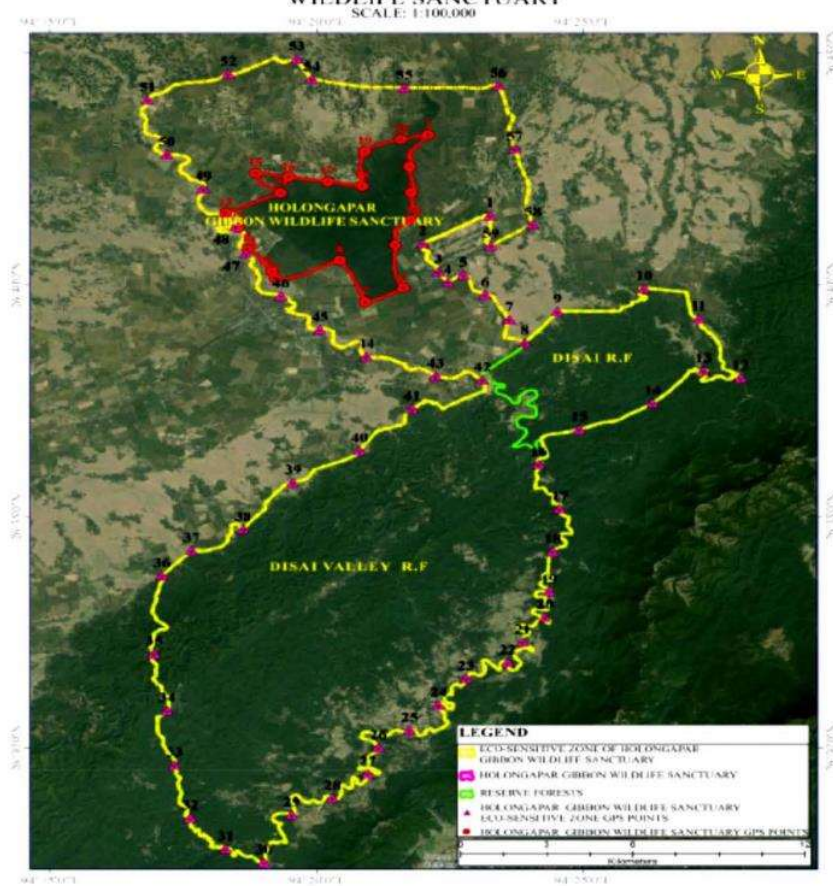
North:- From GPS Point No. 59 the boundary runs towards north along the road till it meet the GPS Point No. 1 ($94^{\circ} 23' 14.681''$ E & $26^{\circ} 41' 29.920''$ N). The Western boundary of the Sanctuary share inter-state boundary with Nagaland and hence is 0.0 km of Eco-Sensitive Zone is being proposed. The extent of Eco-Sensitive Zone varies from 0.0 Km (interstate boundary with Nagaland) to 22.54 km.



ANNEXURE- I

GOOGLE MAP OF ECO-SENSITIVE ZONE OF HOLLONGAPAR-GIBBON SANCTUARY ALONG WITH
LATITUDE AND LONGITUDE OF PROMINENT LOCATIONS

ECO-SENSITIVE ZONE OF HOLLONGAPAR GIBBON
WILDLIFE SANCTUARY

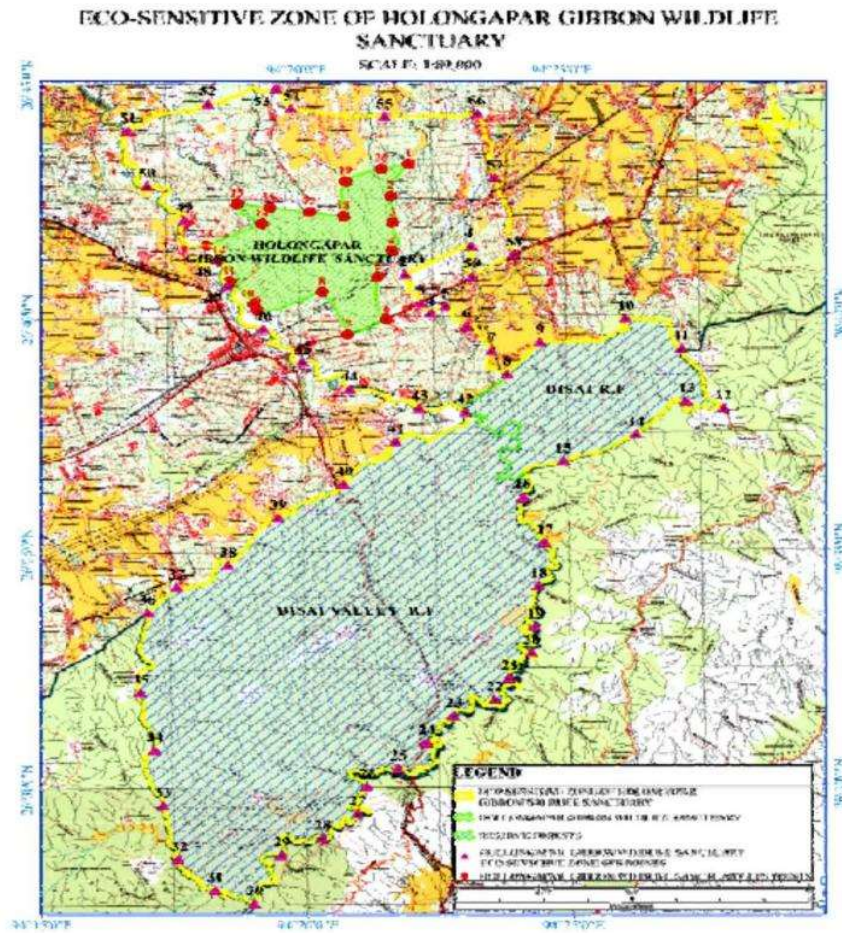




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ANNEXURE- IIB

MAP SHOWING LANDUSE PATTERN OF ECO-SENSITIVE ZONE OF HOLLONGAPAR-GIBBON
SANCTUARY ALONG WITH LATITUDE AND LONGITUDE OF PROMINENT LOCATIONS





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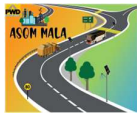
ANNEXURE-III

TABLE A: GEO- COORDINATES OF PROMINENT LOCATIONS OF HOLLONGAPAR-GIBBON SANCTUARY

GPS POINTS	LONGITUDE	LATITUDE
1	94° 22' 5.369" E	26° 43' 14.526" N
2	94° 21' 44.154" E	26° 42' 33.281" N
3	94° 21' 45.902" E	26° 41' 59.451" N
4	94° 21' 44.588" E	26° 41' 24.186" N
5	94° 21' 28.134" E	26° 40' 51.434" N
6	94° 21' 37.449" E	26° 39' 56.337" N
7	94° 20' 54.065" E	26° 39' 37.576" N
8	94° 20' 25.370" E	26° 40' 32.105" N
9	94° 19' 13.121" E	26° 40' 8.556" N
10	94° 19' 8.815" E	26° 40' 17.324" N
11	94° 18' 41.036" E	26° 40' 46.645" N
12	94° 18' 30.120" E	26° 41' 14.195" N
13	94° 18' 15.841" E	26° 41' 32.983" N
14	94° 19' 18.964" E	26° 41' 59.067" N
15	94° 18' 50.889" E	26° 42' 24.862" N
16	94° 19' 27.784" E	26° 42' 19.920" N
17	94° 20' 12.239" E	26° 42' 13.733" N
18	94° 20' 50.712" E	26° 42' 7.986" N
19	94° 20' 53.612" E	26° 42' 52.873" N
20	94° 21' 34.283" E	26° 43' 8.484" N

TABLE B: GEO-COORDINATES OF PROMINENT LOCATIONS OF ECO-SENSITIVE ZONE

GPS POINTS	LONGITUDE	LATITUDE
1	94° 23' 14.681" E	26° 41' 29.920" N
2	94° 21' 58.733" E	26° 40' 54.190" N
3	94° 22' 16.632" E	26° 40' 17.275" N
4	94° 22' 27.612" E	26° 40' 3.979" N
5	94° 22' 44.856" E	26° 40' 13.435" N
6	94° 23' 9.328" E	26° 39' 47.632" N
7	94° 23' 36.674" E	26° 39' 15.625" N
8	94° 23' 54.414" E	26° 38' 45.600" N
9	94° 24' 31.095" E	26° 39' 26.119" N
10	94° 26' 8.448" E	26° 39' 56.055" N
11	94° 27' 10.359" E	26° 39' 16.601" N
12	94° 27' 57.392" E	26° 38' 0.138" N



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[भाग II-खण्ड 3(ii)]

भारत का राजपत्र : असाधारण

35

13	94° 27' 15.774" E	26° 38' 9.378" N
14	94° 26' 18.451" E	26° 37' 27.401" N
15	94° 24' 55.909" E	26° 36' 53.720" N
16	94° 24' 9.908" E	26° 36' 8.385" N
17	94° 24' 33.452" E	26° 35' 10.842" N
18	94° 24' 25.974" E	26° 34' 15.262" N
19	94° 24' 21.288" E	26° 33' 23.163" N
20	94° 24' 16.844" E	26° 32' 49.680" N
21	94° 23' 51.958" E	26° 32' 17.464" N
22	94° 23' 34.682" E	26° 31' 50.761" N
23	94° 22' 47.947" E	26° 31' 30.131" N
24	94° 22' 16.926" E	26° 30' 55.641" N
25	94° 21' 44.231" E	26° 30' 23.364" N
26	94° 21' 9.009" E	26° 30' 0.605" N
27	94° 20' 57.257" E	26° 29' 26.790" N
28	94° 20' 17.557" E	26° 28' 55.367" N
29	94° 19' 31.392" E	26° 28' 33.835" N
30	94° 18' 59.946" E	26° 27' 32.039" N
31	94° 18' 16.389" E	26° 27' 49.605" N
32	94° 17' 36.034" E	26° 28' 29.485" N
33	94° 17' 18.566" E	26° 29' 38.238" N
34	94° 17' 10.442" E	26° 30' 48.756" N
35	94° 16' 55.540" E	26° 32' 2.181" N
36	94° 17' 4.305" E	26° 33' 44.203" N
37	94° 17' 37.623" E	26° 34' 16.571" N
38	94° 18' 35.813" E	26° 34' 44.390" N
39	94° 19' 32.812" E	26° 35' 44.785" N
40	94° 20' 47.911" E	26° 36' 26.203" N
41	94° 21' 46.973" E	26° 37' 20.167" N
42	94° 23' 6.610" E	26° 37' 57.755" N
43	94° 22' 13.726" E	26° 38' 2.520" N
44	94° 20' 55.265" E	26° 38' 27.840" N
45	94° 20' 3.032" E	26° 39' 2.789" N
46	94° 19' 19.293" E	26° 39' 46.253" N
47	94° 18' 39.098" E	26° 40' 41.041" N
48	94° 18' 27.490" E	26° 41' 15.839" N
49	94° 17' 51.098" E	26° 42' 4.516" N
50	94° 17' 9.801" E	26° 42' 49.134" N
51	94° 16' 48.306" E	26° 43' 59.786" N



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36 THE GAZETTE OF INDIA : EXTRAORDINARY [PART II—SEC. 3(ii)]

52	94° 18' 19.472" E	26° 44' 33.213" N
53	94° 19' 37.013" E	26° 44' 52.619" N
54	94° 19' 53.855" E	26° 44' 26.751" N
55	94° 21' 38.543" E	26° 44' 15.740" N
56	94° 23' 24.281" E	26° 44' 18.300" N
57	94° 23' 42.683" E	26° 42' 56.295" N
58	94° 24' 2.960" E	26° 41' 18.688" N
59	94° 23' 16.032" E	26° 40' 50.899" N



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Annexure 4: Corridor 31 – Letter from DFO, Majuli (T) Forest Division, Majuli



GOVERNMENT OF ASSAM
OFFICE OF THE DIVISIONAL FOREST OFFICER
MAJULI (T) FOREST DIVISION, MAJULI

Letter No. B/MAJULI/G-29/2020/.164

Dated 26/02/2020

To,

The Chief Engineer (EAP)
PWRD, Assam
Fatasil Aambari, Guwahati-25

Sub: Tree cutting evaluation on Project roads.

Ref: Letter no. CE/AXOM MALA/12/2019/9 dated 5/11/2019

Sir,

I have the honour to furnish here with the details as desired.

1. Details of forest area : There is no Reserve Forest on the proposed Majuli (From Balichapori Tinali)- Balijan Ghat in Majuli district. However, the trees on either side of the road falls on Govt land and Forest department has control over the same.

2. Information on flora and fauna:

Flora: Mainly tree/ grass species are found on either side of the road viz. Simalu, Gamari, Bhelko, Ajar, Jari, Dimaru, Nahor, Bowal, Huwalu, Sationa, Uriam, Som, Aam, Krishnachura, Hilikha, Aamari, Owtenga etc and Bamboos.

Fauna: Except some birds no major fauna is available.

3. Type and number of animals present: Animals not present

4. Length of the forest area adjacent to the Project road: Govt land all along the road.

5. Map and extent of forest cover: N/A

6. Total trees to be removed: 347 = 299.2226 M3 (In Majuli district part)

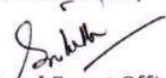
7. Cost of cutting, de-branching, sectioning, dragging to diesel point, loading, transporting to temporary depot/s unloading, stacking and formation of lots complete

299.2226 M3 @ Rs. 3300/- M3

: Rs, 9,88,000.00

(The actual volume can only calculated after completion of the timber operation)

Yours faithfully


Divisional Forest Officer
Majuli (T) Forest Division,
Majuli



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Annexure 5: Corridor 31 – Letter from FBO, Bihpuria, Lakhimpur Forest Division, Lakhimpur

8/5/2020

GOVERNMENT OF ASSAM
OFFICE OF THE FOREST BEAT OFFICER, BIHPURIA BEAT:
BIHPURIA

Memo No. B /09/ Roadside Tree / 2020 / 49

Date: 14-03-2020

To
The Forest Range Officer
Harmutty Range, Harmutty

Sub: Tree Cutting Evaluation on project works.

Sir,

With reference to the subject as mentioned above, I have the honour to inform you that, the M/S Fortress Infracon Ltd and Feedback Infra Ltd. on behalf of PWRD,GoA, has given a list of various plants falls at the roadside to be proposed for remove during road construction from Bongalmora to Dhunaguri which is under process for DPR preparation. The agency has marked all plant from shrubs, bamboos to battle nut trees falls within 8 meter from the center line of project road and included in the list. During field verification, the trees which have non valued outturn either firewood or timber has eliminated from the list and total 1044 nos tree carrying total approximate volume 631.705 cum has been enumerated among the marked which details is hereby enclosed.

Also, as the data has been requested from PWRD,GoA, it is to be informed that, no any Forest area or Wildlife Sanctuary is exist there in that land from where the road passes within Bongalmora to Dhunaguri.

The total cost to be estimated for enumeration, felling, sectioning, dragging and also depot maintaining etc. for those trees is as follows:

Total 631.705 cum x Rs.3400/cum = Rs. 21,47,797/= (Twenty One Lakhs Forty Seven Thousand Seven Hundred Ninety Seven)

This is for favour of your kind information and necessary action

Encl:As stated above.

Yours faithfully

(Sri G. Chetry, Forester I)
Forest Beat Officer,
Bihpuria Beat
Bihpuria



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Annexure 6: Corridor 31 – NOC from Director, Inland Waterways Authority of India, Regional Office, Guwahati



भारतीय अन्तर्देशीय जलमार्ग प्राधिकरण

(पत्तन, पोत परिवहन और जलमार्ग मंत्रालय, भारत सरकार)

INLAND WATERWAYS AUTHORITY OF INDIA

(MINISTRY OF PORTS, SHIPPING AND WATERWAYS, GOVT. OF INDIA)

Regional Office : Pandu Port Complex, Pandu, Guwahati – 781 012 (ASSAM)

• Telefax No. 0361-2570099, 2570055 • Ph. No. 0361-2570109, 2676925, 2676927, 2676929

• E-mail: iwaighy@yahoo.co.in / dirguw.iwai@nic.in • Gram: JALMARG

No.IWAI/GHY/3(20)/NCL/2016-17 (Vol-IV)/401

Date: 16-03-2021

*D. Goswami
ACE
To
R. Prusty*

The Chief Engineer
PWRD (EAP), Assam
Fatasil Ambari, Guwahati-25

*R.P.
19/5/21*
Sub: NOC for construction of River Bridge across Subansiri River in NW-95-reg.

Ref: (1) Your letter No. CE/AXOM MALA/9/2019/PL-III/25 dated 10-08-2020
(2) Report on Joint Inspection dated 22-01-2021
(3) Drawing No. LSB/SR/GAD-01 dated 06-07-2020

Sir,

Reference above, Competent Authority has accorded the approval of 'Navigational Clearance' on your proposal for construction of River Bridge across Subansiri River (NW-95).

2. This approval (Navigational Clearance) is granted for construction of aforesaid bridge as indicated by you in the prescribed format of IWAI and the GAD, submitted with the proposal. The proposed construction is to be carried out as per Annex-II of IWAI's Office Memorandum dated 27-08-2007 (copy enclosed).

3. It is requested to inform the time/date of commencement of the proposed construction (stage wise/periodical) to IWAI so that the same can be monitored to ensure the required Navigational Clearance. Also, during the construction of the structure, safety of the vessels plying in the vicinity is to be ensured.

Yours faithfully,

P. Prusty
Director

Encl: As above.

Copy to: Chief Engineer (Tech), IWAI, Noida

*Ms. S. Goswami, AE
Pl. Prusty
D.
22/5/21*



BIODIVERSITY ASSESSMENT REPORT (DRAFT)

Annexure 7: Corridor 15 – NOC for Elephant Underpass

GOVERNMENT OF ASSAM
OFFICE OF THE PRINCIPAL CHIEF CONSERVATOR OF FORESTS (WILDLIFE) AND
CHIEF WILDLIFE WARDEN, ASSAM :: PANJABARI :: GUWAHATI-37

Email ID: pccf.wl.assam@gmail.com

No. WL/FG.35/Upgradation of Dhodar Ali,

Dated: 22.03.2021

To,

The Chief Engineer (EAP),
PWRD Assam,
Fatasil Ambari, Guwahati-25.

Sub: Improvement and upgradation of Dhodar Ali road (Kumargaon to Kamarbandha) under Asom Mala.

Ref: (i) No. CE/AXOM MALA/9/2019/Pt-I/27, Dt. 29.12.2020.
(ii) No. CE/AXOM MALA/12/2019/Pt-I/53, Dt. 22.02.2021
(iii) No. CE/AXOM MALA/12/2019/Pt-I/49, Dt. 16.03.2021

Sir,

With reference to your letter cited above, I wish to inform you that the improvement & upgradation of Dhodar Ali of length 42.1 Km between Kumargaon to Kamarbandha under the programme Axom Mala may be carried out subject to the modification with revised design of two underpasses of 30 mtr. length and 7 mtr. height on the identified section of the road (as per your specifications) where elephants used to cross.

This is for your kind information and necessary action.

Yours faithfully,

(M.K. Yadava, IFS)

Addl. Principal Chief Conservator of Forests, Wildlife
& Chief Wildlife Warden, Assam.

Copy for information to:

1. The Principal Chief Conservator of Forests & Head of Forest Force, Assam.
2. The Addl. Principal Chief Conservator of Forests (T), Upper Assam Zone, Guwahati.
3. The Conservator of Forests, Eastern Assam Circle, Jorhat,
4. The Divisional Forest Officer, Golaghat division, Golaghat.

Addl. Principal Chief Conservator of Forests, Wildlife
& Chief Wildlife Warden, Assam.