



# Initial Environmental Examination

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Project Number: 47229-001  
January 2015

## IND: Uttarakhand Emergency Assistance Project

Submitted by

Uttarakhand Emergency Assistance Project (Roads & Bridges), Government of  
Uttarakhand, Dehradun

This report has been submitted to ADB by the Program Implementation Unit, Uttarakhand Emergency Assistance Project (R&B), Government of Uttarakhand, Dehradun and is made publicly available in accordance with ADB's public communications policy (2011). It does not necessarily reflect the views of ADB.

**Asian Development Bank**



**PWD**  
Uttarakhand

*D/CD/AM / GA/PS*  
**OFFICE OF PROGRAM MANAGER**



Asian Development  
Bank (ADB) Funded  
Uttarakhand Emergency  
Assistance Project

**P.I.U., U.E.A.P. (ROAD & BRIDGE), DEHRADUN, UTTARAKHAND**  
2nd Floor, Tax Commissioner Building Jogiwala, Mussoorie Bypass, Ring Road  
(Pulia No-6) Nathanpur, Dehradun- 248001  
Phone: 0135-2672031 E-mail- pm.ueap.pwd@gmail.com

Letter No. *60* /02 /UEAP/PWD/2014-15

Date: 17/01/2015

To,

Country Director  
South Asia Department  
India Resident Mission  
4 San Martin Marg, Chanakyapuri,  
New Delhi-110021, India



**Sub: ADB Loan-3055 IND, UEAP (R&B) - Resubmission of corrected IEE Report for Civil works Packages C-60, 61, 62, 63 & 64 of District Almora for ADB approval.**

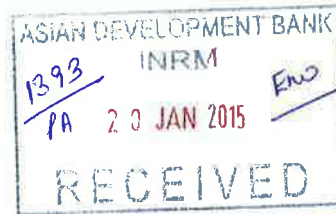
Dear Sir/Madam,

In continuation to this office letter no. 1241/02/UEAP/PWD/2014-15 dated on 16/12/2014 kindly find attached (Hard copy and CD) of corrected IEE Report for Civil works Packages C-60, 61, 62, 63 & 64 of District Almora for ADB approval.

The attached IEE report of has been reviewed by TA-Environment Specialist, ADB and the earlier submission may please to discarded.

**Enclosed:** Revised IEE Report (Hard copy and CD) and Compliance sheet.

Yours sincerely



*17/1/15*  
Program Manager  
PIU, UEAP (R&B)  
Dehradun, Uttarakhand

**Copy to:**

1. Mr. A. K. Motwani, Team Leader, ADB.
2. Mr. Girish Mahajan, Environment Specialist, ADB.

Program Manager  
PIU, UEAP (R&B)  
Dehradun, Uttarakhand

**SUB-PROJECT: REHABILITATION OF DAMAGED ROADS UNDER CONTRACT PACKAGES C-60, 61,62,63 and 64  
(DISTRICT ALMORA) (ADB APPROVED DATE 05-07-2015)**

S.N.	Comments/Suggestions	Status of Compliance	Remarks
1.	We refer to the submission of initial environmental examination (IEE) report for seven road sub-projects in Almora district proposed for financing under UEAP. It is proposed to rehabilitate disaster affected road sections in hilly terrain to a single lane standard. The scope includes resurfacing; repair of pavement overlay; patch repairs and pot hole filling; repairs of retaining walls; repairs and restoration of culverts and minor bridges; drain and cross drains; causeways; and providing all necessary road furniture and roadside safety hardware for the following roads: a) Koshi-Daulaghat-Binta motor road (Package No: UEAP /PWD / C60); b) Dwarhat-Binta-Someshwar motor road (Package No: UEAP /PWD /C60); c) Bhatrojkhan-Bhikiyasain-Chokutiya motor road (Package No:UEAP /PWD /C61); d) Bhikiyasain-Deghat Bungidhar-Bachuwaban-Mehalchori-Chaukhatia motor road (Package No: UEAP /PWD /C61); e) Ganai-Jorasi motor road (Package No: UEAP /PWD /C62); f) Artola-Jageshwar-Naini motor road (Package No: UEAP /PWD /C63); and g) Khairna-Ranikhet motor road (Package No: UEAP /PWD /C64).	.....	Agreed for compliance
2.	We note from the IEE report that the proposed works would be strictly confined within the existing right-of-way belonging to Public Works Department, Government of Uttarakhand; and no widening or realignment works would be undertaken under the proposed scope.	.....	Agreed for compliance
3.	The IEE report has confirmed that although the roads were passing through forest areas; none of the roads were located inside or near designated core or buffer areas of national parks, sanctuaries, biosphere reserves, reserve forests, protected wetlands, or any other environmentally and/or ecologically sensitive areas. The IEE report has further confirmed absence of rare, threatened, and endangered species (flora and fauna) within the corridors of impact for these roads. It is also noted that the proposed works were not expected to have any impact on the forests, and did not involve any tree cutting. The IEE has also confirmed that not a single road section was located inside or near to archaeological and/or protected monuments.	.....	.....
4.	Based on the information furnished in the IEE report, the environment category of the sub-projects is assessed to be "B" in accordance with ADB's <i>Safeguard Policy Statement (SPS) (2009)</i> . We observe that the IEE report has generally been prepared in line with <i>SPS 2009</i> requirements.	.....	Agreed for compliance
5.	We would like to reiterate that ADB's <i>SPS 2009</i> requires all ADB-financed activities to comply with host country statutory environmental and forest related regulations applicable at national, state and local levels. We request you to ensure (a) compliance with (i) applicable statutory environmental and forest regulations prior to commencing with works including the provisions stipulated under EIA Notification 2006 (as amended) for state highways located above 1000 m above mean sea level; and (ii) the terms and conditions stipulated in the associated clearances and permits; and (b) timely renewal of statutory permissions as required.	.....	Will be ensured
6.	During the desk review of the document, we observed that certain areas of the IEE report required strengthening or corrections for ensuring consistency as elaborated below. Please incorporate these observations and submit the corrected IEE report for our records. a) It is observed that the agreed frequency of testing environmental parameters during construction phase has been reduced from once in three months to once in six months. Please restore the frequency, and also revise the associated budget; b) It is observed that the description provided in table III-A regarding the presence or absence of forest areas along the sub-project roads is not consistent with the information provided in paragraphs 43, 44, 76, 95 and the rapid environmental assessment checklists (Appendix A);	a) Frequency restored to 3 months and budget revised accordingly. b) Following paragraph added in Table III-2 and REA	<b>Budget revised</b>  Added in Table-III-2

	<p>c) The description given in paragraph 85 is repeated in paragraph 86; and</p> <p>d) Appendix 2 shall be consistent with National Ambient Air Quality Standards of 2009;</p>	<p>checklists to ensure consistency among Table III-2 and Para 43, 44, 76, 95 and REA checklists “The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department”</p> <p>c) Paragraph 85 deleted</p> <p>d) Appendix 2 revised as per National Ambient Air Quality Standards of 2009.</p>	
7.	<p>Kindly ensure that</p> <p>(i) the implementation arrangements outlined in the IEE document are made fully functional;</p> <p>(ii) the corrected IEE report including associated environmental management and monitoring plan (EMMP) is disclosed to public in local language immediately;</p> <p>(iii) the corrected IEE report is shared with the bidders/contractor and the EMMP is made a part of the bid and the contract documents;</p> <p>(iv) the items of work towards the implementation of environmental management and monitoring by the contractor that are not a part of the technical specifications and the bill of quantities, are specified separately in the bill of quantities in the contract document; and</p> <p>(v) the testing of baseline parameters at agreed locations is carried out by the design and supervision consultant for developing a baseline data for ambient air quality and noise levels; surface and ground water quality; and soil characteristics prior to commencing with the civil works so that these can be monitored during the construction phase.</p>	<p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	<p>Will be ensured Agreed for compliance</p> <p>Will be ensured</p> <p>Will be ensured</p> <p>Will be ensured</p>
8.	<p>The corrected IEE report would be disclosed on ADB website in accordance with ADB <i>Public Communication Policy, 2011</i> and <i>SPS 2009</i>. Please retain all back-up documents, and photographs associated with this IEE report to respond to queries received if any.</p>	<p>.....</p>	<p>The report has been corrected. All back up documents and photographs associated with IEE are being maintained.</p>

# Initial Environmental Examination

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**January 2015**

## India: Uttarakhand Emergency Assistance Project

### **Restoration/reconstruction work of district Almora under UEAP**

1. Koshi-Daulaghat-Binta Motor Road (Km 1 to 36) (Package no- UEP/PWD/C60)
2. Dwarhat-Binta Someshwar Motor Road (Km17 to km32) (Package no- UEP/PWD/C60)
3. Bhatrojkhana-Bhikiyasain Chokutiya Motor Road (Km 26 to Km 45) (Package no- UEP/PWD/C61)
4. Bhikiyasain Deghat Bungidhar Bachuwaban Mehalchori Chaukhtia Motor Road (Km36 to 43)  
(Package no- UEAP/PWD//C61)
5. Ganai-Jorasi Motor Road (Km 1 to Km 24) (Package no- UEAP/PWD//C62)
6. Artola Jageshwar Naini Motor Road (Km 6 to Km 20) (UEAP/PWD/C63)
7. Khairna Ranikhet Motor Road (Km 1 to 26) (UEAP/PWD/C64)

Prepared by: - State Disaster Management Authority, Government of Uttarakhand, for the Asian Development Bank.

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## ABBREVIATIONS

ADB	-	Asian Development Bank
ASI	-	Archeological Survey of India
BOQ	-	Bill of Quantity
CTE	-	Consent to Establish
CTO	-	Consent to Operate
DFO	-	Divisional Forest Officer
DSC	-	Design and Supervision Consultancy
DOT	-	Department of Tourism
CPCB	-	Central Pollution Control Board
EA	-	Executing Agency
EAC	-	Expert Appraisal Committee
EARF	-	Environment Assessment and Review Framework
EC	-	Environmental Clearance
EIA	-	Environmental Impact Assessment
EMMP	-	Environment Management and Monitoring Plan
EMP	-	Environment Management Plan
GoI	-	Government of India
GRM	-	Grievance Redressal Mechanism
GMVN	-	Gharwal Manadal Vikas Nigam
IA	-	Implementing Agency
IEE	-	Initial Environmental Examination
IST	-	Indian Standard Time
LPG	-	Liquid Petroleum Gas
KMVN	-	Kumaon Mandal Vikas Nigam
MDR	-	Major District Road
MoEF & CC	-	Ministry of Environment, Forests & Climate Change
NAAQS	-	National Ambient Air Quality Standards
NDBR	-	Nanda Devi Biosphere Reserve
NDNP	-	Nanda Devi National Park
NH	-	National Highway
ODR	-	Other District Road
OM	-	Operations Manual
PIU	-	Project Implementation Unit
PMU	-	Project Management Unit
PMGSY	-	Pradhan Mantri Gram Sadak Yojagna
PWD	-	Public Works Department
REA	-	Rapid Environmental Assessment
RSPM	-	Respirable Suspended Particulate Matter
SDMA	-	State Disaster Management Authority
SH	-	State Highway
SPCB	-	State Pollution Control Board
SPM	-	Suspended Particulate Matter
SPS	-	Safeguards Policy Statement
SRTC	-	State Road Transport Corporation
UCADA	-	Uttarakhand Civil Aviation Development Authority
UEAP	-	Uttarakhand Emergency Assistance Project
UEPPCB	-	Uttarakhand Environment Protection and Pollution Control Board
UJS	-	Uttarakhand Jal Sansthan
VR	-	Village Road

## WEIGHTS AND MEASURES

cm	-	centimeter
Crore	-	100 lakhs = 10,000,000
Lakh	-	100 thousand = 100,000
Km	-	Kilometer
Kph	-	Kilometer per hour
Lpd	-	liters per day
M	-	Meter
mg/l	-	milligrams per liter
Mm	-	Millimeter
MSL	-	Mean sea level
$\mu$	-	$10^{-6}$ meter
$\mu\text{g}/\text{m}^3$	-	micrograms per cubic meter
$\mu\text{S}/\text{cm}$	-	micro Siemens per centimeter
NTU	-	Nephalo turbidity unit
ppm	-	parts per million

## EXECUTIVE SUMMARY

The State Disaster Management Authority (SDMA) has Undertaken Uttarakhand Emergency Assistance Project (UEAP), financed by the ADB. The total estimated cost of the program is about US \$205 millions, out of which \$96.75 million will be allotted for road and bridge sector.

The Uttarakhand Emergency Assistance Project (UEAP) involving 7 existing road sections having total 316.82 km and affected length 143.82 km under 5 packages needs to be restored which constitute State Highways and Major District Roads in district Almora. The key activities includes restoration of disaster affected roads in hilly terrain on their existing alignment. No widening or realignment is proposed. The proposed work involve, resurfacing, repair of pavement overlay, patch work, repair of protection wall/retaining wall and repair /restoration of culverts and providing all necessary road furniture and roadside safety hardware.

Consistent with the Environmental Assessment and Review Framework (EARF), each of the 7 roads were screened using ADB rapid environmental assessment (REA) checklist-roads and highways for State Highways & Major District Roads and urban roads. The environmental screening revealed that no protected or sensitive areas were traversed. All impacts are localized and site specific; few are irreversible and can be readily mitigated supporting an environmental "Category B" classification.

Uttarakhand lies in the northern part of India amidst the magnificent Himalayas and dense forests. The State is bordering Himachal Pradesh in the north-west and Uttar Pradesh in the South and shares international borders with Nepal and China. The State is comprised of 13 districts divided into two regions and also called administrative divisions; the Kumaon and Garhwal.

Almora is located at 29.62°N 79.67°E. It has an average elevation of 1,651 metres (5,417 feet). It is located on a ridge at the southern edge of the Kumaon Hills of the Himalaya range. In the shape of a horse saddle shaped hillock, it is surrounded by thick forests of pine and fir trees. Flowing alongside the city are rivers of Koshi, (Kaushiki), and Suyal (Salmale). The snow-capped Himalayas can be seen in the background. Almora got its name from "Kilmora" a short plant found nearby region., which was used for washing the utensils of Katarmal Temple. The people bringing Kilmora were called Kilmori and later "Almori"and the place came to be known as "Almora".

The eastern portion of the horse saddle shaped ridge is known as Talifat and the western one is known as Selifat. The market is at the top of the ridge where these two, Talifat and Selifat jointly terminate. The market is 1.25 miles (2.01 km) long and is covered with stone slabs. The place of the present cantonment was formerly known as Lalmandi. Presently where the collectorate exists, the 'Malla Mahal' (Upper Court) of Chanda kings was located. The site of present District Hospital used to be 'Talla Mahal' (Lower Court) of Chand rulers.

Almora, a picturesque district in the Kumaun region, East of Uttarakhand in India, with a breathtaking panoramic view of Himalayas, summons tourists worldwide to its alluring grandeur of natural beauty. District of Almora is divided into nine tehsils namely: Almora, Bhikiyasain, Chaukhutiya, Dwarahat, Jainti, Ranikhet, Someshwar, and Sult. District Pauri, nanital, champabat, pithoragarh, bageshwar and district chamoli share its boundary with district Almora.

**Sensitive Environmental Features.** The following section enumerates and describes the sensitive environmental feature that influenced the project design and mitigation measures.

- **Geology and soils.** The State is part of the Western Himalaya and divided into four zones according altitude namely, the Tarai-Bhabar-Shivalik (Sub-Himalayas) with altitude ranging from 750-1,200meters, Lesser-Himalayas between 1,000 – 3,500 meters, Greater-Himalayas between 3,500-4,800m with snow-line rising to 5,400m, and Trans Himalaya (Tethys) averaging 5,300m. In general, the region is geologically and pedologically unstable and prone to slides and erosion. Soils of the Uttarakhand Himalayas in general are quite shallow, gravely impregnated with un-weathered fragments of parent rocks.
- **Climate.** The overall climatic condition in the State is governed by the southwest monsoon. It has a sub-tropical to temperate climate, with three pronounced seasons; viz. summer, winter, and monsoon. The hilly terrain of the Himalayan region has snow cover and is severely cold during winter with snowfall normally occurring during the months of December to March. The climatic conditions of Almora, Nainital, Pithoragarh, Chamoli, Uttarkashi, Pauri and Dehradun are humid and cold. The Kumaon region is under the Intermediate Zone, with moderate temperature and rainfall.
- **Air Quality.** The pristine environment and sparse population suggest that most part of the State have a very good air quality while noise pollution is not a problem except in the urban areas like Dehradun, Haridwar and Haldwani.
- **Seismicity.** The State constitutes one of the most active domains of the Himalayan region. Several damaging earthquakes are recorded from this region. As such, the region is classified under high seismic zone IV and V.
- **Forest.** Uttarakhand is ranked 9<sup>th</sup> in all-India in terms of forest covered area with 24,495 km<sup>2</sup>of forestland The district of Pauri Garhwal, Uttarkashi, Nainital, and Chamoli have the largest forest cover accounting for 50% of all the state's total. The State Govt. of Uttarakhand has declared the oak tree (*Quercus* sp.) as a *Kalpriksha* or wish fulfilling divine tree often treated as the signature plant of the Kumaon Himalayas as numerous logos and insignias with a stylized version of the deodar inscribed on them.
- **Biodiversity.** The State has established six national parks and six wildlife sanctuaries for the conservation of flora and fauna. Such areas include the Nanda Devi National Park, Valley of Flowers, Gangotri National Park, Govind National Park, Rajaji National Park, Kedarnath Wildlife Sanctuary, Askote Wildlife Sanctuary, Mussoorie Sanctuary, Binsar Sanctuary, Sanadi Sanctuary, and Govind Wildlife Sanctuary—all of which are being looked after by the Uttarakhand government. Variations in the topography of high mountain ranges and deep valleys and altitudes from sea-level portions give the project districts different habitats for a variety of fauna and in turn resulted in the enriched biodiversity in the region. The common wildlife reported from the forests includes Tigers, Panthers, Civet Cats, Leopard Cats, Jungle Cats, Himalayan Silver Fox, and the Jackal. Various species of deer including the Musk Deer and the Barking Deer also roam in the districts. Sambhar and Gural as well as the Bear and the Porcupine are also found in the project area. The flying mammal Bat is also common in the area. Other animals in the region include the Chipmunk, the Rhesus Monkey and the Flying Squirrel. Discussion with local people during the survey process generated reports on the presence of Leopards, Deers, Foxes, and Wild Pigs.
- **Population.** The State of Uttarakhand occupies a total land area of 53,483 sq.km. which is 1.73 percent of India's total land area. Demographically, the State has a population of 1,01,16,752 as per the 2011 census. The population is scattered between small streams

and rivers and is spread over 20 to 70 degree slopes of the Himalayan and the Lesser Himalayan regions. There are 16,853 villages in the State and 7,256 gram panchayats. Of the total number of villages, 5,868 are not connected to all weather roads.

- **Land Use.** Forest is the main land use in the State and nearly 64 percent of the geographical area is under the varying forest densities (cover). Agriculture is confined to areas of low reliefs, accounting for 11.5 percent of the total geographical area, is either terraced/semi-terraced or plain.

**Significant Environmental Impacts and Proposed Mitigation Measures.** No environmental impacts related to siting were identified in the environmental examination. The proposed subproject are not expected to have any impact on the Forests and does not involve any tree cutting as the scope of the work is restricted to reconstruction and rehabilitation of disaster affected section of the existing roads. No road widening is proposed. Not a single road section is located inside or near a cultural heritage site, protected area (national park / sanctuary /biosphere reserve), wetland, mangrove, estuarine, buffer zone of protected area or special area for protecting biodiversity. There are no rare, threatened, and endangered species (flora and fauna) within the subproject corridor of impact. The potential significant environmental impacts identified and assessed are related to encroachments to or near historical and ecologically sensitive areas, road sections are prone to landslides, localized flooding, increase erosion, siltation, and hazardous driving conditions. The significance of these impacts are magnified in hill roads located in Rudraprayag, Pauri, Tehri, Uttarkashi, Chamoli, and Pithoragarh. Environmental impacts and mitigation measures corresponding to different stages of project development are as follow:

- During planning design phase no significant adverse environmental impacts were identified. Several road sections to be improved are located in forested hilly areas, with high precipitation and erodible soils, the reduction of risk of increasing landslides and siltation of creeks and rivers were integrated in the road improvement design. This include rehabilitation of existing and construction of additional side- and cross drains like culverts and scuppers to control surface water flow below scouring velocity and volume. Landslide prone areas will be strengthened through the installation of retaining walls. Re-vegetation of eroded areas will be promoted in coordination with the Forest Department. Off-site impacts associated with the road upgrading related to material sourcing from quarries, hot mix plant, and stone crushers will be minimized by relying solely on existing and licensed quarries. All hot or stone crushers to be utilized will have will have prior consent from the UEPPCB.
- During construction phase significant impacts are expected due to risk in increase of sediment in streams affected by soil erosion; surface and groundwater quality deterioration from construction camps waste; disfiguration of landscape from cuts, fills and quarries; loss of productive soil; compaction and contamination of soil; and air quality deterioration from rock crushing, and filling works, and chemicals from asphalt processing. Majority of the significant impacts are addressed though good road construction practices such as disposal site management, oil interceptors, occupational safety, soil erosion and sedimentation control, and site and management of construction camp. Of this report contains these good practices that are applicable to all roads under UEAP.
- During operation phase, no significant adverse impacts are expected due to a relatively low volume of traffic, and the improvements in road safety introduced through the investment program will make these roads safer.

**Information Disclosure, Consultation, Participation, and Grievance and Redress Mechanism.** Wide stakeholder consultation and participation has been ensured during the

environmental examination of proposed project. Consultation with likely project affected communities, government institutions, and non-governmental organizations have been made. Highlight of all consultations were documented and applicable recommended measures particularly in minimizing shifting of structures, potential conflict with migrant workers, and competing demand for local resources were incorporated in the design and the environmental management plan. This IEE report will be disclosed in the ADB website pursuant to the Bank's *Public Communication Policy* and in the SDMA-UEAP website.

**Environmental Management Plan.** The Environmental Management Plan (EMP), to form part of the bidding documents, adopted the procurement package scheme and facilitate subsequent compliance monitoring by the contractor.

**Conclusion.** The initial environmental examination ascertains that the sub-project is unlikely to cause any significant environmental impacts. No additional studies or need of undertaking detailed EIA is envisaged at this stage. The Executing Agency shall ensure that EMP and EmoP is included in Bill of Quantity (BOQ) and forms part of 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 and with approval of ADB.

The IEE is based on the Environmental Assessment and Review Framework (EARF) which is consistent with the ABD's Safeguard Policy Statement (SPS) 2009. The subproject is classified as-Category "B" in contest of Environmental Impact and does not require further Environmental Impact Assessment. As per Indian laws, the proposed subproject does not attract EIA notification 2006 (and its subsequent amendments) and does not require an Environmental Clearance.

# I. INTRODUCTION

## A. Project Background/Rationale

1. About 90% of passenger and freight traffic in the State of Uttarakhand moves by road. Rail services of freight and passenger connections to the neighboring states through four rail heads in the State's southern low-lying plain region. The hilly and mountainous terrain that covers more than 90% of the State's land area would preclude the development to railway infrastructure catering to intra state services.
2. The roads subsector in the State comprises of road infrastructure, which is primarily administered by the Public Works Department (PWD); and transport services, which are overseen by the Transport Department. The PWD is responsible for planning, financing, constructing, and maintaining roads, bridges, and related government buildings.
3. As per statistical diary of Uttarakhand 2011-2012, the overall road network in the State is 37486.92 km. The road network is administered predominantly by the PWD and comprises of 1375.76 km of national highways (NH), 3788.20 km of State Highways (SH), 3289.74 km of Major District Roads (MDR), 2,945.04 km of Other District Roads (ODR), 14543.89 km of Village Roads (VR) and 858.85 km of light motor vehicle road (LVR). Other than PWD, Irrigation department (741 km), Cane development Department (885 km), Forest Department (3257 km), Border Road Task Force (BRTF) 1281.32 Km) and others like MANDI PARISHAD/Market council and PMGSY road (1685 km) a total 7849.32 km road is also managed by their respective department. In project district Almora the total length of Pucca road is 1964km (as per statistical diary 2009) in which 1836 km is under PWD which includes National Highway, State Highway, MDR and ODR while rest is under other departments constitutes 115 km under forest Department, and 13 km under Nagar Panchyat /Nagar Nigam and cantt.
4. The Transport Department is responsible for issuing licenses for vehicles and operators, operating permits for private freight and passenger service operators, and managing the State Road Transport Corporation (SRTC). Private operators provide the bulk of the freight and passenger services under permits issued by the State transport authorities. Privately operated passenger transport predominates in the rural hill areas.
5. Roads are the lifeline of the State. The quality of the road network in Uttarakhand has however been poor and constraints the economy of the State. The mountainous terrain, rivers that are prone to flash floods, fragile ecology and lack of adequate funding for development and maintenance, is further aggravated by flash floods, massive landslides, erosion and caving of roads caused by cloudbursts and heavy rains during the monsoon period. The PWD faces a major challenge in opening of disrupted roads during the monsoon season every year.

## B. Uttarakhand Emergency Assistance Project (UEAP)

6. Uttarakhand being a tourist and pilgrimage State, attracts a large number of tourist and pilgrims. A major disaster during 15-17 June 2013 resulted in severe damages in several parts of Uttarakhand, which has a mountainous terrain and a fragile geology. Several towns have been washed away by the unprecedented flash floods and landslides, and a large number of houses, public buildings, roads, bridges, urban, rural, and tourism infrastructure, power generation and distribution facilities have been damaged. The impact on the affected population due to the loss of connectivity has been manifold. The State machinery is currently focused on emergency restoration and connectivity works. The affected regions are susceptible to further damages during the on-going rainy season.
7. Based on the request of India, a Rapid Joint Damage and Needs Assessment (RJDNA) was undertaken by Asian Development Bank (ADB) and the World Bank.

ADB agreed to assist the Government of India (GOI) with reconstruction and rehabilitation efforts for which the Uttarakhand Emergency Assistance Project (UEAP) has been formulated as a multi-sector emergency loan in sector loan modality. The executing agency (EA) for the UEAP will be Government of Uttarakhand (GOU) and State Disaster Management Authority (SDMA). The primary implementing agencies (IA) will be Public Works Department (PWD) for roads, bridges, urban roads, and trekking routes including eco-trails; Department of Tourism (DOT) through Kumaon Mandai Vikas Nigam Limited, and Garhwal Mandai Vikas Nigam for tourism infrastructure, Uttarakhand Civil Aviation Development Authority (UCADA) for helipads; and Uttarakhand Jal Sansthan (UJS) for urban water supply, or any successor hereto. Some other state agencies such as Forest Department, limited are likely to be entrusted with some works under UEAP under these primary IAs.

### **C. Purpose of the Environmental Assessment**

8. The purpose of the study is to identify the environmental issues to be considered at project planning and design stage, assesses environmental consequences due to project intervention and suggests mitigation measures to minimise the adverse environmental impacts, if any, associated with construction and operation.
9. Initial environmental examination (IEE) has four basic objectives; (i) assess relevant potential impacts and risks associated with the proposed road upgrading, (ii) assess the compliance with ADB environmental safeguard requirements and applicable environmental laws, (iii) incorporate mitigation measures in the project design and preparation of Environmental Management & Monitoring Plan (EMMP).

### **D. Extent of IEE**

10. The IEE covers all activities proposed under the project and described in DPR. The immediate project impact is considered as 100 meters either side of the alignment. However, the study area is considered up to 7 km on either side of road alignment for larger analysis of landuse and other environmental features. Assessment is carried out for all components of environment covering terrestrial and aquatic ecology, soil, water, noise and socio economic aspects.

### **E. IEE Content**

11. The IEE has been largely structured as per SPS, 2009, ADB's Environmental Assessment Guidelines (2003) and Environmental Safeguards – A good practice sourcebook (December 2012). This includes following eight chapters including this introduction Chapter.

Chapter 1- Introduction

Chapter 2- Policy, Legal and Administrative Framework

Chapter 3- Description of Project

Chapter 4- Description of Environment

Chapter 5- Anticipated Impacts and Mitigation Measures

Chapter 6- Information Disclosure, Consultation, and Participation

Chapter 7- Environment Management and Monitoring Plan and Grievance Redress Mechanism

Chapter 8 Conclusion and Recommendation

12. Two stand-alone companion documents form part of this IEE Report. Volume 1 is a compilation of the individual environmental screening checklists for all 7 roads and Volume/part 2 provides detailed good engineering practices in road construction which are referred to in Chapter 5.



## **F. Methodology**

13. The following key steps were followed in this study: review of legal requirements, reconnaissance survey for identification of key issues data requirement and preliminary consultation, secondary data collection, impact assessment, consultation with stakeholders, identification of impacts and mitigation measures, and institutional review. Keeping in view of emergency restoration and nature of work (limited to restoration only) no primary environmental data has been generated. However, prior to start of construction baseline monitoring is proposed in EMP.

## **G. Public Consultation**

14. Keeping in view of nature of work which is limited to restoration and repair of State Highways (SH) and Major Distric Roads (MDR) to its original position, only Informal consultations were made with concerned stakeholder's that includes: local residents, govt. Departments/ agencies, other road users with intent to collect baseline information, for better understanding of the potential impacts and appreciate the perspectives/concerns of the stakeholders. Key information gathered were integrated in project design and used in formulating mitigation measures.

## II. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK

15. The legal framework of the country consists of several acts, notifications, rules and regulations to protect environment and wildlife. In 1976, the 42<sup>nd</sup> Constitutional Amendment created Article 48A and 51A, placing an obligation on every citizen of the country to attempt to conserve the environment. Specifically for the UEAP, the following environmental laws and regulations are applicable:

**Table II-1.** Applicable Environmental National and State Requirements for UEAP

S. No.	Clearances	Acts/Rules/Notifications/Guidelines and Application to Road Projects	Concerned Agency	Applicable to Contract package	Responsibility	Status of Compliance
<b>A. Pre-construction Stage</b>						
1	Environmental Clearance	EIA Notification, 2006 amended till date, promulgated under Environment (Protection) Act 1986 Requires prior environmental clearance from the following road projects: The Notification and its latest amendment entails requirement of prior environmental clearance to the following road projects. <b>Category A -i) Expansion of National Highways greater than 100 km involving additional right of way or land acquisition greater than 40 m on existing alignments and 60 m on re-alignments or by-passes</b> <b>Category B-ii) New state High ways; and ii) Expansion projects in hilly terrain (above 1000 m mean sea level (msl) and or ecologically sensitive areas)</b> District and villages roads are exempted from securing an environmental clearance.	State Environmental Impact Assessment Authority (SEIAA). If not constituted then MoEF	No	PWD	Not required
2	Forest Clearance for felling of trees and acquisition of forest land for widening.	Forest Conservation Act (1980): -Cases to be Dealt Under (a) Upto 5 ha : Regional Chief Conservator of Forest (RCCF) (b) 5-40ha : RCCF in Consultation with State Advisory Group by Regional Office of MoEF (Clearance Issued by MoEF) (C ) >40ha : Forest Advisory Committee FAC (by MoEF)	District Level Committee constituted by the State Govt.	<u>No</u>	PWD	<u>Not Required</u>

S. No.	Clearances	Acts/Rules/Notifications/Guidelines and Application to Road Projects	Concerned Agency	Applicable to Contract package	Responsibility	Status of Compliance
<b>B. Implementation Stage</b>						
3	Permission for Sand Mining from river bed	Mines and Minerals (Regulation and Development) Act, 1957 and its amended 10 <sup>th</sup> May 2012	River Board Authorities/ Department of Mining Govt. of Uttarakhand	Yes	Contractor	Contractor will obtain the consents from appropriate authority
4	Consents to establish & operate Hot mix plant, Crushers, Batching Plant	Air (Prevention and Control of Pollution) Act 1981	Uttarakhand Environmental Protection and Pollution Control Board- Dehradun	Yes	Contractor	In case Contractor establishes Hot mix plant, Crushers, Batching plant, Contractor will obtain the consents from appropriate authority or Contractor will procure the material from Compliant source.
5	Authorization for Disposal of Hazardous Waste	Hazardous Wastes (Management, Handling and Transboundary movement) Rules, 2008	Uttarakhand Environmental Protection and Pollution Control Board – Dehradun	No	Contractor	
6	Consent for Disposal of Sewage from Labour camps	Water (Prevention and Control of Pollution) Act 1974	Uttarakhand Environmental Protection and Pollution Control Board – Dehradun	No	Contractor	
7	Use of Fly ash within 100 kms around Thermal Power plants	Fly Ash Notification, 1999 as amended 03.11.2009	MoEF	No	Contractor	
8	Pollution Under Control Certificate	Central Motor and Vehicle Act 1988	Department of Transport, Govt. of	Yes	Contractor	Contractor will obtain the

S. No.	Clearances	Acts/Rules/Notifications/Guidelines and Application to Road Projects	Concerned Agency	Applicable to Contract package	Responsibility	Status of Compliance
			Uttarakhand			required Pollution Under Control Certificates.
9	Installation of Generators	The Air (Prev. & Con. Of Pollution) Act, 1980	Uttarakhand Environment Protection and Pollution Control Board Dehradun	Yes	Contractor	Contractor will obtain the required NOC/Consents.
10	Employing Labour/workers	The Building and Other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996,	District Labour Commissioner	Yes	Contractor	Contractor will obtain the requisite license.
11	Permission for extraction of boulder and sand from river beds	Mines & Minerals (Regulation and Development) Act, 1957 and its amended 10 <sup>th</sup> May 2012	Department of Mines and Geology. Government of Uttarakhand	Yes	Civil Work Contractor	Contractor will obtain the requisite license.
12	License for Storing Diesel and other explosives	Petroleum (Amended) Rules, 2011. Hazardous Wastes (Management, Handling and Transboundary movement) Rules, 2008	Commissioner of Explosives and Uttarakhand Environmental Protection and Pollution Control Board – Dehradun	No	Contractor	

### III. DESCRIPTION OF THE PROJECT

#### A. PROJECT LOCATION

16. The location of the project is in district Almora spread in different location in different block. The details of these project roads are described below.

**Table III.1 Distribution of Road Sections to be improved by District**

Name of road	Package UEAP/PWD/	Status of Road	Total length of Road	Affected Length (km)
Kosi-Daulaghat-Binta Motor Road (Km 1 to 36)	C60	MDR	36.00	36.00
Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	C60	MDR	32.00	16.00
Bhatrojkhana-Bhikiyasain-Chaukhutiya Motor Road ( Km 26 to 45)	C61	SH	58.00	20.00
Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	C61	SH	42.70	7.70
Ganai-Jorasi Motor Road (Km1 to 24)	C62	MDR	23.12	23.12
Artola-Jageshwar-Nani Motor Road (Km 6 to 20)	C63	MDR	20.40	15.00
Khairna- Ranikhet Motor Road (Km 1 to 26)	C64	SH	104.60	26.00
<b>TOTAL</b>			<b>316.82</b>	<b>143.82</b>

17. Proposed State Highways is above 1000 MSL but it is not violating EIA notification 2006 amended in 2009 since only repairing of disaster affected damaged portions restricted to existing ROW is proposed and no expansion activity is envisaged.

#### B. PROPOSED CATEGORY OF THE PROJECT

18. Pursuant to the requirements of the *ADB Safeguard Policy Statement (2009)* and Operation Manual Bank Policy on Environmental Safeguard of the all 7 roads are existing and no realignments or expansion/widening are proposed. The part of sub-project traverse along the forest area however proposed work involve only restoration and entire work will be confined to existing ROW which belong to PWD. All impacts are site specific, localized and temporary in nature which can be easily mitigated supporting a Category B classification. Consistent with the Environmental Assessment and Review Framework, all 7 roads under 5 packages were screened using the ADB rapid environmental assessment (REA) checklist-roads and highways for these subprojects road.
19. The environmental screening revealed that no protected or sensitive areas were traversed. There are no rare, threatened, and endangered species (flora and fauna) within the subproject corridor of impact. Majority being hills roads, the most significant environmental impacts are potential increase in erosion, siltation, and landslide.

#### C. KEY REHABILITATION AND RECONSTRUCTION ACTIVITIES

20. Proposed work include restoration of damaged portion of State Highways and Major District Roads (MDR) within existing RoW; conducting repairs and pavement resurfacing ; repairing of culverts and minor bridges; constructing of cross-draining/side drainage, restoration damaged retaining wall and breast wall reconstruction and providing all necessary road furniture including roadside safety hardware. Summary of roads restoration work is provided below:

**Table III.2. Distribution of Road Sections to be restored under UEAP**

Name of road	Package	Restoration Activities	Remarks
Kosi- Daulaghat-Binta Motor Road (Km 1 to 36)	UEP/PWD/C60	<p>Proposed civil work for restoration of this roads includes</p> <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub-grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete</li> <li>• Informatory board to be provided at required location</li> </ul>	<p>The damaged portion of this proposed subproject road is 36.00 km. The entire subproject road alignment is located in hilly terrain within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns.</p> <p>The project road alignment traverse through agricultural and residential with some urban sections and barrel land. The significant portion of the road passes through agricultural area.</p> <p>The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department. Any Impact or inconvenience to local community is very unlikely during construction of sub-project road</p>
Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	UEP/PWD/C60	<p>Proposed civil work for restoration of this roads includes</p> <ul style="list-style-type: none"> <li>• Slip clearance, Construction of subgrade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete</li> <li>• Informatory board to be provided at required location</li> <li>• Provision of crash barrier (11 m in length)</li> </ul>	<p>Total length of damaged portion constitutes 16 km. Other than restoration, re-construction of Breast wall and Retaining wall is also required in different interval all through project road. The entire length of sub-project road traverses in hilly area within district Almora.</p> <p>This road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. This road is also to be used for transportation of school students, and emergency route for Hospitals. The important settlement along the road is Binta, Dwarhat, Lodha and Someshwar. Any significant impact is not anticipated due to restoration work.</p> <p>The proposed roads other than urban roads also run through the forests at some locations where the</p>

			noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department
Bhatrojkhah-Bhikiyasain-Chaukhutiya Motor Road ( Km26 to 45)	UEP/PWD/C61	Proposed civil work for restoration of this roads includes <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete</li> <li>• Informatory board to be provided at required location</li> </ul>	The total length of damage portion is 20.0 Kms, the damaged portion is located in different changes of the road. The entire subproject road alignment is located in hilly terrain within district Almora. The project road alignment traverse through agricultural, residential area with some urban sections and through barrel land. The major part of the road passes through agricultural area. During Site survey any significant impact is not anticipated due to restoration of this road. The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department
Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	UEAP/PWD/61	Proposed civil work for restoration of this roads includes <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete.</li> <li>• Informatory board to be provided at required location</li> </ul>	The total length of damaged portion of sub-project road is 7.70 km. In different chainage different types of restoration is required Like pavement resurfacing, patchwork retaining wall, breast wall, toe wall new RCC Scupper, KC drain new causeway etc. The entire subproject road alignment is located in hilly terrain within district Almora. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. The project road alignment traverse through agricultural and residential with some urban sections and through barrel land. The major part of the road passes through agricultural area. The habitation along the sub-project road is Bhah Gaun, Samaiya, Deghat, Bhikiyasain, Bachuaban, Mehalchauri and Chukhutia. The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to

Ganai-Jorasi Motor Road (Km1 to 24)	UEAP/PWD/62	<p>Proposed civil work for restoration of this roads includes</p> <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete</li> <li>• Informatory board to be provided at required location</li> </ul>	<p>Uttarakhand Public Works Department</p> <p>The total length of damaged portion is 23.12 km. Resurfacing is required in entire length of subproject road. In different chainage different nature of restoration is required Like pavement resurfacing, patchwork retaining wall, breast wall, toe wall new RCC Scupper, KC drain new causeway etc. The entire subproject road alignment is located in hilly terrain within district Almora. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns.</p> <p>The project road alignment traverse through agricultural and residential with some urban sections and through barrel land. The major part of the road passes through agricultural area. Settlements along the sub-project road are Masi, Gani and Jorasi.</p> <p>Most of the proposed road alignment traverses through sparse habitation so any significant inconvenience or impact is unlikely. No widening or realignment is proposed the restoration work will be limited to existing alignment. The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department</p>
Artola–Jageshwar-Nani Motor Road (Km 6 to 20)	UEAP/PWD/C6 3	<p>Proposed civil work for restoration of this roads includes</p> <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope,</li> </ul>	<p>Total length of road is 20.40 Kms out of which 15.0 km road length is affected which needs restoration. The entire length of subproject is located on hilly terrain. The subproject road traverses along agricultural field, residential area, and semi urban and urban. None of the subproject road section is located in environmentally sensitive area.</p> <p>Most of the proposed road alignment traverses through sparse habitation so any significant inconvenience or impact is unlikely. No widening or realignment is proposed the restoration work will be limited to existing alignment</p>



		<p>construction of Parapet in plum concrete</p> <ul style="list-style-type: none"> <li>• Informatory board to be provided at required location</li> </ul>	<p>The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department</p>
<p>Khairna- Ranikhet Motor Road (Km 1 to 26)</p>	<p>UEAP/PWD/C64</p>	<p>Proposed civil work for restoration of this roads includes</p> <ul style="list-style-type: none"> <li>• Slip clearance, Construction of sub grade and Earthen shoulder</li> <li>• Providing laying, spreading and compacting stone aggregates, scarifying the existing bituminous surface to a depth up to 50mm and disposal of scarified material. Repairing of Pot holes and removal of loose material</li> <li>• Construction of retaining walls/Breast walls / construction of KC type drains/ rehabilitation and construction of culverts and causeways,</li> <li>• Construction of Toe walls for protection of slope, construction of Parapet in plum concrete</li> <li>• Informatory board to be provided at required location</li> </ul>	<p>The length of damaged portion of sub-project road is 26.00 Kms that needs restoration. The entire length of road is located on hilly terrain of district Almora. The existing road is single lane of 3.75 m, and shoulder width of 0.75 m both sides and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products and the life line for the villagers and tourist hub to connect towns.</p> <p>It varies from agricultural to Residential with some urban sections and through forest and barren land. The major part of the road passes through agricultural area. Any significant impact due to restoration work is unlikely (except construction related impact). The proposed roads other than urban roads also run through the forests at some locations where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department1</p>

#### D. PROJECT IMPLEMENTATION SCHEDULE

21. The implementation period for the UEAP is around 3 years with a construction period of around 18<sup>th</sup> month. All UEAP components are expected to be completed by December 2017.

Figure- III.1 – Project District Map

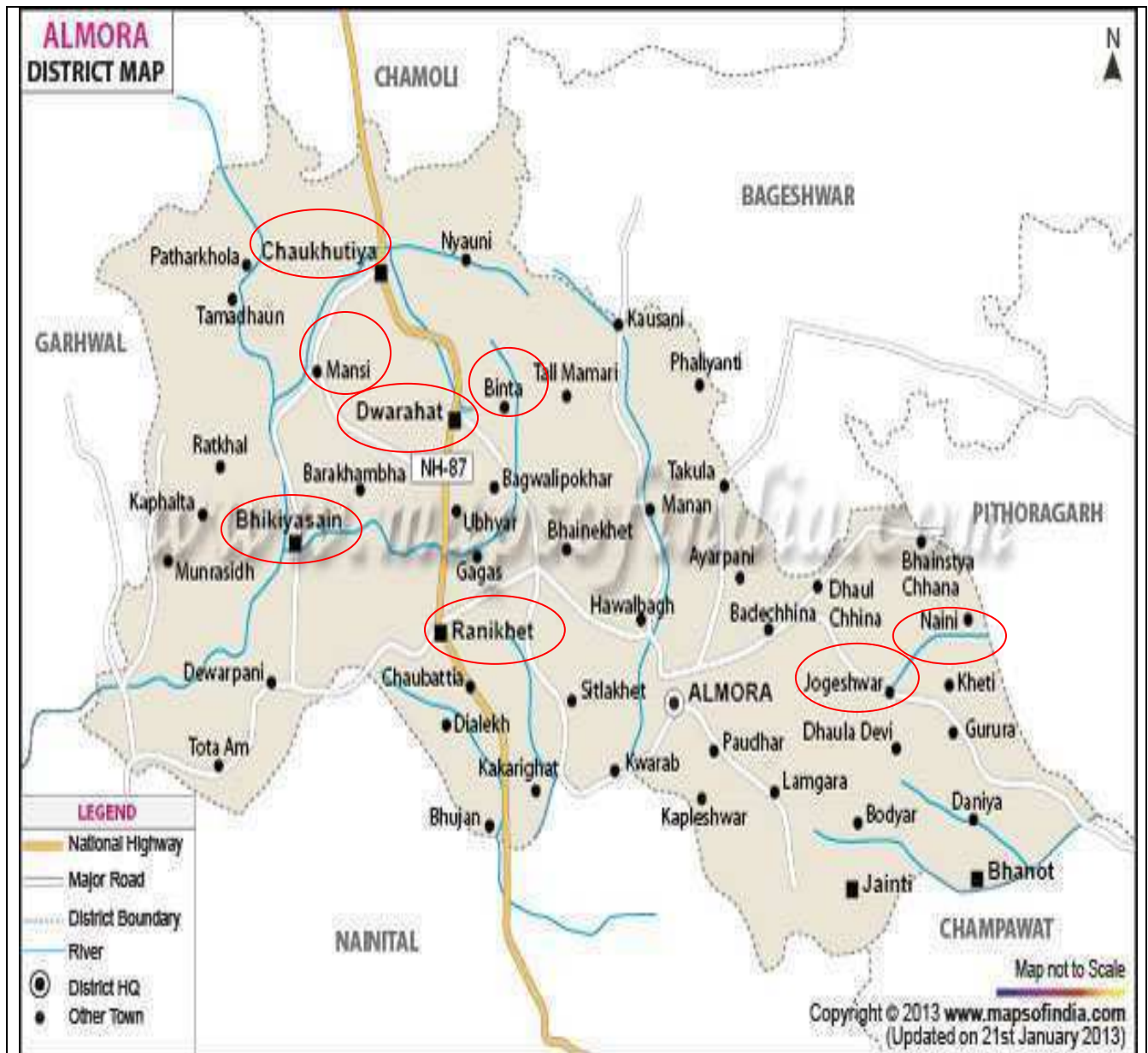


Figure III.2- Line diagram of proposed Sub-project roads

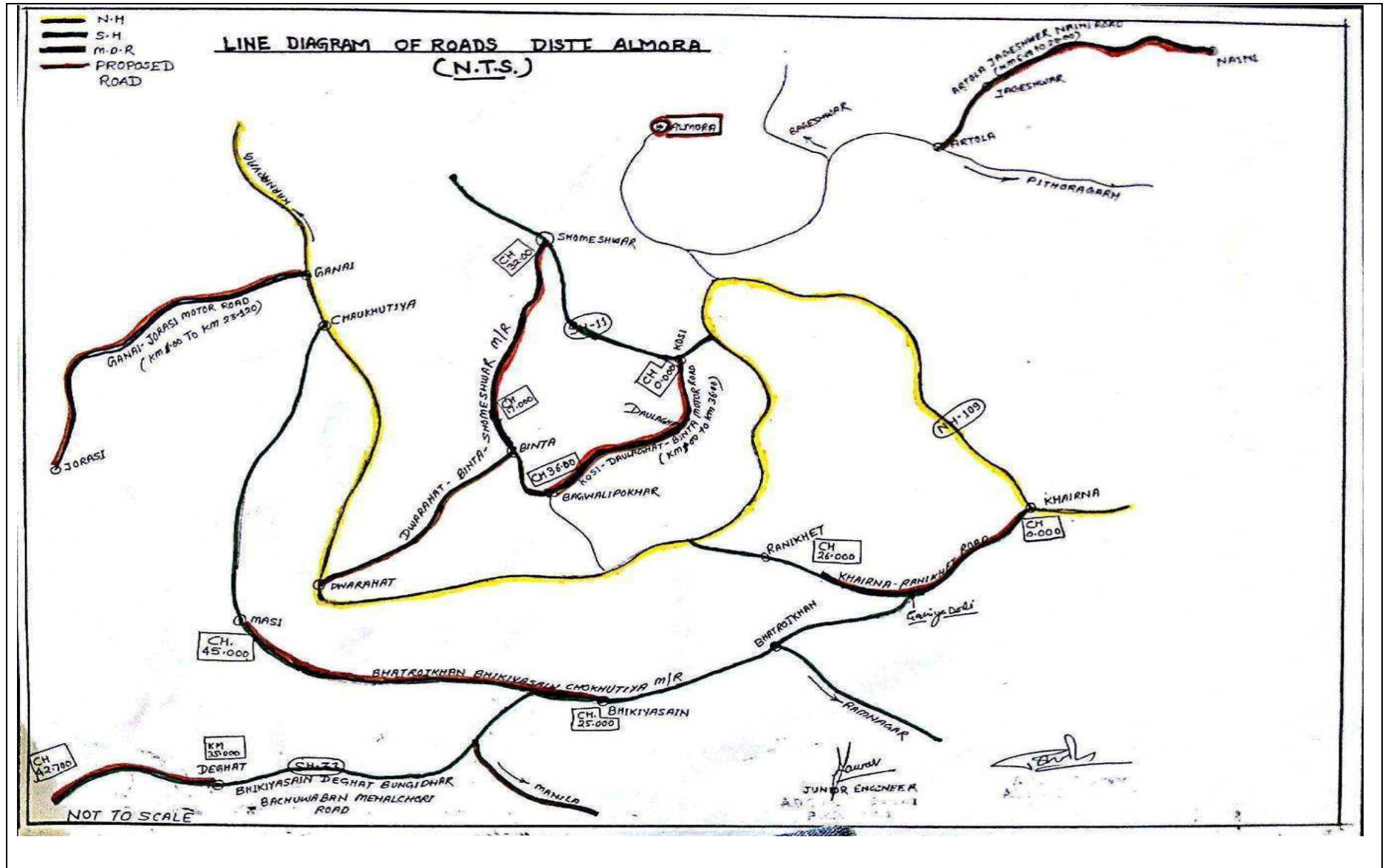


Figure -III.3 Locations of the project Road – Kosi-Daulaghat-Binta Motor Road

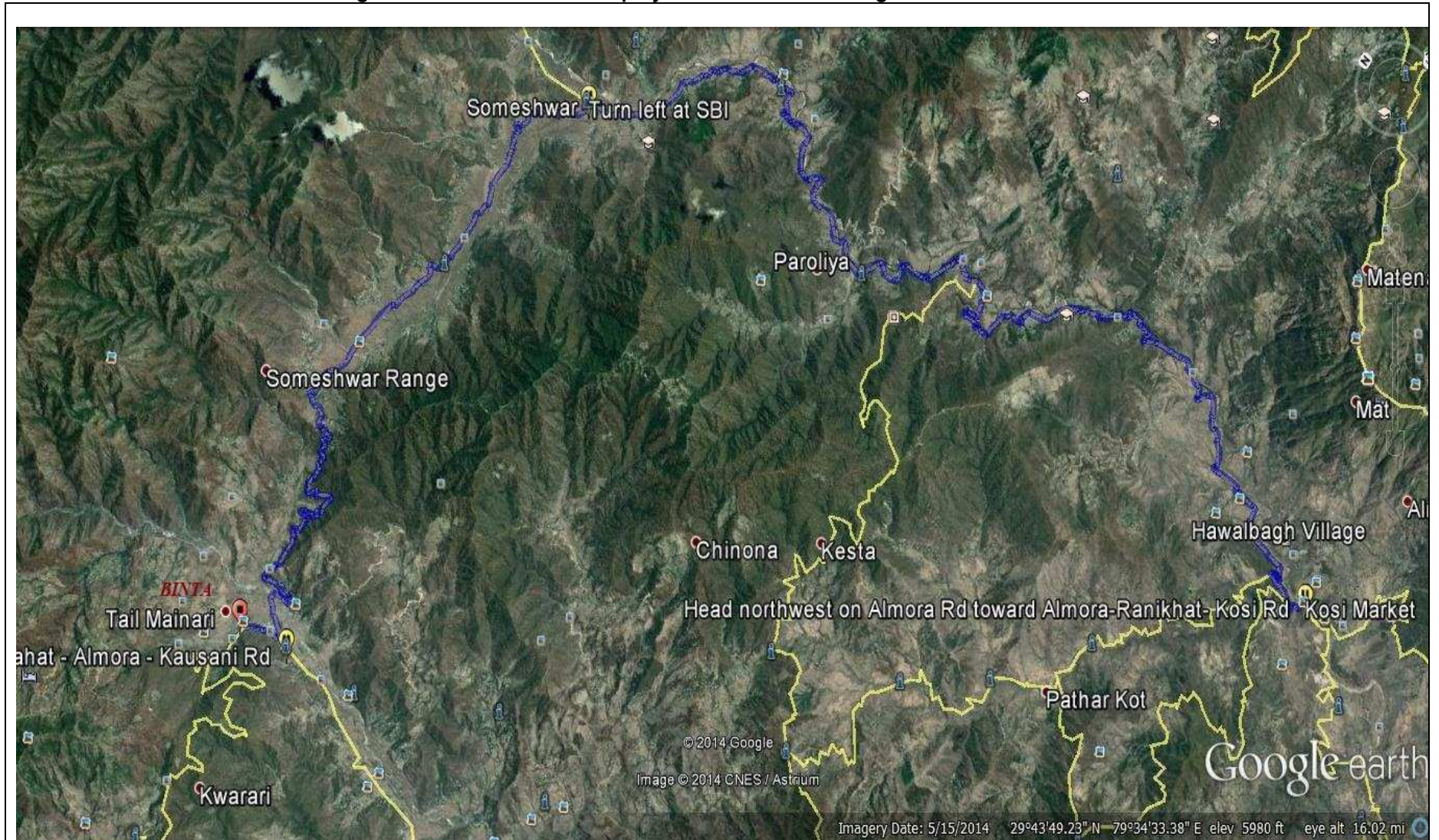


Figure –III.4 Locations of the project Road – Dwarhat- Binta \_Someshwar Motor Road

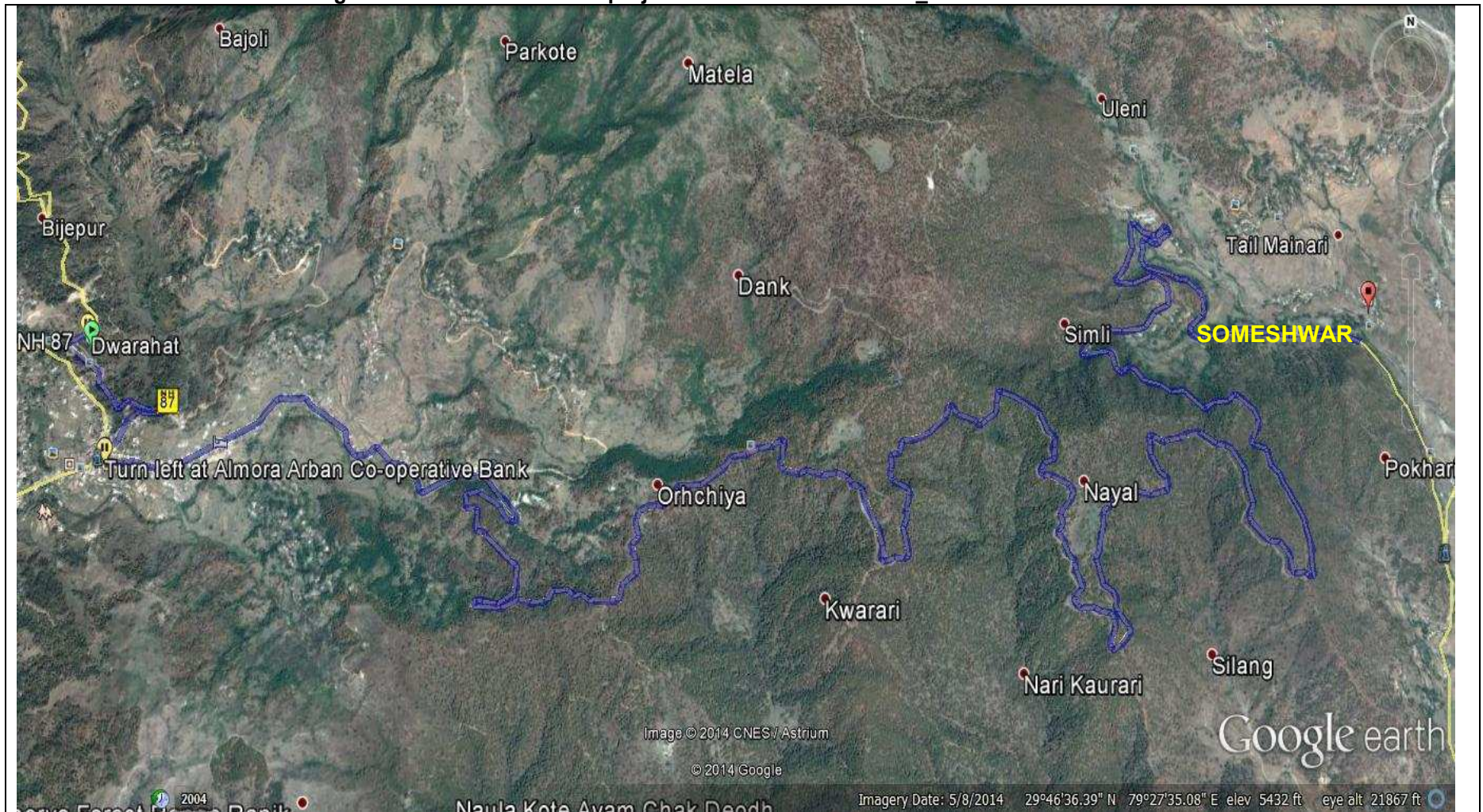


Figure –III.5 Locations of the project Road –Bhatrojkan-Bhikiyasain Motor Road

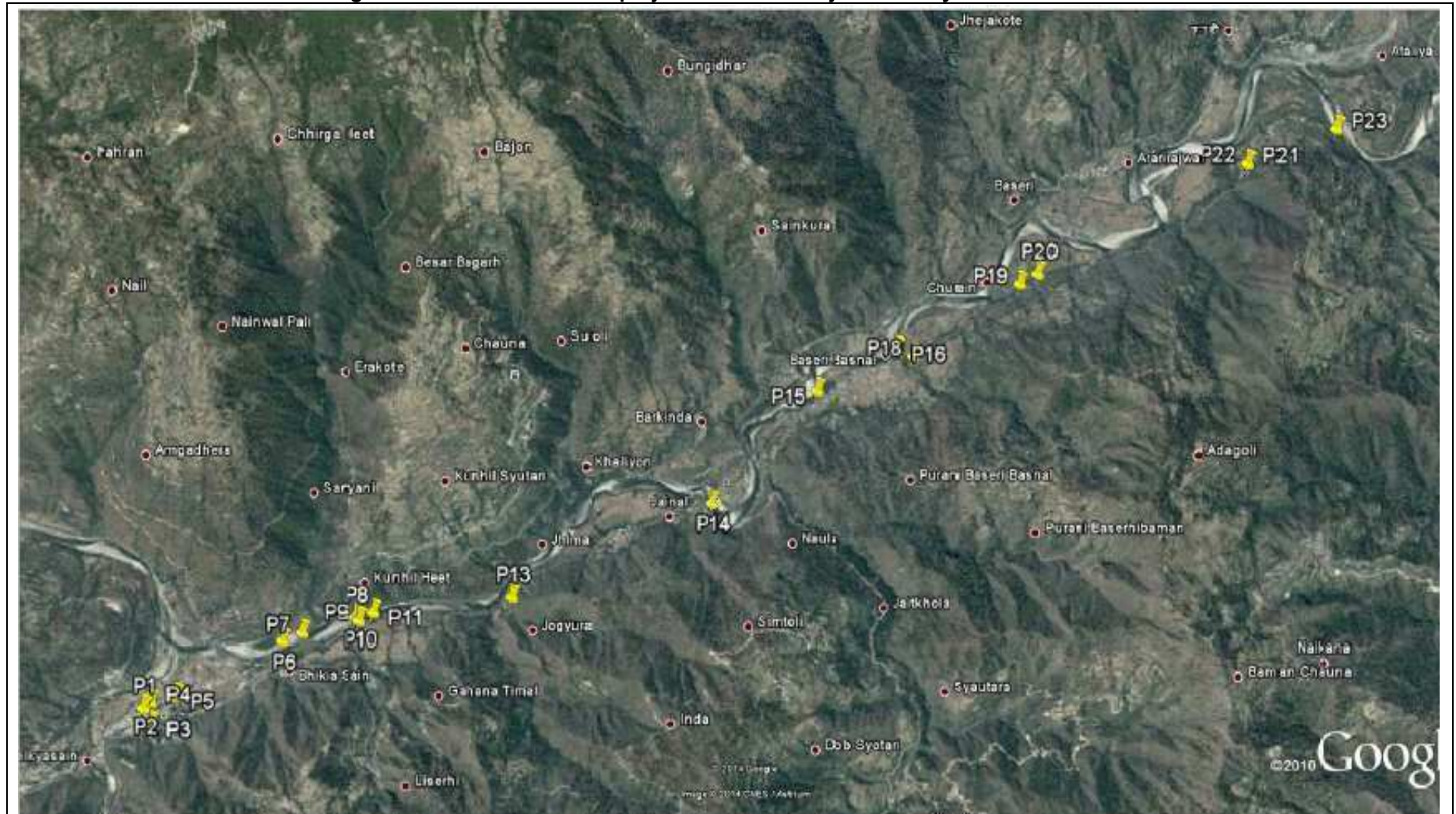


Figure –III.6. Locations of the project Road – Bhikiyasain-Deghat-Bungidhar-Bachuwaban- Mehalchori Chaukheti Motor Road

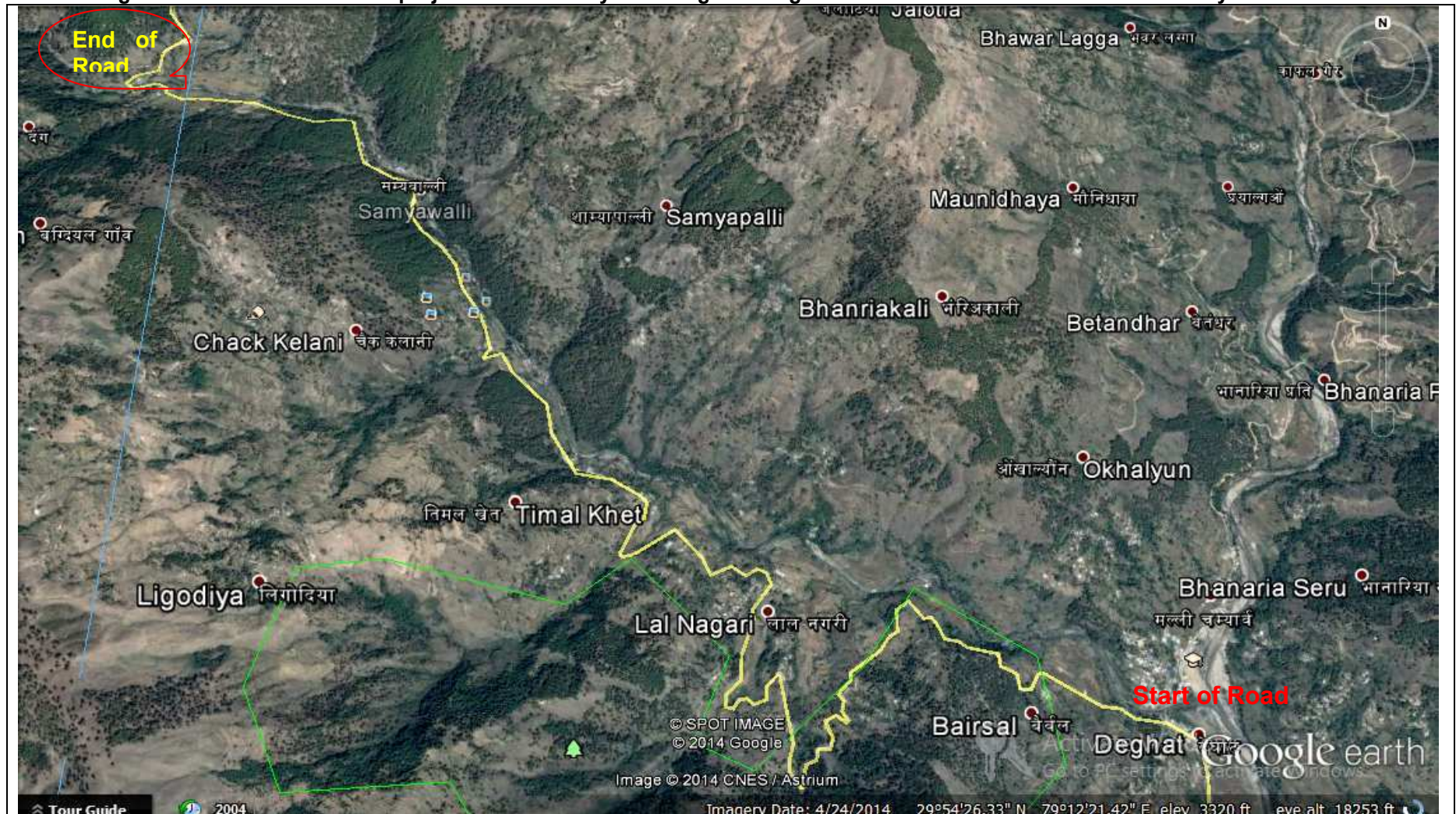


Figure –III.7 Locations of the project Road – Ganai – Jorasi Motor Road

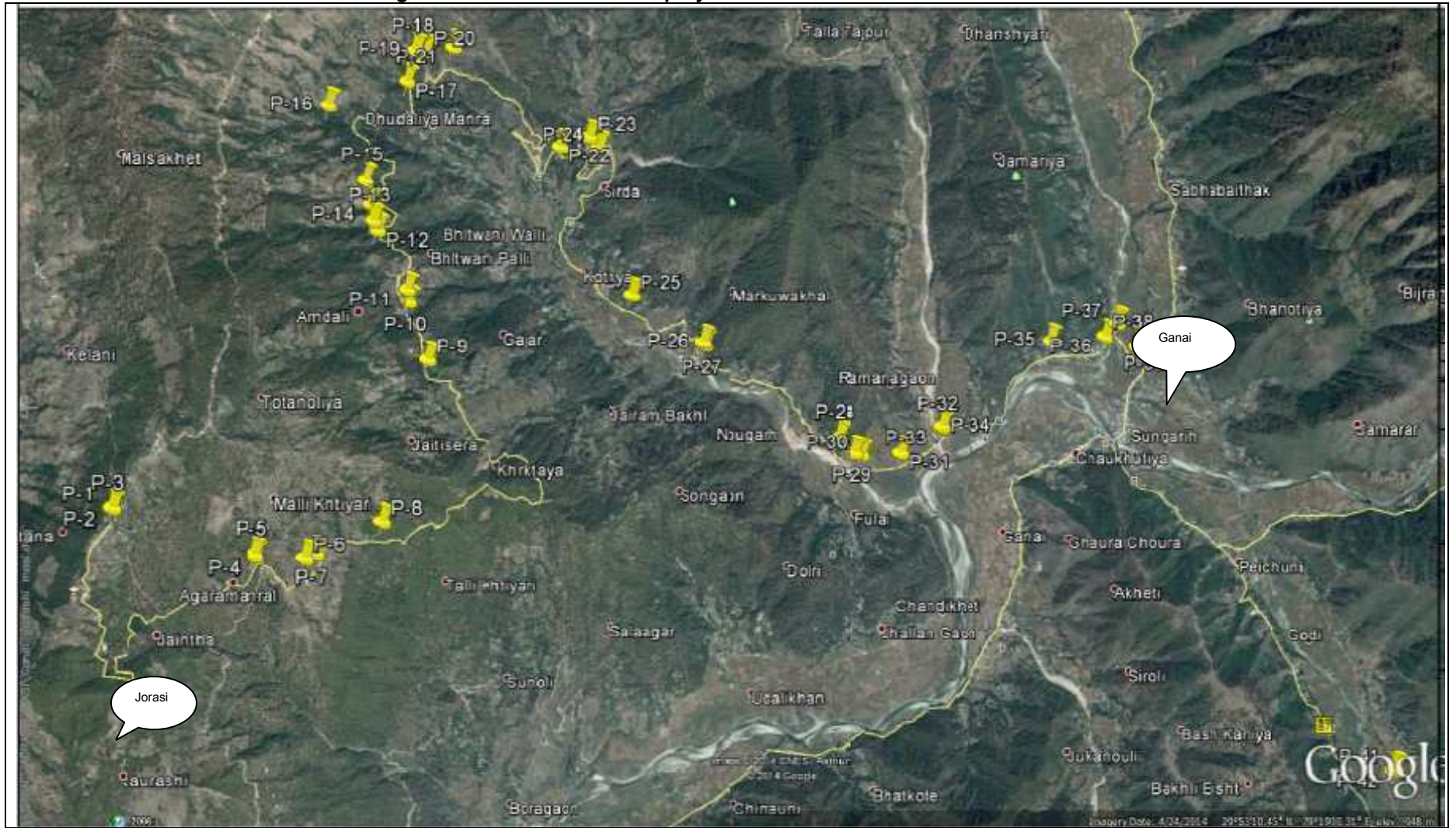




Figure –III.8 Locations of the project Road – Artola Jageshwar- Nani Motor Road

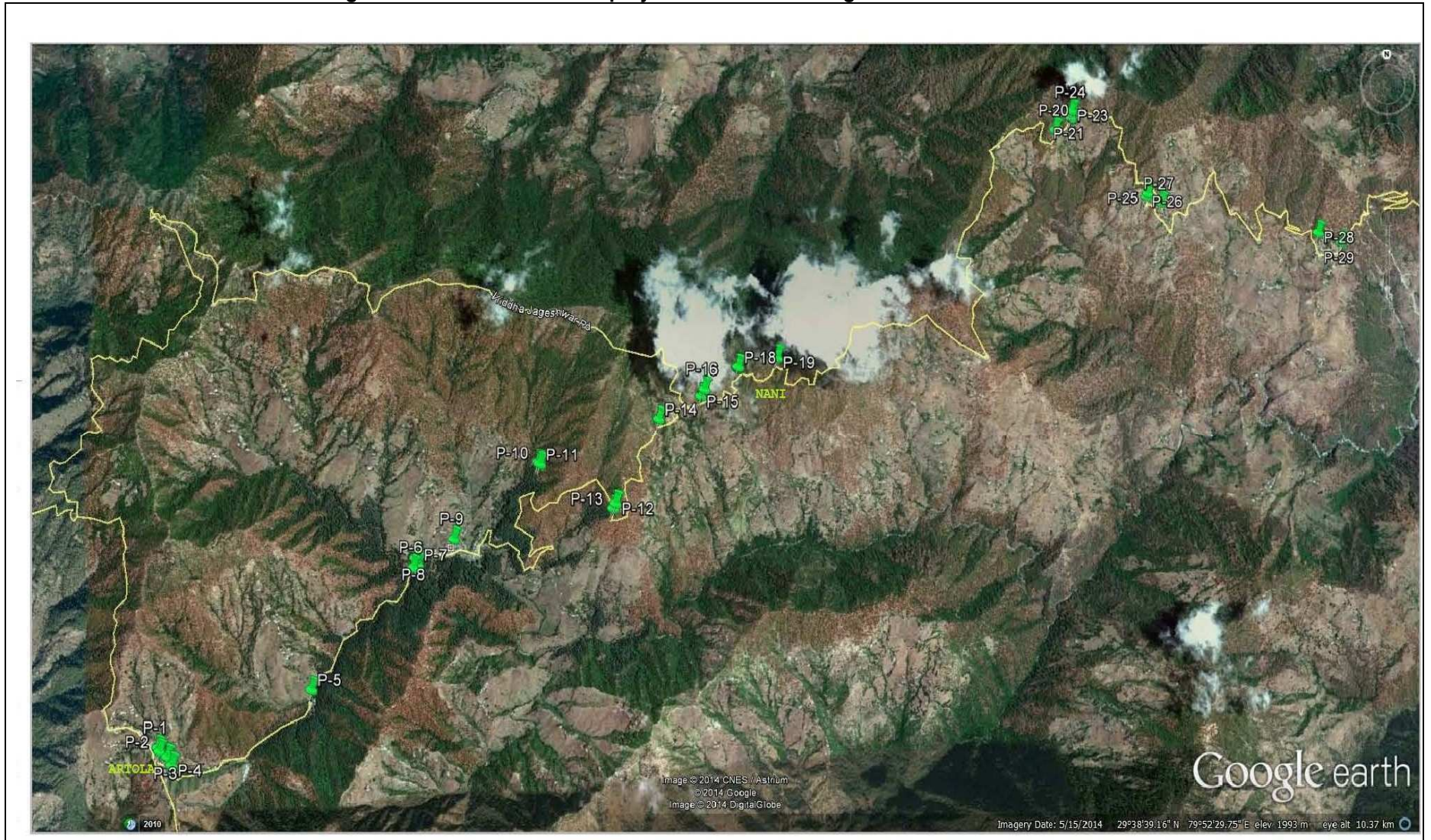


Figure –III.9 Locations of the project Road – Khairna- Ranikhet Motor Road

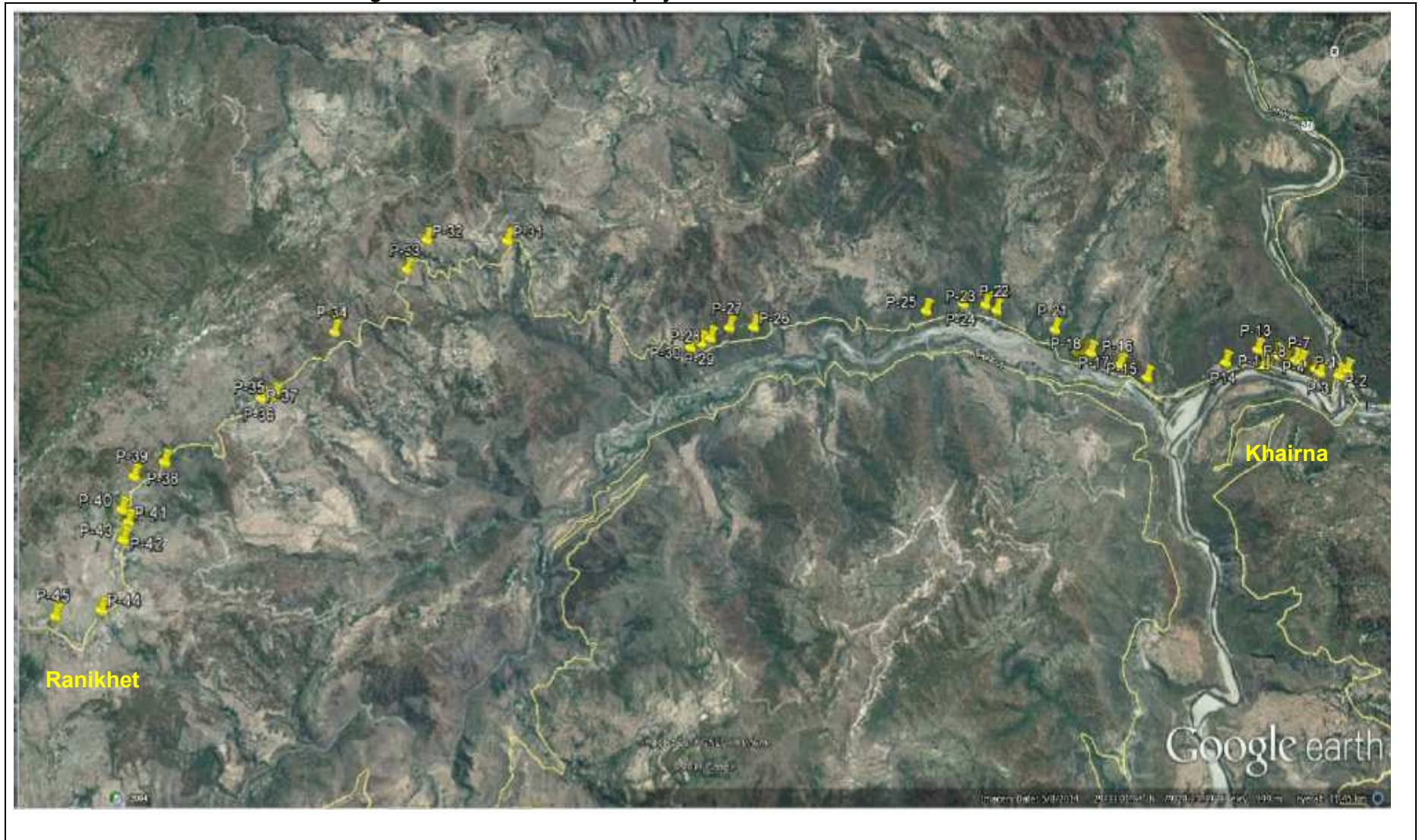
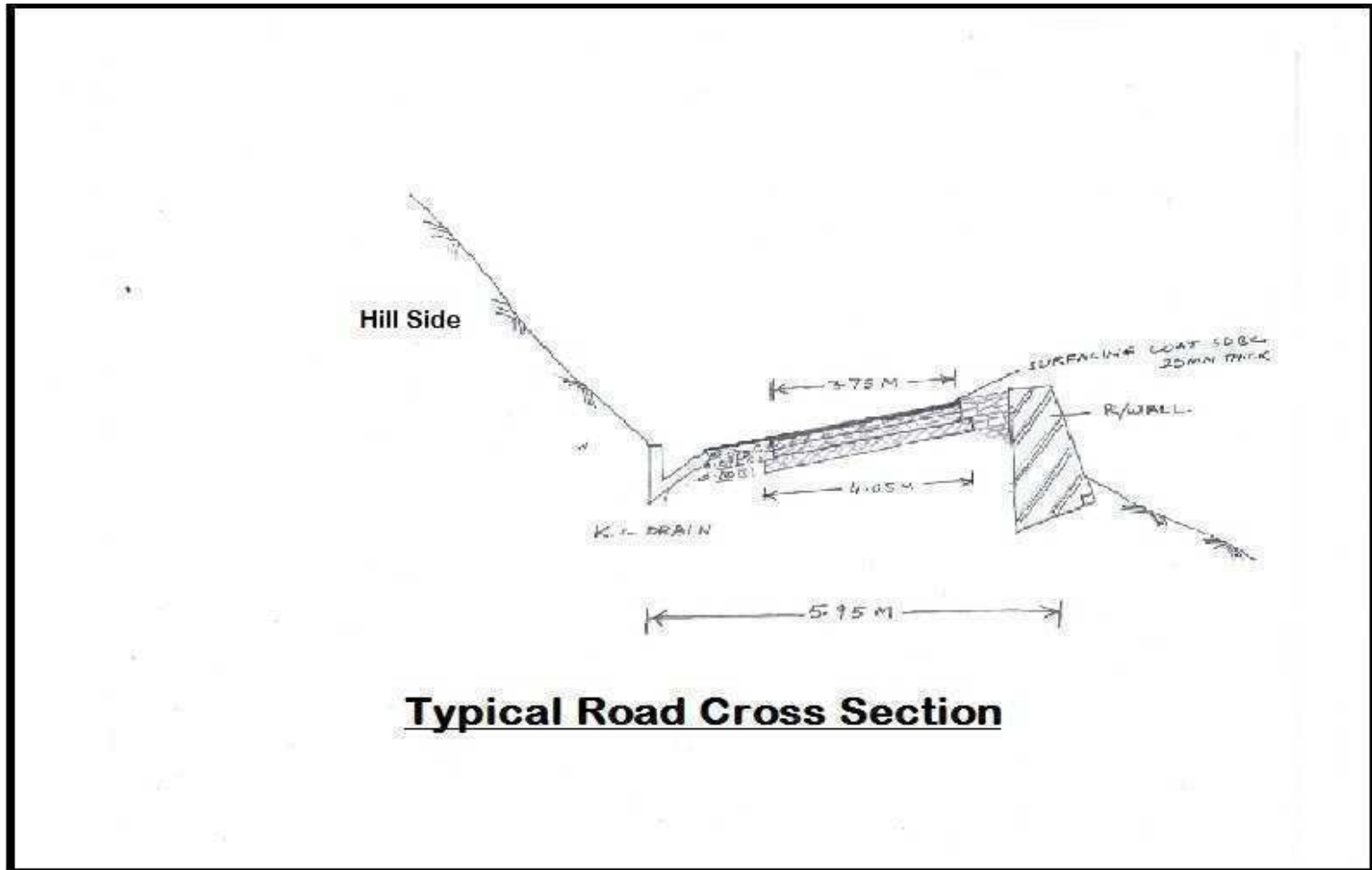


Figure III.11: Typical Cross-section



## IV. DESCRIPTION OF THE ENVIRONMENT

### A. PHYSICAL ENVIRONMENT

22. This section presents a brief description of the existing environment, including its physical, ecological resources, and socio-economic development of Sub project roads. Broad aspects on various environmental parameters such as geography, climate and meteorology, physiography, geology, seismology, ecology, socio-cultural and economic development parameters that are likely to be affected by the proposed roads improvement are presented. These aspects are disaggregated at the state and district levels covered in the road improvement project. Secondary information was compiled from relevant government agencies like the Forest Department, Wildlife Department, State Environment Protection, and Pollution Control Board and Metrological Department.

#### 1. Geography

23. Uttarakhand lies in the northern part of India amidst the magnificent Himalayas and dense forests. The State is bordering Himachal Pradesh in the north-west and Uttar Pradesh in the South and shares international borders with Nepal and China. The State is comprised of 13 districts, these are; Pithoragarh, Almora, Nainital, Bageshwar, Champawat, Uttarkashi, Udham Singh Nagar, Chamoli, Dehradun, Pauri, Tehri Garhwal, Rudraprayag, and Haridwar. Geographically, the state lies in the northern Himalayas between 28°53'24" to 31°27'50" North latitude and 77°34'27" to 81°02'22" East longitude. The State has an area of 53,483 sq. km. and a population of about 10.08 million as per census 2011.
24. Almora is located at 29.62°N 79.67°E. It has an average elevation of 1,651 metres (5,417 feet). It is located on a ridge at the southern edge of the Kumaon Hills of the Himalaya range. In the shape of a horse saddle shaped hillock, it is surrounded by thick forests of pine and fir trees. Flowing alongside the city are rivers of Koshi, (Kaushiki), and Suyal (Salmale). The snow-capped Himalayas can be seen in the background. Almora got its name from "Kilmora" a short plant found nearby region., which was used for washing the utensils of Katarmal Temple. The people bringing Kilmora were called Kilmori and later "Almori"and the place came to be known as "Almora".
25. The eastern portion of the horse saddle shaped ridge is known as Talifat and the western one is known as Selifat. The market is at the top of the ridge where these two, Talifat and Selifat jointly terminate. The market is 1.25 miles (2.01 km) long and is covered with stone slabs. The place of the present cantonment was formerly known as Lalmandi. Presently where the collectorate exists, the 'Malla Mahal' (Upper Court) of Chanda kings was located. The site of present District Hospital used to be 'Talla Mahal' (Lower Court) of Chand rulers.
26. Almora, a picturesque district in the Kumaun region, East of Uttarakhand in India, with a breathtaking panoramic view of Himalayas, summons tourists worldwide to its alluring grandeur of natural beauty. District of Almora is divided into nine tehsils namely: Almora, Bhikiyasain, Chaukhutiya, Dwarahat, Jainti, Ranikhet, Someshwar, and Sult. District Pauri, nanital, champabat, pithoragarh, bageshwar and district chamoli share its boundary with district Almora.
27. Uttarakhand is divided into two regions and also called administrative divisions, basically following terrain: the Kumaon and Garhwal. The Kumaon division located southeast of the state and composed of Almora, Bageshwar, Champawat, Nainital, Pithoragarh, and Udham Singh Nagar. The Kumaon region is part of the vast Himalayan track and and the sub-mountains of Terai and Bhabhar. The region is drained by Gori, Dhauli, and Kali from the Tibetan mountains, and Pindari and Kaliganga which ultimately joins Alaknanda River. The Garhwal division is composed of Chamoli, Uttarkashi, Rudraprayag, Tehri Garhwal, Pauri, Dehradun, and Haridwar district and is entirely on rugged mountain ranges dissected by valley, and deep

gorges. The Alaknanda River, the main source of the Ganges, traces its headwaters in this region.



Figure- IV.1 Districts of Uttarakhand

## 2. Geology

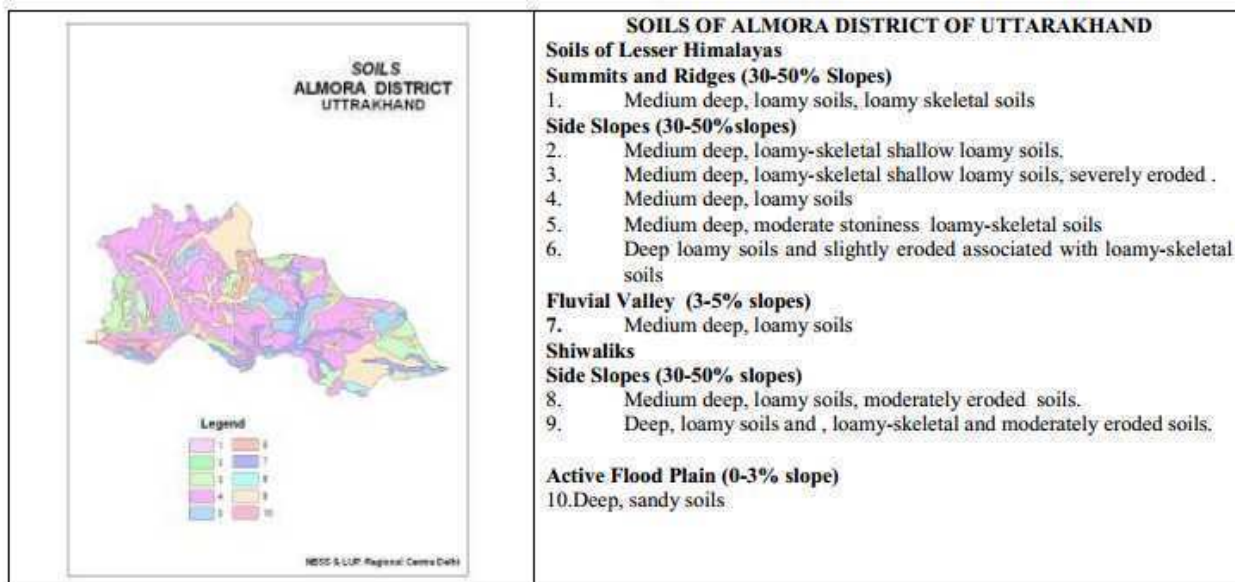
28. The project district Almora lies in the lesser Himalayas which are the youngest mountains in the world and the land mass now covered by them was occupied by the great geosynclinal Tethys sea during the Mesozoic period. The rocks of the area belong to crystalline zone. The area is broadly divided in two distinct lithologic units (a) Sarju Formation of valdiya of lohaghat, represented by the porphyries, migmatites, schists and micaceous quartzites (b) Duram Formation represented by Quartites

## 3. Physiography

The district is naturally landscaped with high Himalayan Mountains, snow capped peaks, passes, valleys, alpine meadows, forests, waterfalls, perennial rivers, glaciers and springs. Topographically the district is having rugged terrain with high cliffs and intersected by deep gorges. The district Almora is located at 29.62°N 79.67°E. It has an average elevation of 1,651 metres (5,417 feet). It can be observed that the district acquires a shape of a horse saddle shaped hillock. Surrounded by the thick forests of pine and fir trees, the city is neighbored rivers of Kochi and Suyal. The total area of district is 3082 Square Kilometer (1190 square mile) and it is surrounded by other districts of Uttaranchal including Bageshwar and Chamoli on Northern side, Pauri on western side, Nainital on southern and Champawat on the eastern side.

## B. PEDOLOGY

29. The soils of Almora district can be broadly classified into two types, viz. Soils of Lesser Himalaya and Soils of Greater or Central Himalaya. Majority of the area is covered by the first type.



30. There is no official/published soil quality data are available for this district. The baseline data on soil quality will be generated by the DSC before commencement of construction works.
31. The proposed locations of soil quality monitoring at pre construction stage (Baseline data) are as follows as per CPCB guideline monitoring location as follows:

S.No.	Name of the Motor Road	No. of Samples	Sampling locations
1	Kosi-Daulaghat-Binta Motor Road (Km 1 to 36)	02	One Sample from Construction Yard/worker camp another from anywhere road alignment
2	Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	02	One Sample from Construction Yard/worker camp another 1 sample from significant construction site along the road
3	Bhatrojkan- Bhikiyasain-Chaukhutiya Motor Road ( Km26 to 45)	02	One Sample from Construction Yard/worker camp another from significant construction site along the road
4	Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	02	1 sample from Construction Yard/worker camp and one sample anywhere near road alignment
5	Ganai-Jorasi Motor Road (Km1 to 24)	02	1 samples from Construction Yard/worker camp another 1 sample from significant construction site along the road
6	Artola-Jageshwar-Nani Motor Road (Km 6 to 20)	02	One Sample from Construction Yard/worker camp and another one is from significant construction site.
7	Khairna- Ranikhet Motor Road (Km 1 to 26)	02	1 samples from Construction Yard/worker camp another 1 sample from significant construction site along the road

*Note- During construction 2 times monitoring is proposed at same location*

### C. CLIMATE AND METEOROLOGY

32. The State of Uttarakhand, with its highly varying topographical features, has shown an equally variegating climatic condition, ranging from hot and sub-humid tropical in the southern tract of Bhabhar to temperate, cold alpine, and glacial climates in the northern part of the high mountains.
33. Factors such as elevation, slope, proximity of glaciers, forests, mountain peaks and ridges and direction of mountain ranges together give rise to the great variations in climatic conditions, even at the micro and local levels. These attributes determine the temperature range as well as the distribution of rainfall.
34. However, the overall climatic condition in the State is governed by the southwest monsoon. It has a sub-tropical to temperate climate, with three pronounced seasons; summer, winter, and monsoon. The hilly terrain of the Himalayan region has snow cover and is severely cold during winter with snowfall normally occurring during the months of December to March. The climatic conditions of Almora, Nainital, Pithoragarh, Chamoli, Uttarkashi, Pauri and Dehradun are humid and cold.
35. As for the project areas within the Kumaon region, such districts come under the Intermediate Zone, a zone with moderate temperature and moderate rainfall. The climate is cool, dry and delightfully healthy. The weather normally follows the seasonal rhythm during the year. The temperature ranges from 0°C to 10°C in winter and from 8°C to 33°C in summer season. The average rainfall ranges in between 55 to 212 cm. The winter season beginning from November to the end of February is cold and the summer period from March to June is hot. The rainy season from July to September is warm and moist.
36. The entire district can be grouped into the following climatic zones :

Climatic Zone	Elevation (in meters)
1. Cool Temperature	
a. Moist	600 - 1200
b. Dry	1000 - 2500
c. Sub Tropical Valley	600 - 1200
2. Cold Temperature	
a. Cold Temperature in higher location (snow bound) (5 - 6 month)	3000 - 3500
b. Cold Temperature (lower valley)	2000 - 3000
3. Alpine Zone	
Perpetually snow covered area	3500 - above
4. Dry Climate	
Trans Himalayan Alpine Valley of rain shadow location	2500 - 3500

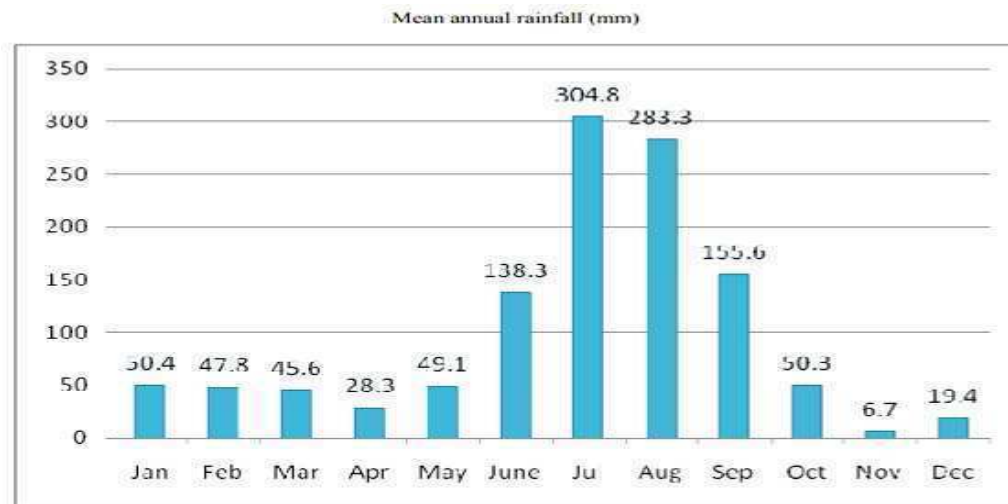
37. **Seasons:-** The entire district exhibits four broad seasons in the year

- a. Winter or Cold weather (mid Dec. - mid March)
- b. Summer or hot weather (mid March - mid June)
- c. Season of general rains (South - West monsoon season)
- d. Season of retreating monsoon (mid September to mid November)

38. **Temperature:-** There is no meteorological observatory in the district. The following account of the climate is based mainly on the records of the observations in the neighboring districts where similar meteorological conditions prevail. Variations in temperature are considerable from place to place and depend upon elevation as well as aspect. As the insolation is intense at high altitudes, in summer temperatures are considerably higher in the open than in the shade. Pools of cold stagnant air in the valleys cause the diurnal range of temperature to be considerable. January is the coldest month with a mean maximum temperature of 10°C. at heights of 2,000 m. above sea-level, the mean minimum temperature being at the freezing point (0° C.). Cold waves in the wake of western disturbances often make winter conditions rigorous. With the onset of the monsoon towards the end of June, day temperatures fall by about 3° to 5°C. and with its withdrawal towards the third or fourth week of September, day and night temperatures begin to decrease, slowly in the beginning but more rapidly after October till January,

which is the coldest month. Temperatures are much lower at higher altitudes towards the north. In association with western disturbances, precipitation at higher altitudes occurs mostly in the form of snow which accumulates considerably in the valleys. After January, both day and night temperatures begin to rise, rapidly from March to May or June, the last two being the warmest months. The mean daily maximum temperature is about 25°C. at stations 2,000 m. above sea-level, 15° to 18°C. at 3,000m. Above sea-level and still lower at higher elevations. With the incursion of the monsoon current, temperatures fall slightly by about 3° to 5°C. The annual temperature of the district varies between 28 °C to -2 °C. In summer it varies between 28 °C-12 and in winter 15 to -2°C.

39. **Rainfall:** - As per Agriculture Contingency Plan of district Almora, the annual rainfall in district is 1054 mm. The district observes 905.5 mm of rain in SW monsoon period from June to September, 46.4 mm during North East monsoon during October – December. In winter (January – February) the precipitation is recorded 67.9 mm and in summer (March – May) the precipitation is 34.7 mm.



Source-Agriculture Contingency Plan for District: Almora

40. **Humidity:** - the humidity is highest during the monsoon months and particularly so during the rainiest months of July and August. During the winter months, it increases towards the afternoon at high altitudes.
41. **Cloudiness:** - Skies are heavily clouded during the monsoon months and for short spells when the region is affected by western disturbances. During the rest of the year, the skies are generally clear to lightly cloud.
42. **Winds:-** Owing to the nature of the terrain, local effects are pronounced and when the general prevailing winds are not too strong to mask these effects, there is a tendency for diurnal reversal of winds which blow up the slopes during the day (anabatic flow) and down the slopes at night (katabatic flow). Katabatic wind can blow with considerable force.

#### D. AIR QUALITY AND NOISE QUALITY

43. The pristine environment and sparse population suggest that most part of the State have a very good air quality. Any point or non-point pollution sources of air pollution (except vehicular emission) were not observed throughout the survey period. It was observed that the traffic on the roads is too low to cause significant air pollution due to vehicular exhaust. In addition, almost all the sub-project roads except urban roads are passing through forests having good vegetation coverage hence vehicular emissions are easily sequestered. Finally, there are no industries recorded in or along the project roads and hence any other source of atmospheric air pollution is not expected. The air pollution level expected to be well within the permissible limits because there are no major sources of



pollution in the region. There is no official/published air quality data are available for this district. The baseline data on ambient air quality will be generated by the DSC before commencement of construction works.

S. No.	Name of the Motor Road	No. of Samples	Sampling locations
1	Kosi-Daulaghat-Binta Motor Road (Km 1 to 36)	05	One sample from worker camp cum construction yard, one sample near Poultry Farm near village Kulaom. One sample from Ramna/ Govindpur village at km 13+100, and one sample one sample near Junior High school Anna at km 23+500 and another sample at Junior high school Mahat village at chainage 28+300
2	Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	03	One sample from Construction yard/worker camp, one sample near Binta village and another one is from Someshwar.
3	Bhatrojkan- Bhikiyasain-Chaukhutiya Motor Road ( Km26 to 45)	03	One sample from worker camp/construction yard another two samples from village Janoli and Chauktiya.
4	Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	03	Two sample at Construction yard and another from Nahalghar/Bartiya village.
5	Ganai-Jorasi Motor Road (Km1 to 24)	03	One sample from construction yard cum worker camp, one sample from Aneri Mandir and one sample from Jorasi ( before Jorasi village)
6	Artola-Jageshwar-Nani Motor Road (Km 6 to 20)	03	One at construction/worker Camp, one sample near Jageshwar (temple area) and another one from Nani.
7	Khairna- Ranikhet Motor Road (Km 1 to 26)	03	One sample from worker camp/construction yard, one from Khairna/Uprari village and one sample at chainage 19+500 , Cantt Fatak.
<i>Note- During construction 2 times (Biannual) monitoring is proposed at same location</i>			

44. Generally, noise pollution is not a problem in project influence area. Traffic, and festival/cultural noises, along with noise generated from construction activities, DG sets etc., are the most prominent sources of noise in the urban areas. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet. There are no industrial enterprises along any of the road in the project area. As the traffic is very low, the noise pollution either at point or non-point sources is unlikely in the project area. Moreover, there will be not much rise in the noise levels to be brought about by the proposed activities as there are no major settlements along the proposed roads except urban area. However, with some commercial locations existing near the project roads, small contribution to the noise levels is expected. During the construction period, a temporary increase in the noise levels are expected due to movement of construction machineries and construction activities.
45. It was observed that ambient noise scenario in residential, commercial, and sensitive areas in the study area are quite low in general. The baseline data on Noise levels will be generated by the DSC before commencement of civil works.
46. The proposed locations of noise quality monitoring at pre construction stage (Baseline data) are as follows as per CPCB guideline monitoring location as follows:

S. No.	Name of the Motor Road	No. of Samples	Sampling locations
1	Kosi-Daulaghat-Binta Motor Road (Km 1 to 36)	8	5 sample from Air Quality Monitoring Station, another 3 samples from sensitive area representing school and religious places

2	Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	05	Three samples from Air Quality Monitoring Station and another two from sensitive location ( near schools)
3	Bhatrojkan-Bhikiyasain-Chaukhutiya Motor Road ( Km26 to 45)	05	Three sample from Air Quality Monitoring Station and another two from construction sites and another sensitive location.
4	Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	04	Two sample from Air Quality Monitoring Station, one at Start of project road and one near Shishu Mandir School.
5	Ganai-Jorasi Motor Road (Km1 to 24)	06	3 Sample from Air quality monitoring station , one from Ganai one from Jorasi and one from Dhulia village near school.
6	Artola–Jageshwar-Nani Motor Road (Km 6 to 20)	05	One at construction camp one from Jageshwar (temple area), one from Chamoh Padaob, one at Government Inter college Nani and one from significant construction site.
7	Khairna- Ranikhet Motor Road (Km 1 to 26)	06	Three samples from Air Quality Monitoring Station and one sample from one sample each from Kharina/uprari village and Ranikhet near cant Fatak at chainage 19+500. One sample at chainage 15+00 near Gov School.
<i>Note- During construction 2 times monitoring is proposed at same location</i>			

## E. HYDROLOGY

### 1. Water drainage

47. **Rivers and drainage in project district-** The district abounds in rivers some of which originate within the fold of the district and, assuming a peripheral course along the borderline, enter the Garhwal region and eventually merges into the Ganga and have thus been geographically grouped under the rivers of the Ganga system. These are Koshi (Kaushiki), Suyal (Salmale) Gori, Ram Ganga Sarju etc. Ram Ganga and Kosi are around project road influence area and at few locations it flow along the project roads. The project area is well drained by these rivers other rivulets locally known as Gad, Gadhera and Naulla.

### 2. Water Quality

48. Based on the reconnaissance survey/site visit and visual observation along the project road water seems to be unpolluted. The secondary data is generally not available/ accessible for surface water as well as ground water. There is very little documentation on the pollution status of rivers of the area. The secondary data of Kosi river is being represented here for the purpose of reference. The data is of Augmentation of water treatment plant of Almora town and monitored by IIT Roorkee.

Results of Surface Water Analysis (Kosi River)

Location: Kosi River (Near Pump House of Pey Jal Sansthan Almora)

Season: Summer

S/ No.	Parameters	IS: 10500 *	Analysis of Results for sampling date			Remarks
			18/05/07	23/05/07	12/06/07	
1	Total coliform organism MNP/100ml		300	400	-	Objectionable
2	PH	6.5-8.5	7.4	7.2	7.6	O.K
3	Dissolved oxygen, mg/l		6.03	6.5	5.4	O.K
4	Total hardness (as CaCO <sub>3</sub> ), mg/l	600	64	70	84	O.K
5	Calcium (as Ca), mg/l	200	25	28	34	O.K
6	BOD, mg/l	< 3 <sup>a</sup>	16	8	2.1	Objectionable
7	Alkalinity	600	92	102	108	O.K
8	Iron (as Fe), mg/l	1.0	1.79	1.84	1.96	Objectionable
9	Arsenic (as As), mg/l	0.01		-	-	
10	Chromium (as Cr), mg/l	0.05	0.054 <sup>@</sup>	0.038	0.028	Excess
11	Mercury (as Hg), mg/l	0.001	BDL	BDL	-	O.K
12	Lead (as Pb), mg/l	0.05	BDL	BDL	BDL	O.K
13	Copper (as Cu), mg/l	1.5	BDL	BDL	BDL	O.K
14	Zinc (as Zn), mg/l	15	BDL	BDL	BDL	O.K
15	Manganese (as Mn), mg/l	0.3	0.018	0.021	0.031	O.K

\* Acceptable limits in absence of alternate source. <sup>a</sup> Not available in IS: 10500, have taken from CPCB's website: <http://www.cpcb.nic.in> <sup>@</sup> Within MCLG (0.1 mg/l) as per USEPA. BDL = below desirable limit

49. Based on limited records, the water quality of Uttarakhand's rivers, rivulets, and other natural water sources is generally good and no major source of water pollution was found. The hand pumps, natural water seeping out from mountains locally called as "Naula", and natural water springs locally called as "Gadhera" represent the ground water sources in the hills. There are no major sources of water pollution in terms of point or non-point sources aside from natural landslides leading to deposition of debris in streams. Proposed subprojects are not expected to have any impact on the surface water quality. The baseline data on water quality will be generated by the DSC before the commencement of construction activity.

50. The proposed locations of water quality monitoring in pre construction stage are as follows as per CPCB guideline monitoring location as follows:

S. No.	Name of the Motor Road	No. of Samples	Sampling locations
1	Kosi-Daulaghat-Binta Motor Road (Km 1 to 36)	04	One surface water sample from Kosi river near start of road, one surface water sample near Daulahat village, one ground water sample from worker camp and one ground water sample from Ramna/Govindpur village at km 13+100.
2	Dwarhat-Binta Someshwar Motor Road (Km 17 to 32)	03	One ground water from Worker camp, one ground water from Loadh village (Km 8+00) one surface water sample from before Someshwar ( at km 13-200).
3	Bhatrojkan- Bhikiyasain-	04	One surface water from river Ramganga

	Chaukhutiya Motor Road ( Km26 to 45)		at Bhikiyasain (LHS) another surface water sample near Janoli village. One Ground water sample from Worker camp and another from village Janoli.
4	Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori Chaukhutiya Motor Road (km 36 to 43)	03	One surface water from near by drain, one ground water sample from worker camp/construction and one from Nahalghar village.
5	Ganai-Jorasi Motor Road (Km1 to 24)	05	One surface and ground water from Aneri Mandir. One Ground water from Worker camp cum construction yard one surgace and ground water from Jorasi (before Jorasi village)
6	Artola–Jageshwar-Nani Motor Road (Km 6 to 20)	04	One ground water sample from Construction camp one ground water sample from Nani Village, one surface water sample from at chainage 2+400 and another surface water sample near Jageshwar Temple Area.
7	Khairna- Ranikhet Motor Road (Km 1 to 26)	04	One surface water sample at start of project road near bridge, one sample from Ranikhet before chainage 19+500 (start of Kantt area). One Ground water sample from worker camp and one sample from Uprari village.
<i>Note- During construction 2 times monitoring is proposed at same location</i>			

## F. MINERAL RESOURCES

51. It has been estimated that there are deposits of 100 million tonnes of limestone, 35 million tonnes of dolomite, 21 million tonnes of magnesite, 9.0 million tonnes of rock phosphate, 4.0 million tonnes of gypsum, and 8.8 million tonnes of soap stone in different areas of the State. Some of the major mineral deposits are indicated in the succeeding Table.

**Table IV.1. Availability of Important Minerals (million tonnes)**

Sl. No.	Mineral	Quantity
1.	Limestone	430.5
2.	Marble	6.4
3.	Rock Phosphate	25.0
4.	Barytes	0.085
5.	Greyphite	10.7
6.	Dolomite(superior)	30
7.	Magnesite	70.294
8.	Copper	1.6
9.	Soap stone	26.64
10.	Gypsum	0.195

Source: <http://rrtd.nic.in/Ultrakhand.htm>

52. A number of minerals are found in project district Almora, and brief notes about them are given in the following paragraphs.

**Base Metal** – Area of occurrence in district are Seshakhani, Bijrau, Dhirauli, Khankar, Tamakhani, Thela, Bilaun sera, Barmatiya and Dhanpur.

**Graphite**- Area of occurrence in district is Kalimati, and Persal.

**Magnesite**- Area of occurrence in district is Agra Girechnina, Kanda, Masauli, Areapani, Bhurgaon, Chanmi, Harap and Bauri.

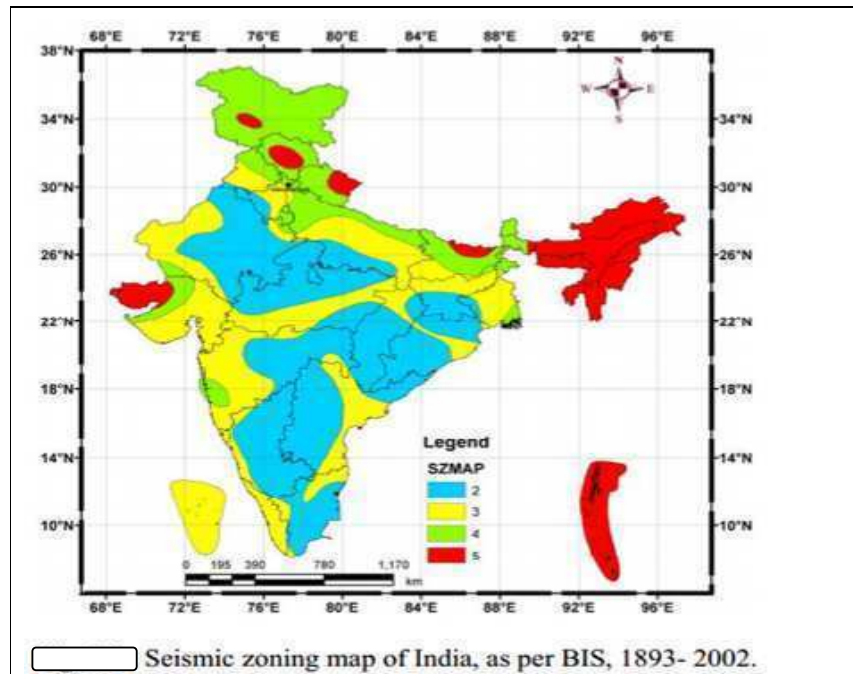
**Soapstone**- Area of occurrence in district is Birkhal.

**Tungsten**- Area of occurrence in district is Jaursai

## G. SEISMOLOGY

53. Uttarakhand Himalayas are one of the seismically active regions of the world and have experienced earthquakes since times immemorial. The region has also experienced tectonic movements. This is evident from several thrusts and faults present in and around the state. Two regional tectonic features in Uttarakhand, which have earthquake potential, are the main central thrust (MCT) and the main Boundary Thrust (MBT). In fact, these tectonic feature are present all along the entire Himalayan tectonic belt.

Figure-IV.2- Seismic Zone of India



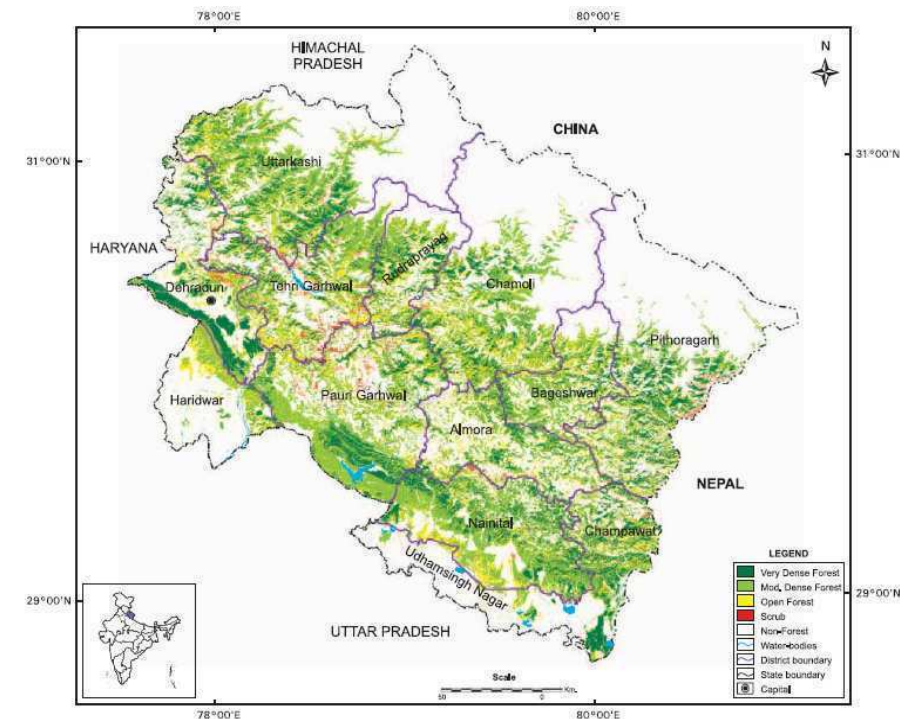
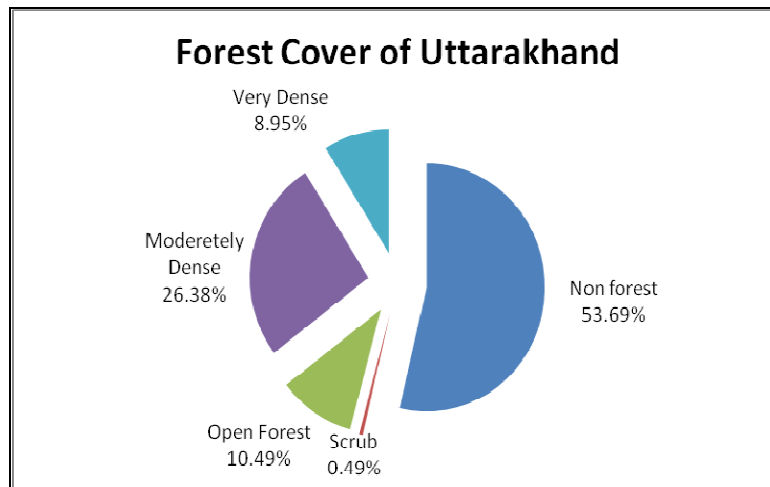
54. As per the seismic zoning map of India, as incorporated in Indian Standard Criteria for earth quake Resistant Design of Structure IS:1893-(Part I) 2002 : General Provisions and Buildings; the entire state of Uttarakhand has been assigned to seismic zone IV and V, which are the two most seismo-tectonically active zones on the map. Most part of Alaknanda valley are in seismic zone V whereas the Bhagirathi valley is in seismic zone IV.

## H. ECOLOGY

55. The hilly State of Uttarakhand has a forest cover of 65% of its total geographical areas (slightly lower than the stipulated 66.6% forest cover for hilly states).

### 1. Forestry

56. According to The India State of Forest report 2013, the recorded forest area of the Uttarakhand state is 34,651 km<sup>2</sup> which constitutes 64.79% of its geographical area. Reserve forests constitute 71.11%. Protected Forests 28.52% and Unclassed Forests constitute 0.35% of the total forest area.
57. The distribution of forest cover by district is presented in the succeeding Figure and Table. The Garhwal region has more forest cover with 14,639 km<sup>2</sup> compared to the Kumaon region with 9,869 km<sup>2</sup>. However, they are almost equal in terms of distribution over its territory with 45% and 47% of covered with forest. The district of Pauri Garhwal, Uttarkashi, Nainital, and Chamoli have the largest forest cover accounting for 50% of all the state's total.



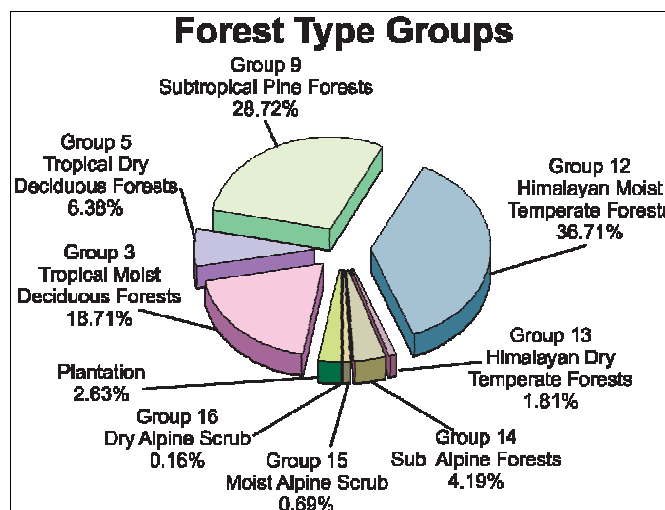
**Table IV.2. District-wise Forest Cover, Uttarakhand**

Region	District	Geographic Area (Km <sup>2</sup> )	Forest Cover			Total Forest 2013	% of Total 2013
			Very Dense	Moderate Dense	Open Forest		
Garhwal	Uttarkashi	8,016	570	1957	618	3,145	39.23
	Rudraprayag	1,984	241	592	297	1,130	56.96
	Chamoli	8,030	441	1,573	686	2,700	33.62
	Pauri Garhwal	5,329	520	2,095	676	3,291	61.76
	Tehri Garhwal	3,642	298	1,232	618	2,148	58.98
	Dehradun	3,088	583	695	332	1,610	52.14
	Haridwar	2,360	25	333	257	615	26.06
<b>Sub-Total</b>		<b>32,449</b>	<b>2678</b>	<b>8477</b>	<b>3,484</b>	<b>14,639</b>	<b>45.11</b>
Kumaon	Pithoragarh	7,090	571	1,113	416	2,100	29.62
	Bageshwar	2,246	197	883	305	1,385	61.67
	Almora	3,139	222	927	428	1,577	50.24
	Nainital	4,251	605	1,899	570	3,074	72.31
	Champawat	1,766	337	576	274	1,187	67.21
	Udham Singh Nagar	2,542	175	236	135	546	21.48

<b>Sub-Total</b>	<b>21,034</b>	<b>2,107</b>	<b>5,634</b>	<b>2,128</b>	<b>9,869</b>	<b>46.91</b>
<b>Total</b>	<b>53,483</b>	<b>4,785</b>	<b>14,111</b>	<b>5,612</b>	<b>24,508</b>	<b>45.82</b>
Note	Very Dense Forest – All lands with tree cover of canopy density of 70% and above Moderately Dense Forest – Canopy density between 40%-70% Open Forest – Canopy density between 10%-40%					

Source: India State of Forest Report 2013

58. Forest type mapping using satellite data has been undertaken by Forest Survey of India with reference to Champion and Seth (1968) classification. As per this assessment, the state has 34 forest types which belong to eight forest type groups, viz. Tropical Moist Deciduous, Tropical Dry Deciduous, Subtropical Pine, Himalayan Moist Temperate Forests, Himalayan Dry Temperate Forests, Sub-Alpine Forests, Moist Alpine Scrub and Dry Alpine Scrub. Percentage wise distribution of forest in different forest type groups found in the state is given in the pie diagram.



59. A wide variety of tree species is found in the mountains of Uttarakhand and enumerated in the succeeding Table according to altitude location. Some notable tree species are Poplar (*Populus ciliata*) and Eucalyptus (*Eucalyptus citriodora*) due to their fast growing and large market demands, and Khair (*Acacia catechu*) and Seesam (*Dalbergia sissoo*) for their ecological and economic importance. Sal (*Shorea robusta*), which is highly adapted to sandy soil are being used to stabilize river banks and islands in river beds. Oak (*Quercus* sp.) is another important species considered to be amongst the best wood in the world specially for making agriculture implements due to its very heavy hard with twisted fibers. The State Govt. of Uttarakhand has declared the oak tree (*Quercus* sp.) as a *Kalpvrksha* or wish fulfilling divine tree often treated as the signature plant of the Kumaon Himalayas as numerous logos and insignias with a stylized version of the deodar inscribed on them. Deodar grows in the temperate to alpine climate that is found between 3500 and 12000 feet in this region. Finally Chir pine (*Pinus roxburghii*) a source of resin, which is used for producing resin and terpentine.

**Table IV.3. Predominant Top-Canopy (Tree) Species According to Altitude**

Sl. No.	Common Name	English Name	Botanical Name	Altitude (m.)
1.	Kachnar	Orchid tree	<i>Bauhinia variegata</i>	600-900
2.	Cheed	Chir Pine	<i>Pinus roxburghii</i>	600-900
3.	Shal tree	Shal tree	<i>Shorea robusta</i>	600-750
4.	Banj	Oak tree	<i>Quercus incana</i>	1700-2000
5.	Kail	Blue pine	<i>Pinus wallichiana</i>	1800-2400
6.	Buransh	Rose tree	<i>Rhododendron arboretum</i>	200-2100
7.	Deodar	Cedar tree	<i>Cedrus deodara</i>	1800-2400

Sl. No.	Common Name	English Name	Botanical Name	Altitude (m.)
8.	Raga	Himalayan fir-low level	<i>Abies pindrow</i>	2100-2900
10.	Raga	Himalayan fir-high level	<i>Abies spectabilis</i>	2900-3600
11.	Spruce	Spruce	<i>Picea smithiana</i>	2400-2900
12.	Thuner	Himalayan Yew	<i>Texus baccata</i>	2400-2700
13.	Surai	Cypress	<i>Cupressus torulosa</i>	2300-2400
14.	Pangar	House Chestnut	<i>Aesculus indica</i>	1800-2100
15.	-	Strawberry tree	<i>Cornus capitata</i>	2000-2300
16.	Bhojpatra	Betula	<i>Betula utilis</i>	3000-3500
17.	Buransh	Rose Wood	<i>Rhododendron arboreum</i>	1700-2000
18.	Simaru	Rose Wood	<i>R. campanulatum</i>	2200-3000
19.	Moru	Oak tree	<i>Quercus dilatata</i>	2000-2500
20.	Kharsu/Khoru	Oak tree	<i>Quercus semicarpifolia</i>	2200-2400

60. The proposed subprojects are not expected to have any impact on the Forests and does not involve any tree cutting as the scope of the work is restricted to reconstruction and rehabilitation of disaster affected section of the existing roads. No road widening is proposed.

## 2. Biodiversity

61. The State of Uttarakhand is endowed with rich bio-diversity as manifested by its approximately 64 percent forest cover. The State has established six national parks and six wildlife sanctuaries for the conservation of flora and fauna. Such areas include the Nanda Devi National Park, Valley of Flowers, Gangotri National Park, Govind Pashu Vihar National Park, Rajaji National Park, Jim Corbett National Park, Kedarnath Wildlife Sanctuary, Askot Musk Deer Sanctuary, Mussoorie Sanctuary, Binsar Wildlife Sanctuary, Sanadi Sanctuary, Nandhaur Wildlife Sanctuary and Govind Wildlife Sanctuary—all of which are being looked after by the Uttarakhand government. A positive remark on the State is that it maintains rich wildlife outside their protected areas.

**Table IV.4. Wildlife in Uttarakhand**

Sl. No.	Protected Areas	Year	Unit	Statistics
1.	<b>National Parks</b>			
	(i) Number	2013-14	No.	6
	(ii) Area	2013-14	km <sup>2</sup>	4915.02
2.	<b>Wildlife Sanctuaries</b>			
	(i) Number	2013-14	No.	7
	(ii) Area	2013-14	km <sup>2</sup>	2690.12
3.	<b>Important Wild Animals</b>			
	(i) Tiger	2008	No.	178
	(ii) Leopard	2008	No.	2335
	(iii) Elephant	2008	No.	1346
	(iv) Musk Deer	2008	No.	376
	(v) Black Bear	2008	No.	1935
	(vi) Sloth Bear	2008	No.	172
	(vii) Brown Bear	2008	No.	14

Source: Wildlife and Protected Areas, ENVIS, 2014

62. The Himalayas represent one of the most fascinating biota (fauna and flora) all over the world, both in terms of quality and quantity. This is evident from the fact that more than 50 percent of all biota can be found only in the Himalayan region. Such fact is brought about by the region's uniqueness in terms of favorable climatic conditions, natural habitats, and soil types.

63. The State of Uttarakhand is represented by Biogeographic Zones 2B Western Himalaya and 7B Siwaliks<sup>1</sup> in this region. About 18.7 % of the total area under the Forest

<sup>1</sup> Negi, A.S., Status, Distribution and Management of Mountain Ungulates in Uttaranchal, Envis Bulletin, 2002



Department has been clearly earmarked for biodiversity conservation by the creation and management of 12 Protected Areas (PA) and a biosphere reserve in the State.

**Table IV.5 National Parks in Uttarakhand**

Sl. No.	National Park	Year of Establishment	Area (sq.km)	District
1.	Corbett NP	1936	521	Garhwal
2.	Nanda Devi NP	1982	630	Chamoli
3.	Valley of Flower NP	1982	87	Chamoli
4.	Rajaji NP	1983	820	Dehradun and Haridwar
5.	Gangotri NP	1989	2390	Uttarkashi
6.	Govind NP	1990	472	Uttarkashi

Source: Wildlife and Protected Areas, ENVIS, 2014

**Table IV.6. Wildlife Sanctuaries in Uttarakhand**

Sl.No.	Sanctuary	Year of Establishment	Area (sq.km.)	District
1.	Govind WLS	1955	521	Uttarkashi
2.	Kedarnath WLS	1972	957	Chamoli
3.	Askot WLS	1986	600	Pithoragarh
4.	Sonanadi WLS	1987	301	Garhwal
5.	Binsar WLS	1988	46	Almora
6.	Musoorie WLS	1993	11	Dehradun
7.	Nandhaur WLS	2012	269.96	Nainital and Champawat

Source: Wildlife and Protected Areas, ENVIS, 2014

64. Variations in the topography of high mountain ranges and deep valleys and altitudes from sea-level portions give the project districts different habitats for a variety of fauna and in turn resulted in the enriched biodiversity in the region. The common wildlife reported from the forests includes Tigers, Panthers, Civet Cats, Leopard Cats, Jungle Cats, Himalayan Silver Fox, and the Jackal. Various species of deer including the Musk Deer and the Barking Deer also roam in the districts. Sambhar and Gural as well as the Bear and the Porcupine are also found in the project area. The flying mammal Bat is also common in the area. Other animals in the region include the Chipmunk, the Rhesus Monkey and the Flying Squirrel. Discussion with local people during the survey process generated reports on the presence of Leopards, Deers, Foxes, and Wild Pigs. Some important information about wildlife of Uttarakhand is given in the Table below.

**Table IV.7 List of Major Flora**

Sr No	Local Name	Scientific Name
<b>Trees</b>		
1.	Buransh	<i>Rhododendron arboretum</i>
2.	Deodar	<i>Cedrus polycarpus</i>
3.	Chir	<i>Pinus roxburghii</i>
4.	Surai	<i>Cupressus tourulose</i>
5.	Padam	<i>Prunus cornuta</i>
6.	Mehal	<i>Pyrus pashia</i>
7.	Otis	<i>Alnus nepalensis</i>
8.	Ayar	<i>Lyonia ovalifolia</i>
9.	Kafal	<i>Myrica sapida</i>
10.	Akhrot	<i>Juglana regia</i>
11.	Bhimal	<i>Grewia optiva</i>
12.	Ritha	<i>Sapijdu mukorossi</i>
13.	Tun	<i>Toona ciliate</i>
14.	Nimla	<i>Ficus auriculata</i>
15.	Timur	<i>Zanthoxylum tamala</i>
16.	Kharik	<i>Celtis eriocarpa</i>
17.	Chamkhirik	<i>Carpinus viminea</i>
18.	Katmon	<i>Betula alnoides</i>
19.	Kajal	<i>Acer acuminatum</i>

Sr No	Local Name	Scientific Name
20.	Katoj	<i>Castanopsis tribuloides</i>
21.	Kirmola	<i>Acer oblongum</i>
22.	Kandru	<i>Ilex dipyrrene</i>
23.	Banj	<i>Quercus semicarpifolia</i>
<b>Shrubs</b>		
1.	Kala Hisalu	<i>Rubus lasiocarpus</i>
2.	Karoz	<i>Carissa spinarium</i>
3.	Kobra Plant	<i>Arisama helleborifolium</i>
4.	Kandali	<i>Urtica parviflora</i>
5.	Satavar	<i>Asparagus racemosus</i>
6.	Dudhi	<i>Hollerrhena antidysentric</i>
7.	Bajradanti	<i>Potentilla fulgens</i>
8.	Banfasa	<i>Viola surpans</i>
9.	Bach	<i>Acorus calamus</i>
10.	Nakol	<i>Urticor dioica</i>
11.	Patyura	<i>Pteracanthus angustifrons</i>
12.	Dudhia	<i>Taraxacum officinale</i>
13.	Vatula	<i>Flemingia fruticulose</i>
14.	Belmur	<i>Flacourtia indica</i>
15.	Nirghesi	<i>Delphinium denudatum</i>
16.	Silfoda	<i>Bergenia gossypina</i>
17.	Jula	<i>Gerbera grassypina</i>
18.	Jatamasi	<i>Nardostachys grandiflora</i>
<b>Grasses</b>		
1.	Dub	<i>Cynodon dactylon</i>
2.	Kush	<i>Sucharum spontanour</i>
3.	Gol ringal	<i>Chimonobambusa falcate</i>
4.	Tachita	<i>Apluda muticr</i>
5.	Dev ringal	<i>Thamnocalamus facloueri</i>
6.	Jhugra ringal	<i>Arundinaria jaunsarensis</i>
7.	Thamgil	<i>Thamnocalamus spathiflorus</i>

**Table IV.8 List of Major Fauna**

Sl. No.	Wild Animals	
	Local Name	Scientific Name
1	Guldar	<i>Panthera Pardus</i>
2	Kala Bhalu	<i>Selenarctos thibetanus</i>
3	Ghural	<i>Memorhaedus goral</i>
4	Kakar	<i>Muntiacus muntjak</i>
5	Khirao	<i>Capricornis sumatraensis</i>
6	Jangli Suar	<i>Sus-scrofa cristatus</i>
7	Chitrola	<i>Martes flarigula</i>
8	Langoor	<i>Presbyits entellus</i>
9	Khargosh	<i>Lepus nigricollis</i>
10	Sehi	<i>Hystrix indica</i>
11	Gidar	<i>Canis aureus indicus</i>
12	Jangli Billi	<i>Felis chaus</i>
13	Gilehri	<i>Eurambulus pennanti</i>
14	Bandar	<i>Macaques mulatta</i>
<b>Birds</b>		
1	Chir Fijent	<i>Catreus wallichii</i>
2	Kalij Fijent	<i>Lophura Leucomelana</i>
3	Koklaj Fijent	<i>Pucrassia macrolophus</i>
4	Kala Irgal	<i>Letinaetus makavensis</i>
5	Karorla	<i>Urocissa erythsorhyncha</i>

Sl. No.	Wild Animals	
	Local Name	Scientific Name
6	Ullu	<i>Strix aluco nivicola</i>
7	Baaj	<i>Flaco severaus</i>
8	Kala Titar	<i>Francolinus francolinus</i>
9	Papiha	<i>Cuculus varius</i>
10	Tota	<i>Psittacula humalayana</i>
11	Chakor	<i>Alectoris graeca chuker</i>
12	Hariyal	<i>Treron spenura</i>
13	Pashchimi Tregopan	<i>Tragopan meloccephalus</i>
14	Bulbul	<i>Pyconotus cafer</i>
15	Maina	<i>Aerioctheres tristis</i>
16	Fakhta	<i>Streptobelia orientalis meena</i>
17	Gidh	<i>Gyps himalayensis</i>
18	Kauwa	<i>Carvus macromynchos</i>
19	Saat Bahen	<i>Teyrdoides striatus</i>
20	Neelkanth	<i>Garrulus Lanaclatus</i>

Source: Negi, A.S., Status, Distribution and Management of Mountain Ungulates in Uttarakhand, Envis Bulletin, 2002

### 3. Biosphere reserve

65. The Biosphere Reserve is the top category after Wildlife Sanctuary and National Park in the Country. Out of the 14 Biosphere Reserves situated in India, the Nanda Devi Biosphere Reserve (NDBR)—established second among the 14—is situated in the State of Uttarakhand. It extends in the three districts of Chamoli (Garhwal), Pithoragarh, and Bageshwar (Kumaon). The Nanda Devi National Park (NDNP) and the Valley of Flowers are UNESCO World Heritage Site declared in 1988. The NDNP is located in the transition range between the Zaskar range and Himalayan foothills with 97 species of plants including many rare and almost extinct plants like *Saussurea sudhanshui*, *Nardostachys grandiflora*, *Picrorhiza kurroa*, *Cypripedium elegans*, *C. himalaicum*, *Dioscorea deltoidea* and *Allium stracheyi*. There are also 83 animal species including the Bharal (*Pseudois nayaur*), Himalayan Musk Deer (*Moschus chrysogaster*), Mainland Serow (*Capricornis sumatraensis*), Himalayan Tahr (*Hemitragus jemlahicus*), Goral (*Nemorhaedus goral*), Snow Leopard (*Panthera uncia*), Common Leopard (*Panthera pardus*), Himalayan Black Bear (*Selenarctos thibetanus*), Common Langur (*Presbytis entellus*) and Rhesus Macaque (*Macaca mullata*). Also, there are about 114 avian species and 27 species of butterflies in the NDNP.
66. The Rajaji National Park was established in 1983 protecting sections of the tropical deciduous forest area of the Shivalik Hill range on the Himalayan foothills. The Park covers 820.42 square kms, along the Haridwar, Dehradun and Pauri Garhwal. The park has a vast Sal forest, and mixed forest mostly covered with *Acacia catechu* and *Vetiveria zizanioides*. It is refuge to approximately 49 species of mammals, 315 species of birds, 49 species of reptiles, 10 species of amphibians and 49 of Piscean species. This park has the largest population of elephants in Uttarakhand and a large population of tigers and leopards. Notable animals seen in the park are the Wild Cat, Goral, Rhesus Macaque, Himalayan Yellow Throated Marten, Monitor, Lizard, Indian Hare, Sloth, Himalayan Black Bear, King Cobra, Jackal, Barking Deer, Sambar, Wild boar, Indian Langur, Indian Porcupine and Pythons. The population of birds consists of the Great Pied Hornbill, Himalayan Pied Kingfisher, Sparrows, Fire Tailed Sunbird and the Peacock (Indian National Bird).
67. The Jim Corbett National Park covers 520 sq kms of Savannah-type grasslands and Sal forests. Declared as a Tiger Reserve in 1973, the Park has a rich diversity including the White Tiger, Throated Martem, Himalayan Palm Civet, Indian Grey Mongoose, Para, Kakka, Ghoral, Bar-headed Goose, Duck, Grepe, Snipe, Turtles, Python, Common Otter, Porcupine, Clack-taped Hare, Chital, Spotted Deer, Viper, Cobra, Krait, King Cobra,

Tortoise, Graylag, Sandpiper, Gull, Cormorants and Egrets. There are 488 species of flora found protected in the Park including Sal, Savannah Grass, *Anogeissus-Acacia catechu* forests, *Mallotus philippensis*, Jamun and *Diospyros tomentosa*.

68. The Govind National Park covers an area of 957 sq. kms in Uttarakashi and a sanctuary for the endangered Snow Leopard and some other 15 species of mammals and 150 species of birds that includes the Himalayan Black bear, Brown bear, Musk deer, Bharal, Himalayan Tahr, Serow and Common leopard. The endangered birds found in this region are Monal Pheasant, Koklas Pheasant, Bearded Vulture Himalayan Snow Cock, Golden Eagle, Western Tragopan, Steppe Eagle and Black Eagle. Other varieties of birds include Owls, Pigeons, Minivets, Thrush, Warblers, Bulbul, Cuckoo and Finches.
69. The Valley of Flowers is a World Heritage Site located in Chamoli. There are hundreds of species mostly being Orchids, Poppies, Primula, Calendulas, Iris, Lily, Roses, Violets, Rhododendron, Angelica, Himalayan Fritillary, Daisies and Anemones and also supports a variety of mammals like the Himalayan Tahr, Snow Leopard, Musk Deer, Red Fox, Common Langur (a type of monkey), Bharal, Serow, Himalayan Black Bear, Himalayan Brown Bear, Pica (Mouse hare). A huge variety of butterflies and birds are also found in the valley including Himalayan Golden Eagle, Griffon Vulture, Snow Partridge, Himalayan Snow Cock, Himalayan Monal, Snow Pigeon, and Sparrow Hawk.

#### 4. Fishery

70. Fish abound in almost all streams of the district and riparian villages find in it an important supplement to their ordinary food. The common species found here are asela or saul, mahasher, kalabans or karaunch and fucta or phar kata. Other species found in the district include gadara, gadiyal or guluwa, tarra, symplu and nama, nawoo or japa. No interference with fishery activities is envisaged by execution of the proposed subprojects.

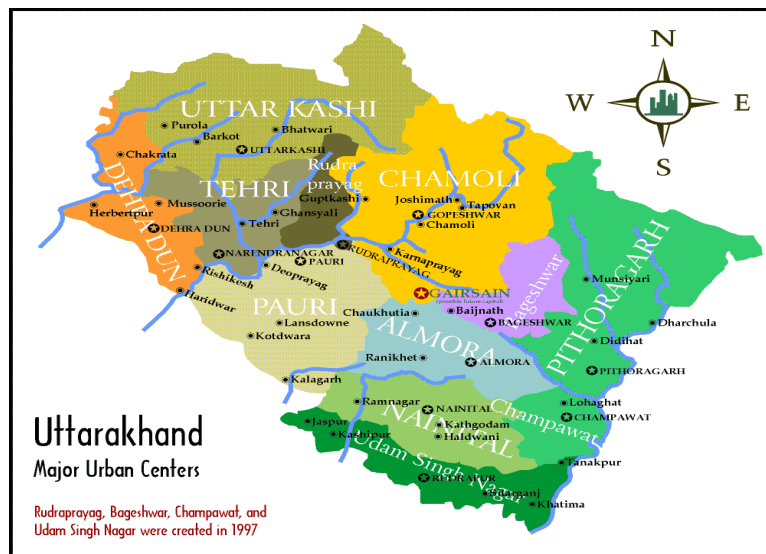
<b>BOX</b>	
<b>Forest Type</b>	<b>Wild Life / Birds in Almora region</b>
Sub-tropical	Tiger, Chital ( <i>Axis axis</i> ) Leopard ( <i>Panthera Pardus</i> ), Fox ( <i>Vulpes vulpes montanus</i> ), Boar ( <i>Sus scrofa</i> )
Tropical rain Forest	Goral ( <i>Nemoahaedus goral</i> ), Kalij Pheasant ( <i>Lophura leucomelana</i> ), Peora Patridge (hill Patridge, Chir Pheasant)
Mixed Cane Forest	Himalayan Thar, Monal, Koklas
Khusoo Forest	Musk Deer ( <i>Moschus moschiiferus</i> ), Himalayan Thar, Black Bear
Sub Alpine	Blue Sheep / 'Bharal' ( <i>Pseudois nahoor</i> ) Monal
Alpine	Snow Leopard ( <i>Panthera Uncia</i> ), Monal, Black Beer, Marmot, Bharal, Snow Cock ( <i>Tetraogallus himalayensis</i> ), Snow Patridge ( <i>Lerwa lerwa</i> ) etc.

### I. SOCIO-ECONOMIC PROFILE

#### 1. Social and cultural development

71. The State of Uttarakhand occupies a total land area of 53,483 sq. km. which is 1.73 percent of India's total land area. The native people of Uttarakhand are generally called either Garhwali-or Kumaon depending on their place of origin in either the Kumaon or Garhwal region. According to the 2011 census of India, Uttarakhand has a population of 10,116,752 comprising 5,154,178 males and 4,962,574 females, with 69.45% of the population living in rural areas. The state is the 20th most populous state of the country having 0.84% of the population on 1.69% of the land. The population density of the state is 189 people per square kilometer having a 2001–2011 decadal growth rate of 19.17%. The gender ratio is 963 females per 1000 males. The crude birth rate in the state is 18.6 with the total fertility rate being 2.3. The state has an infant mortality rate of 43, a maternal mortality rate of 188 and a crude death rate of 6.6.

72. The State is divided into Garhwal and Kumaon divisions. Administratively, the State is divided into 13 districts, 79 tehsils and 97 blocks. Garhwal division has seven hill districts with one located in the foothills (Haridwar). Kumaon division, on the other hand, has six districts—one in the foothills (Udham Singh Nagar). There are 16,853 villages in the State and 7,256 gram panchayats. Of the total number of villages, 5,868 are not connected to all weather roads.
73. In 2011, Almora district had population of 622,506 of which male and female were 291,081 and 331,425 respectively. In 2001 census, Almora had a population of 630,567 of which males were 293,848 and remaining 336,719 were females.



**Growth Rate** - There was change of -1.73 percent in the population compared to population as per 2001. In the previous census of India 2001, Almora District recorded increase of 3.67 percent to its population compared to 1991

**Population Density**- The initial provisional data released by census India 2011, shows that density of Almora district for 2011 is 198 people per sq. km. In 2001, Almora district density was at 201 people per sq. km. Almora district administers 3,090 square kilometers of areas.

**Literacy Rate**- Average literacy rate of Almora in 2011 were 81.06 compared to 73.64 of 2001. If things are looked out at gender wise, male and female literacy were 93.57 and 70.44 respectively. For 2001 census, same figures stood at 89.20 and 60.56 in Almora District. Total literate in Almora District were 440,918 of which male and female were 233,748 and 207,170 respectively. In 2001, Almora District had 392,640 in its district.

**Sex Ratio** - With regards to Sex Ratio in Almora, it stood at 1142 per 1000 male compared to 2001 census figure of 1145. The average national sex ratio in India is 940 as per latest reports of Census 2011 Directorate. In 2011 census, child sex ratio is 921 girls per 1000 boys compared to figure of 933 girls per 1000 boys of 2001 census data.

**Child Population**- In census enumeration, data regarding child under 0-6 age were also collected for all districts including Almora. There were total 77,991 children under age of 0-6 against 97,368 of 2001 census. Of total 77,991 male and female were 40,601 and 37,390 respectively. Child Sex Ratio as per census 2011 was 921 compared to 933 of census 2001. In 2011, Children under 0-6 formed 12.54 percent of Almora District compared to 15.44 percent of 2001. There was net change of -2.9 percent in this compared to previous census of India.

**Urban Population** - Out of the total Almora population for 2011 census, 10.02 percent lives in urban regions of district. In total 62,332 people lives in urban areas of which males are

33,735 and females are 28,597. Sex Ratio in urban region of Almora district is 848 as per 2011 census data. Similarly child sex ratio in Almora district was 859 in 2011 census. Child population (0-6) in urban region was 5,574 of which males and females were 2,998 and 2,576. This child population figure of Almora district is 8.89 % of total urban population. Average literacy rate in Almora district as per census 2011 is 94.78 % of which males and females are 97.49 % and 91.57 % literates respectively. In actual number 53,794 people are literate in urban region of which males and females are 29,966 and 23,828 respectively.

**Rural Population-** As per 2011 census, 89.98 % population of Almora districts lives in rural areas of villages. The total Almora district population living in rural areas is 559,595 of which males and females are 256,679 and 302,916 respectively. In rural areas of Almora district, sex ratio is 1180 females per 1000 males. If child sex ratio data of Almora district is considered, figure is 926 girls per 1000 boys. Child population in the age 0-6 is 72,417 in rural areas of which males were 37,603 and females were 34,814. The child population comprises 14.65 % of total rural population of Almora district. Literacy rate in rural areas of Almora district is 79.46 % as per census data 2011. Gender wise, male and female literacy stood at 93.02 and 68.39 percent respectively. In total, 387,124 people were literate of which males and females were 203,782 and 183,342 respectively.

**Table IV.9 District comparative demographic scenario 2001 and 2011**

Description	Year 2011	Year 2001
Actual Population	621,927	630,567
Male	290,414	293,848
Female	331,513	336,719
Population Growth	-1.73%	3.67%
Area Sq. Km	3,090	3,090
Density/km <sup>2</sup>	198	201
Proportion to Uttarakhand Population	6.15%	7.43%
Sex Ratio (Per 1000)	1142	1145
Child Sex Ratio (0-6 Age)	921	933
Average Literacy	81.06	73.64
Male Literacy	93.57	89.20
Female Literacy	70.44	60.56
Total Child Population (0-6 Age)	77,991	97,368
Male Population (0-6 Age)	40,601	50,376
Female Population (0-6 Age)	37,390	46,992
Literates	440,918	392,640
Male Literates	233,748	217,169
Female Literates	207,170	175,471
Child Proportion (0-6 Age)	12.54%	15.44%
Boys Proportion (0-6 Age)	13.98%	17.14%
Girls Proportion (0-6 Age)	11.28%	13.96%

## 2. Landuse pattern

74. The land use pattern of Uttarakhand is strongly governed by the following: elevation, climate, mountainous terrain, lithological type, topography, surface hydrology, sunlight in the fields of forestry and agriculture, alpine meadows, sparse vegetation (scrub), grazing land, barren land, and human settlement. The human settlements are mainly located in the shallow water zones or around the localities nearer to springs.
75. Forest is the main land use in the State and nearly 64 % of the geographical area is under the varying forest densities (cover). Tree line is clearly demarcated above 2900 m elevation. Agriculture is confined to areas of low reliefs which are underlined by weak rock formation (i.e. schists, phyllites, weathered gneisses, and crushed quartzite). The

cultivated land, approximately 11.5 % of the total geographical area, is either terraced/semi-terraced or plain. Other land use categories such as meadows, grazing lands, and scrubs do not exhibit definite relationship with lithology. It is also observed that the south-facing hill slopes are covered by lush green forests.

**Table IV.10 Land Utilization in Uttarakhand**

Sl. No.	Land-use	Period / Year	Unit	Statistics
1	Total Reported Area	2010-11	Hectare	56,72,636
2	Forest Area	2010-11	Hectare	34,84,803
3	Culturable Waste Land	2010-11	Hectare	310,390
4	Fallow Land	2010-11	Hectare	1,27,793
	(i) Current Fallow	2010-11	Hectare	43,295
	(ii) Fallow Land other than Current Fallow	2010-11	Hectare	84,498
5	Barren & Unculturable Land	2010-11	Hectare	2,24,764
6	Land under Non-agricultural Uses	2010-11	Hectare	2,17,648
7	Permanent Pasture & Other Grazing Land	2010-11	Hectare	1,98,526
8	Land under Misc., Tree Crops and Groves not included in Net Area Sown	2010-11	Hectare	3,85,548
9	Net Area Sown	2010-11	Hectare	7,23,164

Source: Uttarakhand at a Glance 2012-13, Govt. of Directorate of Economics and Statistics

76. The project district is located in hilly forest area and predominant land use is forest. All along the project road (except small roads located in urban area) the area is rolling/hilly terrain with significant forest cover. Below is described area wise land use in district.

**Table IV.11 Land use pattern**

S.N.	Particulars	Area (in 000 hac)
1.	Geographical/reported area	464
2.	Forest Area	236
3.	Land under Non Agricultural Use	12.5
4.	Permanent Pasture	28.3
5.	Cultivable Wasteland	37.8
6.	Land Under Misc. Tree Crops and Groves	33.9
7.	Barren Land Uncultivable Land	25.2
8.	Current Fallows	14
9.	Other Fallows	64.5

Source- <http://agricoop.nic.in/Agriculture%20Contingency%20Plan/Uttarakhand/almora.pdf>

### 3. Health

77. The Infant Mortality Rate is 36 and Maternal Mortality Ratio is 359 (SRS 2007 - 2009) which are higher than the National average. The Sex Ratio in the State is 963 (as compared to 940 for the country). Comparative figures of major health and demographic indicators are as follows:

**Table IV.12 Health Indicators of Uttarakhand**

Indicator	Uttarakhand	India
Total Population (In Crore) (Census 2011)	1.01	121.01
Decadal Growth (%) (Census 2011)	19.17	17.64
Crude Birth Rate ( SRS 2011)	18.9	21.8
Crude Death Rate ( SRS 2011)	6.2	7.1
Natural Growth Rate ( SRS 2011)	12.8	14.7
Infant Mortality Rate ( SRS 2011)	36	44
Maternal Mortality Rate (SRS 2007-09)	359	212
Total Fertility Rate (SRS 2011)	NA	2.4

Indicator	Uttarakhand	India
Sex Ratio (Census 2011)	963	940
Child Sex Ratio (Census 2011)	886	914
Schedule Caste population (In Crore) (Census 2001)	0.15	16.67
Schedule Tribe population (in crore) (Census 2001)	0.02	8.43
Total Literacy Rate (%) (Census 2011)	79.63	74.04
Male Literacy Rate (%) (Census 2011)	88.33	82.14
Female Literacy Rate (%) (Census 2011)	70.70	65.46

Source: RHS Bulletin, March 2012, M/O Health & F.W., GOI

78. The health infrastructure of the State is described in succeeding Table. Some of the essential requirements of the new State include basic primary health care, pre and post-natal care, and nutritional status and preventive care. Accessibility to health services with the aid of improved road conditions is essential to put progress in the health indicators of the State. The populations around the sub-project area rely on the poorly-constructed roads in going to major towns/districts to avail of services from secondary and tertiary health facilities. With better road conditions, travel time to such health facilities will be reduced and hence, treatment will be received more immediately.

**Table IV.13 Health Infrastructure of Uttarakhand**

Particulars	Required	In position	shortfall
Sub-centre	2341	1848	493
Primary Health Centre	351	257	94
Community Health Centre	87	59	28
Health worker (Female)/ANM at Sub Centres & PHCs	2105	2016	*
Health Worker (Male) at Sub Centres	1848	184	1664
Health Assistant (Female)/LHV at PHCs	257	88	169
Health Assistant (Male) at PHCs	257	29	228
Doctor at PHCs	257	205	52
Obstetricians & Gynecologists at CHCs	59	14	45
Pediatricians at CHCs	59	20	39
Total specialists at CHCs	236	51	185
Radiographers at CHCs	59	17	42
Pharmacist at PHCs & CHCs	316	292	24
Laboratory Technicians at PHCs & CHCs	316	81	235
Nursing Staff at PHCs & CHCs	670	243	427

Source: RHS Bulletin, March 2012, M/O Health & F.W., GOI

#### 4. Literacy

79. Average literacy rate of Almora in 2011 were 81.06 compared to 73.64 of 2001. If things are looked out at gender wise, male and female literacy were 93.57 and 70.44 respectively. For 2001 census, same figures stood at 89.20 and 60.56 in Almora District. Total literate in Almora District were 440,918 of which male and female were 233,748 and 207,170 respectively. In 2001, Almora District had 392,640 in its district.

#### 5. Cultural and Archeological resources

80. The State of Uttarakhand has a great range of cultural practices. Festivals and cultural activities are being celebrated throughout the year in the State. The major fairs and festivals of the Garhwal region include the Hatkalika Fair, Tapkeshwar Fair, Surkhanda Devi Mela, Kunjapuri Fair, Lakhawar Village Fair, and Mata Murti Ka Mela. On the other hand, major fairs and festivals in the Kumaon region consist of Uttarayani Mela, Shravan Mela (Jageshwar), Kartik Poornima at Dwarahat, Kasar Devi fair, and Nanda Devi mela.



81. There are no heritage/Archaeological sites listed by Archaeological Survey of India (ASI) within the study area hence, the proposed project activities do not have any adverse impact on these sites. There are few small temples/ shrines located along the project corridors, but none of them will be affected as the restoration work is restricted to existing RoW and no widening is envisaged. In terms of the area's common property resources (CPR) such as public wells, water tanks, play grounds, common grassing grounds or pastures, market areas and community buildings, none will be affected by the restoration work in the sub-project roads.

## 6. Economic Development

### a. Transportation and communication

82. Transportation system is a key factor in the socio-economic development of any area. Roads are logically the critical inputs to the growth of all the sectors. Aside from road systems, the State of Uttarakhand is connected to other states via rail and air transportation systems. Dehradun, Haridwar and Kathgodam are the major railway stations connected to various parts of the country. Jolly Grant near Dehradun is the lone airport present in the State.

83. As per stational diary of Uttarakhand 2011-2012, the overall road network in the State is 337486.92 km. The road network is administered predominantly by the PWD and comprises of 1375.76 km of national highways (NH) 3788.20 km of State Highways (SH), 3289.74 km of Major District Roads (MDR), 2,945.04 km of Other District Roads (ODR), 14543 km of Village Roads (VR) 858.85 light motor vehicle road (LVR). Other than PWD , Irrigation department (741 km), Cane development Department (885 km), Forest Department (3257 km) Border Road Task Force (BRTF) 1281.32 Km) and others like MANDI PARISHAD/Market council and PMGSY road (1685 km) a total 7849.32 km road is also managed by their respective department. The Border Roads Organization manages about 1,623 km of NHs, SHs, MDRs, and ODRs (class 9 equivalent and above roads having carriage way width 3.75 meter and above). In project district Almora the total length of Pucca road is 1964 km in which 115 km is under Forest Department and 13 Km is under Nagar Panchyat/ Cantt while rest of the road is under PWD.

84. Density of road length per 100 sq. Km. is 45 km which is very low compared to the national average of 97 km. Only about seven percent of the roads in the State are built in two-lane standards while 50 percent are paved. About a third of the higher class paved roads are in poor condition and over 70 percent of the light-vehicle roads need to be repaired or rehabilitated. Due to the lack of road connectivity, vast areas of the State are inaccessible. Such problem influences the population to 'chunk' in far flung areas of the State remaining to be under-developed and devoid of educational and health facilities and employment opportunities. The total length of Pucca road in district is 1514 km in which 1276 km road is under PWD.

As per PWD records following table gives the scenario of roads of the Uttarakhand state.

**Table IV.14 Transportation of Uttarakhand state.**

S.N.	Items	Year/ Period	Unit	Statistics
<b>(A)</b>	<b>Motor Roads Maintained by PWD</b>			
	(i)National Highways	2011-12	Km.	1375.76
	(ii)State Highways	2011-12	Km.	3788.20
	(iii)Major District Roads	2011-12	Km.	3289.74
	(iv)Other District Roads	2011-12	Km.	2945.04
	(v)Rural Roads	2011-12	Km.	14543.89
	(vi) L.V. Roads	2011-12	Km.	858.22
<b>(B)</b>	<b>Motor Roads Maintained by BRTF</b>			
	(i)Total length of Roads	2011-12	Km.	1281.32
<b>(C)</b>	<b>Motor Roads Maintained by Local Bodies</b>			
	(i)District Panchayats	2011-12	Km.	862.45

	(ii) Urban Local Bodies & Others	2011-12	Km.	1974.30
<b>(D)</b>	<b>Roads Maintained by Other Departments</b>			
	(i) Irrigation	2011-12	Km.	741
	(ii) Cane Development	2011-12	Km.	885
	(iii) Forest	2011-12	Km.	3257
	(iv) Others	2011-12	Km.	1685
<b>(E)</b>	<b>Postal and Communication Services</b>			
	(i) Post Offices	2011-12	No.	2718
	(ii) Telephone Exchanges	2011-12	No.	477
	(iii) Telegraph Offices	2011-12	No.	2
	(iv) PCOs	2011-12	No.	8429
	(v) Telephone Connections (Including WLL) by BSNL	2011-12	No.	278751
	(vi) Mobile phone by BSNL	2011-12	No.	1360674

Source: Uttarakhand at a Glance (2012-13), Directorate of Economics and Statistics, Govt. of Uttarakhand

### b. Industrial Development

85. The State has very few industrial units mainly because of lack resources. In the hilly terrains, industries promoted include food processing, fruit processing, medicinal/herbal plants, and horticultural/floriculture-based industries. In the plain districts of Haridwar, Udham Singh Nagar, and other places, capital intensive and high-value addition industries are being encouraged by the government. The industrial development of the State as per Uttarakhand at a Glance (2012-13), Directorate of Economics and Statistics, Govt. of Uttarakhand is described in succeeding Table.

**Table IV.15. Industrial development of Uttarakhand State.**

Industry	Year	Unit	Statistics
<b>Rural and Small Scale Industries</b>			
Khadi Udhog/Gramodhyog Units	2011-12	No.	859
Small Scale Industries (SSIs)	2011-12	No.	40049
Total Employees of Khadi Units	2011-12	No.	4011
Total employees of SSIs	2011-12	No.	177615
<b>Factories (Regs. under Factories Act, 1948-Section 2M(I) and 2M( II)]</b>			
No. of factories	2010-11	No.	2739
No. of workers	2010-11	No.	234332
Total person engaged	2010-11	Rs. Lakh	289957
Value of products & by Product	2010-11	Rs. Lakh	10546211
Net Value Added	2010-11	Rs. Lakh	2996017
Value of Output	2010-11	Rs. Lakh	10950453
Gross Fixed Capital Formation	2010-11	Rs. Lakh	390972
Profits	2010-11	Rs. Lakh	2370811

Source: Uttarakhand at a Glance (2012-13), Directorate of Economics and Statistics, Govt. of Uttarakhand

86. Almora is a hilly district of Uttarakhand. Large industries are not present here. This is not connected by rail link. Transport facilities are not appropriate.

**Table IV.16 Industrial Scenario in District Almora**

S. No.	Head	Unit	Run by
1	Khadi udhyog	1	Industrial co-operative Society
2	Transformed Khadi Gram udhoyag	2+3+603	2 unit is run by Industrial co-operative Society, 3 unit is run by Registered organization and rest 603 is run by private owners.
3	Small industrial units	Nil	
4	Engineering works	219	All are run by private owners
5	Chemical industrial units	44	All are run by private owners
6.	Vidhyan	625	All are run by private owners
7.	Handicraft power looms	41	All are run by private owners
	Handicraft	119	All are run by private owners

S. No.	Head	Unit	Run by
	Others	422	
7.	Total person Employed in these industries	1323	

Source - <http://almora.nic.in/files/ZSP%202009/tab36.pdf>

### c. Agriculture

87. Agriculture is the main economic activity in the State as per latest land-use statistics. The total reported area for agricultural activity is 55.66 lakh hectares. In the hills, the major crops grown include wheat, paddy, mandua, ramdana and potato whereas in the plains the major crops are wheat, paddy, pulses, and sugarcane.
88. The pattern of land ownership is unlike that found in the rest of India. Most of the Uttarakhand farmers are owner-cultivators. Tenant farming and sharecropping are rare while landholdings are generally small and limited to family farms—approximately 50 percent of all landholdings are less than 0.5 hectares in size and 50 percent under one hectare. As such, the *zamindari* system of big landholders is limited to the plains. Both the geography and the Pahari cultural heritage have played roles in maintaining a traditionally more equitable, if impoverished, land distribution in Uttarakhand.

**Table IV.17 Area under Principal Crops and Productivity in Uttarakhand**

Sl. No.	Items	Year/ Period	Unit	Statistics
<b>Area Under Principal Crops (Provisional)</b>				
1.	Cereals	2011-12	Hectare	896774
	(i) Rice	2011-12	Hectare	280108
	(ii) Wheat ( <i>Triticum aestivum</i> )	2011-12	Hectare	369209
	(iii) Barley ( <i>Hordeum vulgare</i> )	2011-12	Hectare	22508
	(iv) Maize ( <i>Zea mays</i> )	2011-12	Hectare	28038
	(v) Finger millet ( <i>Eleusine coracana</i> )	2011-12	Hectare	125163
	(vi) Sanwan	2011-12	Hectare	63002
	(vii) Other	2011-12	Hectare	8746
2.	Pulses	2011-12	Hectare	55690
	(i) Urad ( <i>Phaseolus radiatus</i> )	2011-12	Hectare	12980
	(ii) Lentil ( <i>Lens esculenta</i> )	2011-12	Hectare	12295
	(iii) Pea ( <i>Pisum sativum</i> )	2011-12	Hectare	3451
	(iv) Gahat ( <i>Mycrotoma biflorum</i> )	2011-12	Hectare	12033
	(v) Rajma ( <i>Dolichos lablab</i> )	2011-12	Hectare	4614
	(vi) Gram			766
	(vii) Bhatt (Black Soyabean)	2011-12	Hectare	5734
	(viii) Others	2011-12	Hectare	3817
3.	Oil Seeds	2011-12	Hectare	29705
	(i) Mustard ( <i>Brassica compestris</i> )	2011-12	Hectare	14294
	(ii) Seasmum ( <i>Sesamun indicum</i> )	2011-12	Hectare	2020
	(iii) Groundnut ( <i>Arechis hypogea</i> )	2011-12	Hectare	1112
	(iv) Soyabean ( <i>Glycin max</i> )	2011-12	Hectare	12279
4.	Other Crops	2011-12		
	(i) Sugarcane ( <i>Saccharum officinarum</i> )	2011-12	Hectare	108255
	(ii) Onion ( <i>Allium cepa</i> )	2011-12	Hectare	2353
<b>Agriculture Productivity (Provisional)</b>				
1.	Cereals	2011-12	Qtl./Hectare	22.03
	(i) Rice	2011-12	Qtl./Hectare	21.20
	(ii) Wheat ( <i>Triticum aestivum</i> )	2011-12	Qtl./Hectare	23.80
	(iii) Barley ( <i>Hordeum vulgare</i> )	2011-12	Qtl./Hectare	12.64
	(iv) Maize ( <i>Zea mays</i> )	2011-12	Qtl./Hectare	14.66
	(v) Finger millet ( <i>Eleusine coracana</i> )	2011-12	Qtl./Hectare	13.92

Sl. No.	Items	Year/ Period	Unit	Statistics
2.	Pulses	2011-12	Qtl./Hectare	8.15
	(i) Urad ( <i>Phaseolus radiatus</i> )	2011-12	Qtl./Hectare	8.13
	(ii) Lentil ( <i>Lens esculenta</i> )	2011-12	Qtl./Hectare	8.19
	(iii) Pea ( <i>Pisum sativum</i> )	2011-12	Qtl./Hectare	9.54
	(iv) Gahat ( <i>Mycrotoma biflorum</i> )	2011-12	Qtl./Hectare	8.04
	(v) Rajma ( <i>Dolichos lablab</i> )	2011-12	Qtl./Hectare	10.27
	(vi) Gram		Qtl./Hectare	7.85
	(vii) Bhatt (Black Soyabean)	2011-12	Qtl./Hectare	9.83
3.	Oil Seeds	2011-12	Qtl./Hectare	8.34
	(i) Mustard ( <i>Brassica campestris</i> )	2011-12	Qtl./Hectare	8.00
	(ii) Seasmum ( <i>Sesamun indicum</i> )	2011-12	Qtl./Hectare	2.26
	(iii) Groundnut ( <i>Arechis hypogea</i> )	2011-12	Qtl./Hectare	12.72
	(iv) Soyabean ( <i>Glycin max</i> )	2011-12	Qtl./Hectare	14.46
4.	Other Crops	2011-12	Qtl./Hectare	
	(i) Sugarcane ( <i>Saccharum officinarum</i> )	2011-12	Qtl./Hectare	609.33
	(ii) Onion ( <i>Allium cepa</i> )	2011-12	Qtl./Hectare	55.69

Source: Uttarakhand at a glance 2012-13 by Directorate of Economics and Statistic, Govt. Of Uttarakhand

**Table IV.18 Ecological Sub-Regions and Altitude-wise Major Agriculture Crops**

Sl. No.	Ecological Sub-Region	Altitudinal Gradient (m)	Major Agriculture Crops
1.	Lower Dun, Terai	300-600	Wheat ( <i>Triticum aestivum</i> ), Paddy ( <i>Oryza sativa</i> ) and Sugarcane ( <i>Saccharum officinarum</i> ).
2.	Upper Dun, Bhabar, lower Shivaliks	600-1,200	Wheat ( <i>Triticum aestivum</i> ), Paddy ( <i>Oryza sativa</i> ), Maize ( <i>Zea mays</i> ) Chaulai ( <i>Amaranthus</i> species) Finger millet/ Mandua ( <i>Eleusine coracana</i> ) and Barnyard millet ( <i>Echinochloa frumentesia</i> )
3.	Middle Garhwal-Kumaon	1,200-1,800	Wheat ( <i>Triticum aestivum</i> ), Paddy ( <i>Oryza sativa</i> ), Cheena ( <i>Panicum miliaceum</i> ), Potato ( <i>Solanum tuberosum</i> ), Barley ( <i>Hordeum vulgare</i> ) Finger millet ( <i>Eleusine coracana</i> ) and Barnyard millet ( <i>Echinochloa frumentesia</i> ),
4.	Upper Garhwal-Kumaon	1,800-2,400	Wheat ( <i>Triticum aestivum</i> ) Barley ( <i>Hordeum vulgare</i> ) Potato ( <i>Solanum tuberosum</i> ), Chaulai ( <i>Amaranthus</i> species), Cheena ( <i>Panicum miliaceum</i> ) and Phaphra ( <i>Fagopyum tataricum</i> )
5.	Cold Zone	2,400-3,600	Summer Crops: Wheat ( <i>Triticum aestivum</i> ), Barley ( <i>Hordeum vulgare</i> ) Potato ( <i>Solanum tuberosum</i> ), Phaphra ( <i>Fagopyum tataricum</i> ) Chaulai ( <i>Amaranthus</i> species), Kauni ( <i>Setaria etalica</i> ) Ogal ( <i>Fagopyrum esculentum</i> ) and Uva Jau ( <i>Hoyleum himalayense</i> )

Source: Uttarakhand at a glance 2012-13 by Directorate of Economics and Statistic, Govt. Of Uttarakhand

89. The irrigation facility is only available adjoining to rivers in valleys. The cross drainages are required in project roads for durability of strengthening work. The irrigation and drainage system in Uttarakhand is described below.

**Table IV.19 Mode of Irrigation and Drainage System in Uttarakhand**

Sl. No.	Items	Year/ Period	Unit	Statistics
<b>Net and Gross Irrigated Area</b>				
1.	Canals	2011-12	Hectare	83687
2.	Tube Wells	2011-12	Hectare	216100
3.	Other Wells	2011-12	Hectare	11519
4.	Tanks/ Ponds	2011-12	Hectare	83
5.	Other Sources	2011-12	Hectare	24747
6.	Net Irrigated Area (NIA)	2011-12	Hectare	336136
7.	Gross Irrigated Area (GIA)	2011-12	Hectare	561733
<b>Irrigational Infrastructure</b>				
1.	Length of Canals	2011-12	Km.	11588
2.	Length of Lift Canals	2011-12	Km.	242
3.	Tube Wells (State)	2011-12	No.	1110
4.	Pump Sets ( Boring/ Free Boaring)	2011-12	No.	54642
5.	Hauj	2011-12	No.	32850
6.	Gool	2011-12	Km.	26365
7.	Hydrum	2011-12	No.	1547
8.	C.C.A. Under State Canal	2011-12	Lakh Hect.	3.302
9.	Revenue Collection by Irrigation	2011-12	Rs. Lakh	252.27

Source: Uttarakhand at a glance 2012-13 by Directorate of Economics and Statistic, Govt. Of Uttarakhand

90. The agriculture related static of project district Almora has been mentioned in below table- for reference

**Table IV.20 Agriculture Scenario in Almora district**

SL	Particular	Unit (000 ha)	Cropping intensity %
1	Net sown area	83.5	158.9
2.	Area Sown more than once	49.5	
3.	Gross cropped area	132.7	
<b>Irrigation</b>			
1	Net Irrigated Area	5.5	6.6
2	Gross Irrigated Area	9.8	11.7
3	Rainfed Area	73.7	88.7
Predominant agricultural produce are:- Main Agricultral products are – Wheat ( <i>Triticum aestivum</i> ), Paddy ( <i>Oryza sativa</i> ), Wheat , Jaue , Maize ( <i>Zea mays</i> ), Barley ( <i>Hordeum vulgare</i> ), Madua( <i>Eleusine coracana</i> ), Finger millet ( <i>Eleusine coracana</i> ), Pulse – Urad ( <i>Phaseolus radiatus</i> ), Mung , Masur( <i>Ervum lens</i> ), Gram , Pea, Arhar Oilseed- Mustard ( <i>Brassica compestris</i> ), Aalse , Til, Groundnut ( <i>Arechis hypogea</i> ) , Sunflower, Soyabeen, Others- Potato, Tobacco and Turmeric			

SI	Livestock	Numbers (000)
1	Cattle	237.7
2	Buffaloes	109.7
3	Total Commercial dairy Farm	347.4
4	Goat	171.7
5	Sheep	4.8
6	Others (Pig, Yak etc)	0.6

**d. FISHERIES**

91. The State has great potential for the development of fisheries. The State abounds in perennial and seasonal water bodies which hold high promise for the growth of fishery. Golden Mahseer (*Tor putitora*), one of the main game and food fish in the central Himalayan region, has decreased significantly. The fish migrate considerable distances upstream in search of suitable spawning grounds. Stocks of the Himalayan mahseer are depleted and it is now considered an endangered species. Catch data from the major rivers are not available while studies are characterized as sporadic and preliminary in nature. According to available statistics, the Himalayan mahseer contributes significantly only in one river—comprising 32.8% of the catch from the Nayar River, 9.7% from Song River, and 0.8–3.1% from other rivers. The important fishes commonly found in the Himalayan river basins are *Catla catla*, *Labeo rohita*, *Labeio calbase*, *Cirrihinus mirigale*, *Clarius*, *batrachus*, *Rita rita*, *Heteropneustus fonilis*, *Notopterus notopterus*, *N. Chitala*, *Macrobrachum rosenbergii*, *M. malconsoni*, *M. Chapral*, *Channa punetatus*, *C. gaehua*, and *C. striatus*.

**8. Energy And Electric Power Potential**

92. Uttarakhand has an estimated hydro power potential of approximately 20,200 MW. However, only 1,130 MW has been tapped at present. Meanwhile, 4,170 MW projects are under implementation and 3,800 MW projects are allotted to Central, State and private sectors. Thirty-nine projects with a potential of 6,374 MW have been identified for PFR under PMs Hydro Initiatives.

**9. Aesthetic and tourism**

93. Tourism is one of the strong pillars of the State economy. The State has high growth potential for tourism, be in nature, wildlife, adventure or pilgrimage tourism. The State received 2,05,46,323 domestic tourists in the year 2008, 2,19,34,567 in the year 2009 and 3,02,06,030 in the year 2010. As per Uttarkhand at a Glance 2012-13 a document issued by Directorate of Economic and Statistics GoUK state received 5,69,250 tourists in the year 2011-2012 registering a considerable yearly growth. Expenditure on schemes for tourism development and promotion in the State has progressively increased over the years. Some of the major destinations with tourism potential include Haridwar (called 'The Gateway of God'), Rishikesh (the birth place of Yoga), Dehradun, Mussoorie, Almora, Kedarnath, Badrinath, Yamunotri, Gangotri, Jim Corbett National Park, Nainital, Ranikhet, and Pithoragarh.

## V. ANTICIPATED ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

94. Major district roads and State Highways roads were screened using the ADB's rapid environmental assessment (REA) checklist for Roads and Highways.
- i) The individual environmental screening checklist is provided in Appendix A of this report.
  - ii) **No environmental impacts related to siting.** Some of the road roads are passing through forest but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department. The proposed subprojects are not expected to have any impact on the Forests and do not involve any tree cutting as the scope of the work is restricted to reconstruction and rehabilitation of disaster affected section of the existing roads. No road widening is proposed. No section of any sub-project road is located inside or near a cultural heritage site, protected area (national park / sanctuary / biosphere reserve), and wetland, and mangrove, estuarine, buffer zone of protected area or special area for protecting biodiversity. There are no rare, threatened, and endangered species (flora and fauna) within the subproject corridor of impact. It is to be noted that Jageshwar Temple which is protected by ASI is located on Artola- Jageshwar-Nani Motor road BUT, the proposed scope of work is approx 6 Km away from Jageshwar Temple area as such any impact on temple is ruled out.
  - iii) **Potential significant environmental impacts.** Are related to encroachments and inconvenience to local community near market place and other populated area. The road sections are prone to landslides, localized flooding, increase erosion, siltation, and hazardous driving conditions.
95. The beneficial impacts still outweighs the potential significant environmental impacts. Beneficial impacts include reduction in travel time and lower vehicle operating costs; better internal and external access to and from Uttarakhand; and better access to agricultural production areas, markets, religious and tourist areas. The road design is also a mitigation measure to existing road safety and accessibility issues as it addresses erosion, landslides, poor drainage, and inadequate road safety. Improved roads will also contribute to the community climate change resiliency as it can better withstand more extreme weather events allowing continued accessibility and flow of materials under such conditions.

### 5.1 Negative Impacts Related to Project Location, Preliminary Planning and Design

#### A. Impact and mitigation measure during planning and design phase

96. There are no significant adverse environmental impacts during the planning and design phase based on the environmental screening of all 7 road sections. Since several road sections to be improved are located in forested hilly areas, with high precipitation and erodible soils, the risk of increase in landslides and siltation of creeks and rivers will be integrated in the road improvement design. This include the rehabilitation of existing and construction of additional side- and cross drains like culverts and scuppers to control surface water flow below scouring velocity and volume. Landslide prone areas will be strengthened through the installation of retaining walls. Re-vegetation of eroded areas will be promoted in coordination with the Forest Department.
97. Off-site impacts associated with the road upgrading related to material sourcing from quarries, hot mix plant, and stone crushers will be minimized by relying solely on existing and licensed quarries. All hot or stone crushers to be utilized will have prior consent from the UEPPCB.

#### B. Impacts during Construction Phase

98. Majority of the significant impacts will occur during the construction phase. These impacts, to be described in the succeeding sections are classified according to major

components of the environment – physical, biological, air, water, and socio-economic. These impacts were mainly drawn from screening of impacts described in the introduction of this Chapter.

## **1. Impacts on the Physical Environment and Mitigation Measures**

### **Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site.**

99. During the construction phase, erosion is expected to intensify due to vegetation removal, soil disturbance and exposure of bare soil surface. Soil erosion is anticipated at bridge and culvert construction sites. Problem will be more pronounced if the construction is taken up in rainy season. Construction activities such as cuttings and fillings will initiate soil erosion within road alignment, quarries and access roads to these areas.
100. These impacts will be mitigated by: i) avoiding construction activities during monsoon, ii) maintain embankment slope ratio of 1:2, iii) compliance to IRC 59-1974 on treatment of embankment slopes for control of erosion, iv) stone pitching and retaining structures shall be provided to control soil erosion wherever necessary, v) turning of embankment slopes particularly near bridge locations, vi) construction of silt traps at regular points along the road, and vi) immediate cleaning of all construction debris to prevent unconsolidated soil being eroded by either wind or runoff water. (See I, Appendix 14 Soil Erosion and Sedimentation Control).
101. To prevent soil erosion along the embankment during operation phase, regular monitoring inspections should be undertaken to ensure that drainage, bridge approaches and re-vegetated areas are maintained and strengthened to prevent re-occurrence of soil erosion.

## **2. Impacts on water quantity**

102. Road construction decreases available water to the host community in terms of its substantial requirement for processing, dust suppression, and domestic use of camps, and to a certain extent decrease the water availability by reducing groundwater recharge due to pavement of road surface. The risk of contaminating both surface and groundwater from untreated camp sewage also impacts availability of water to its most beneficial users. Although the construction requirement is temporary, mitigation measures must ensure the additional water demand will not burden existing water supply and sanitation systems. All road construction water requirements shall be exclusively extracted from government permitted sources. All bore wells will secure permission from the state groundwater authorities to ensure no disruption to customary users. Contractors may draw water from the irrigation canal provided written consent is issued by the Irrigation Department.
103. To avoid contamination of water, no wastewater will be disposed without treatment. This will include the treatment of sewage through septic tank and interception of all oil-contaminated wastewater for oil recovery prior to disposal. All petroleum-based storage and handling areas will be paved to prevent groundwater contamination and facilitate easy clean-up and recover of spills. Prohibit the cleaning of tools and equipment on or near rivers, canals, and other water bodies. To conserve water and promote recycling, no drinking quality water will be used for dust suppression.

## **3. Disfiguration of landscape by road embankments, cuts, fills, and quarries.**

104. During the improvement works for the sub-project sections and because of the cutting of hill slope, filling, the cutting of trees and stone quarrying will disfigure the landscape. Although this impact is unavoidable, it becomes significant as the roads are located on hilly terrain as the land is unstable. Mitigation measures to minimize impacts are: i) minimize removal of vegetation and all trees removed will be compensated at a rate of 1:3 using native species; ii) source rock and sand from existing license quarries; iii) balance cut and fill; iv) prohibit blasting; v) prohibit disposal of spoils on the valley side;



and vi) proper construction of drainage facilities to prevent soil from being saturated and increase susceptibility to erosion and maintain the original flow of water.

105. All contractors are required to submit a Debris Transportation and Disposal Plan no later than 30 days after the issuance of Notice to Proceed. The issuance of the Completion Certificate by the Engineer will also be reckoned, among others, a certification from the Construction Supervision Consultant-Environment Specialist the Contractors successful implementation of the EMP.
106. During road operation, the compensatory forestation will be maintained in coordination with the DFO. All drainage and erosion control infrastructure will be maintained on a regular basis to ensure optimum condition as part of the post-construction maintenance component of the Project.

#### **4. Loss of productive soil**

107. The proposed subproject works are restricted to reconstruction and rehabilitation of damaged sections of roads due to disaster of 2013. All construction camps, labour camps, borrow areas<sup>2</sup>, access roads will be located on barren lands.

#### **5. Compaction and contamination of Soil**

108. Soils of productive agricultural area adjoining subproject road, haul roads, construction camp area, labour camp area and at other construction establishment may be compacted due to the movement of heavy equipment, transport vehicles, and storage of materials. Mitigation measure includes control of movement of construction vehicles; new haulage roads will limited on the barren lands; and rehabilitation of construction camps, labour camps, material storage areas near to its original condition after the completion of work;
109. During project operation, the Uttarakhand-PWD will ensure that avenue trees will not obstructs the visibility to traffic and road signs, or pose hazard of falling on motor vehicles or overhead electrical and telephone wires. Regular trimming will be undertaken exclusively using mechanical means. No herbicide or weedicide will be used for roadside vegetation maintenance.

#### **6. Impacts on Environmental Quality**

##### **i. Increase in local air pollution due to rock crushing, and filling works, and chemicals from asphalt processing.**

110. Most of the dust during construction arises from excavation and filling during site preparation works, loading, unloading and transportation of construction material, drilling, blasting; use of heavy equipment and machinery in the earthworks and pavement works. Gaseous emissions like, oxides of sulphur (SO<sub>2</sub>), oxides of nitrogen (NO<sub>x</sub>), carbon monoxide (CO), and hydrocarbon (HC) are emitted from mobile sources, hot mix plant, batching plants and diesel generator sets. Elevated concentration of these parameters cause pollution, albeit short term.
111. Exposure to episodes of air pollution causes numerous health problems like pulmonary, cardiac, vascular, and neurological impairments. High-risk groups such as the elderly, infants, pregnant women, and sufferers from chronic heart and lung diseases are more susceptible to air pollution. Children are at greater risk because they are more active outdoors and their lungs are still developing. "Exposure to air pollution can cause both acute (short-term) and chronic (long-term) health effects. Acute effects are usually immediate and often reversible when exposure to the pollutant ends. Some acute health effects include eye irritation, headaches, and nausea. Chronic effects are usually not immediate and tend not to be reversible when exposure to the pollutant ends. Some chronic health effects include decreased lung capacity and lung cancer resulting from long-term exposure to toxic air pollutants (USEPA, 2010).

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<sup>2</sup>Appendix 13 Borrow Area Management

112. To minimize impacts on community areas, the location of all construction establishments such as hot mix plants, WMM plants, crusher plants, construction camps, and offices will be located at least 1000 m away.
113. To control gaseous emission during construction, Consent to Establish (CTE) and Consent to Operation (CTO) will be obtained for construction establishments such as hot mix plants, batching plants and stone crushers from the UEPPCB. Pollution control devices such as cyclone separators /scrubbers will be installed to control emissions from hot mix plants, crushing units and concrete batching plants. Height of the stacks will comply with statutory requirements. All vehicles and construction equipment operating for the contractor and the consultant will obtain and maintain "Pollution under Control" (PUC) Certificates.
114. To control dust emissions, vehicles deployed for borrow material, sand and aggregate haulage, shall be covered with tarpaulins to be spillage proof. Regular sprinkling of water during excavations, loading, unloading, vehicular movement and raw material transport, provisions shall be made construction period.
115. Other control measures to control emissions include the use of LPG or low sulphur diesel shall be used in the diesel generator sets and fitted with the stack of required height. The use of firewood for cooking is prohibited.
116. Periodic air quality monitoring to ensure emissions comply with standards will be conducted. The Contractor will submit annual emission monitoring results required by the SPCB as part of the annual CTO renewal. Ambient monitoring along active construction fronts and major community areas will be the conducted by the contractor in consultation with the DSC.
117. Limited mitigation measures are available to the Uttarakhand PWD to control emissions from mobile sources as this is beyond their authority. Still, posters and signboards promoting the proper maintenance of vehicles will be installed along key points highlighting safer, cheaper, and more environment friendly use of the roads.

## **7. Noise and vibration from civil works**

118. Noise pollution affects both workers and nearby communities. Impacts to exposure are hearing loss, and sleep disruption. Sleep disruption in turn can cause poor concentration and performance, weight changes, and a general decrease in health and overall well being. The combination of stress and lack of sleep can also lead to frustration and aggravation. The social consequences include becoming short-tempered or potentially aggressive resulting in more accidents, poor familial and social relationships, and poor work performance.
119. Sources of noise pollution include construction activity, traffic, and heavy equipment operation. Mitigations measures to be implemented will include: use of enclosures, walls, installation of mufflers around noisy equipment and the noise sources reduce noise generated during construction and demolition activities; preference to quieter equipment or construction methods; minimizing time of operation and locating equipment farther from sensitive receptors; timing of noisier construction and demolition activities to between 6 AM and 10 PM would reduce construction noise impacts during night; detouring construction trucks away from noise-sensitive areas such as schools and hospitals would eliminate construction truck noise from those areas; mandatory use by workers of personal protective equipment (PPE) such as ear plugs and earmuffs; and temporary traffic by-passing of community areas. Appendix 5 provides typical noise barriers that maybe required during project construction and operation.
120. During project operation the PWD will explore the need to establish permanent noise control structures like avenue vegetation, and prohibition on use of horns and speed restrictions at noise sensitive areas like schools, civil courts and major hospitals reduce roadway noise levels.

## **C. Impacts on the Socio-Economic**

### **8. Encroachment on historical and cultural areas.**

121. No historical or cultural areas will be shifted as a result of the road upgrading. However, several religious structures are near the road which will be affected in terms noise, dust, and temporary partial/full blockade of access causing inconvenience.
122. The same mitigation measures addressing noise, and dust discussed earlier will be implemented on these sensitive areas. Traffic re-routing as provided in Appendix 10 Arrangement of Traffic during Construction will be implemented by the Contactor.

### **9. Impacts on Occupational Health and Safety**

123. Employers are required to implement precautions to protect the health and safety of workers. Road construction exposes workers to various physical hazards that may result to minor, disabling, catastrophic, or fatal injuries. Work close to rotating and moving equipment like hot mix plant operation, materials handling, motor pool repairs/machining and the like create trap hazards putting extremities at risk. Exposure to loud noise can cause temporary or permanent hearing impairment. Hand-arm vibration, electrical, welding/works, and working close to moving vehicles also expose workers to injuries. , Appendix 6 “Work Safety in Common Operation and Construction” provides a range of mitigation measures to promote occupational safety.

### **10. Impacts on Community Health and Safety**

124. These impacts pertain to those that take place outside the project boundaries, in this case the ROW and camp site, but are related to road construction and operation. Impacts on water quantity, and air and water qualities were discussed in other sections. Other impact on community health and safety related to road construction pertains to road crashes, structural safety, transport of hazardous materials, communicable and vector borne diseases, and emergency preparedness in case or road failures such as slides rendering villages inaccessible.
125. Risk of road crashes will increase during construction when a construction related and transport vehicles, and workers are co-located along restricted construction fronts. During operation phase, the projected increase in the number of motorized road users travelling at higher speeds also increases the chances of injuries and fatalities from road crashes. To mitigate these risks, the contactor needs to adopt safety measures for workers, and road users particularly those that are more vulnerable to crashes. Contractors need to emphasize safety among drivers, ensuring drivers have adequate skills, avoiding dangerous routes and times of day to reduce chances of crashes, speed control devices, and regular maintenance of vehicles to avoid premature failure. The address the risk cause by increase in traffic, the Contractor will: i) minimize pedestrian interaction with construction vehicles, ii) install signage, visibility and overall road safety particularly near schools or where children are present, iii) coordinate with local emergency groups on location of active construction fronts to facilitate appropriate first aide, iv) use of local materials to the extent possible to reduce hauling distance, v) employ flag persons to warn dangerous conditions.
126. Accident risks associated with increase in vehicular traffic, leading to accidental spills of toxic materials is also magnified during construction. Contractor’s or its third party suppliers of fuel, lubricants, and bitumen will be required to demonstrate proofs of capability to handle spills to include: i) proper labelling of container content, hazards, and operator’s contact details; ii) ensure the integrity of the packaging/containers and transport vehicle are commensurate to the hazardous material; iv) drivers and assistants are trained on transport and emergency procedures; v) operator has the means to respond to emergencies on a 24 hour basis. (see , Appendix 16 Storage, Handling, Use and Emergency Responses for Hazardous Chemicals)
127. The construction camps pose risk of communicable and vector-borne diseases not only among its workers but to the host communities through poor camp sanitation and living conditions, migrant workers might carry sexually-transmitted diseases such as

HIV/AIDS. Measures to properly maintain hygiene inside Camps are provided in, Appendix 16 Site Management of Construction. The Contractor will undertake health awareness and education through information and promoting individual protection. The Contractor will link with existing state and national health programs on STDs, HIV/AIDS, and immunization. Contractors will cause the provision of treatment of communicable diseases in community health care facilities, access to medical treatment, confidentiality particularly with respect to migrant workers. The Contractor, will implement mosquito, rodent, and arthropod-borne diseases control that will have the following components: i) prevention of propagation by eliminating all breeding habitats close to the camps, ii) elimination of all unusable impounded water; iii) increase water velocity in channels near camps; iv) judicious use of insecticides on building walls; v) promoting the use of mosquito nets; vi) monitoring and treatment of diseases and collaboration with health officials, vii) distribute educational materials among workers and host communities, and viii) proper handling and use of insecticides to minimize human exposure and spills.

128. Roads and bridges failures due to inadequate designs may cause injuries to community and other road users. This risk is mitigated through the compliance with appropriate engineering design standards by the design engineers and review and approval of engineering plans by the PWD.

## VI. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION

### A. Public participation during the preparation of the IEE

129. The public participation process included identifying interested and affected parties (stakeholders); informing and providing the stakeholders with sufficient background and technical information regarding the proposed development; creating opportunities and mechanisms whereby they can participate and raise their viewpoints (issues, comments and concerns) with regard to the proposed development; giving the stakeholders feedback on process findings and recommendations; and ensuring compliance to process requirements with regards to the environmental and related legislation.

130. Stakeholder consultation and participation with various stakeholders is an integral part of the environmental and social impact assessment and also part of regulatory requirement of EIA Notification, 2006 (however, the subprojects do not attract EIA Notification) and ADB requirements. However in this project as the work is limited to restoration on its existing alignment, the scope of consultation has its own limitation. Further the number of affected person is almost nil except short term inconvenience during repair/ restoration work and PIU has also assured that in area like market place, the work will be only in night so it further reduce the scope of consultation. Generally, the stake holders of the project include project affected communities (on either side of the project road) and institutional stake holders such as PCB, local bodies, Water Resource Department, Environmental Department, Mines and Geology Department, Forest Department, etc. Consultations at micro-level (along the road) and macro-level (e.g. District/State level institutional consultations) helped planners to integrate the short term and long terms requirements of the local, regional, state and national goals in to the planning process. The regional, state and national goals are generally set by the legislations and policies by controlling or limiting the activities in order to reduce and nullify the adverse impact generated by infrastructure projects like roads and highways.

131. The following methodologies were adopted for carrying out public consultation

[i] Local communities, local shopkeepers and road side vendors that might get affected predominantly in terms of short term localized inconvenience, were given priority while conducting public consultation.

[ii] Walk-through informal group consultations along the proposed subprojects area. Such meetings usually provide substantial information about the community concerns. Details of the local consultations are given below:

<b>Name of project road-</b> Kosi-Daulaghat-Binta Motor Road	
<b>Place:</b>	Daulaghat Village, Kulaom village, Ramna Village, Govindpur Village, Anna Village, Kumali Village
<b>District:</b>	<b>Almora</b>
<b>Date:</b>	4-12-2014
<b>Participants:</b>	local community , shopkeepers <i>etc.</i>
<b>1. Issues Discussed:</b>	<ul style="list-style-type: none"> <li>• About project and its source of assistance, its implementation/execution <i>etc.</i></li> <li>• Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>• Occurrence of disaster like cloud burst in past.</li> <li>• Construction activity whether causing any type of health hazard or not?</li> <li>• Any loss of land/structure/business or other community property due to construction activity?</li> <li>• Any damage to historical or cultural monuments along project road?</li> <li>• Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2. Stakeholder's Response:</b>	<ul style="list-style-type: none"> <li>• Local people prefer road development and restoration as they are in view that there will be</li> </ul>

	<p>negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work as the project road is located in semi urban area. No one has raised any concern that any environmental Impact is anticipated.</p> <ul style="list-style-type: none"> <li>Local communities also want their deployment during construction to get employed.</li> <li>As per consultation, no cultural or historical place is along the road alignment</li> <li>At some location water logging is also one of the issues during continuous rain as the drain along the road is either choked/destroyed or not cleaned.</li> <li>Most of the consulted people ask for good drainage, especially in populated area. Crash barrier and Parapet is generally second suggestion that should be provided in required area.</li> <li>As there are many schools along the subproject road people ask for speed breaker in these areas.</li> <li>Most of the consulted people stated that there is presence of wild animal mainly wild boar mainly in agriculture field and destroy our crops. However, generally their movement is not seen along the road.</li> <li>All of them were agree to extend their full co-operation as and when required.</li> <li>It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3.</b>	<p><b>Recommendations Suggestions:</b></p> <ul style="list-style-type: none"> <li>In urban area side drain should be provided</li> <li><b>Crash barrier and parapet should also be provided at required place.</b></li> <li>Drain with full capacity to carry water during rain should be constructed.</li> <li>Effort should be taken for the generation of employment for local people during construction.</li> <li>Speed breakers are required on blind curves, settlement areas etc for control of road accidents.</li> </ul>

<p><b>Name of project road-Dwarhat-Binta-Someshwar Motor Road</b></p> <p><b>Place:</b> Binta Village, Loadh Village, Someshwar and other location along the road</p> <p><b>District:</b> Almora</p> <p><b>Date:</b> 4-12-2014</p> <p><b>Participants:</b> local community , shopkeepers etc.</p>	
<b>1.</b>	<p><b>Issues Discussed:</b></p> <ul style="list-style-type: none"> <li>Since nature of project work and geography is almost same as in Kosi-Daulaghat-Binta Motor Road so the issues were also more or less same. Bothe road is also connected to each other.</li> <li>Most of the consulted people were unaware of proposed work and its source of assistance, its implementation/execution etc.</li> <li>Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>Occurrence of disaster in past and last year in June 2013</li> <li>Construction activity whether causing any type of health hazard or not?</li> <li>Any loss of land/structure/business or other community property due to construction activity?</li> <li>Any damage to historical or cultural monuments along project road?</li> <li>Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2.</b>	<p><b>Stakeholder's Response:</b></p> <ul style="list-style-type: none"> <li>Most of the people (consulted) were unable to recognized environmental or social impact due to construction/restoration of roads. And when it was revealed in detail their perception was "any impact due to restoration is very unlikely as the work will be confined on existing alignment and it has already been done in similar Faison in past.</li> <li>At some location water logging is also one of the issues during continuous rain as the drain along the road is either choked/destroyed or not cleaned. People also want speed breaker before start of densely populated area.</li> <li>Local communities also want their deployment during construction to get employed.</li> <li>As per consultation, no cultural or historical place is along the road alignment</li> <li>All of them were agree to extend their full co-operation as and when required.</li> <li>It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3.</b>	<p><b>Recommendations Suggestions:</b></p> <ul style="list-style-type: none"> <li>Drain with full capacity to carry water during rain should be constructed.</li> <li>Effort should be taken for the generation of employment for local people during construction.</li> <li>Speed breakers are required before start of market area.</li> </ul>

<b>Name of project road- Bhatrojkan-Bhikiyasain- Chaukhutiya Motor Road</b>	
<b>Place:</b>	Bhatrojkan, Bhikiyasain, Kedar, Kalachauna, Dhulaiya village and other location along the road
<b>District:</b>	<b>Almora</b>
<b>Date:-</b>	3-12-2014
<b>Participants:</b>	local community along the road , shopkeepers/ drivers <i>etc.</i>
<b>1. Issues Discussed:</b>	<ul style="list-style-type: none"> <li>• About project and its source of assistance, its implementation/execution <i>etc.</i></li> <li>• Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>• Occurrence of disaster in past and its last construction/restoration</li> <li>• Construction activity whether causing any type of health hazard or not?</li> <li>• Any loss of land/structure/business or other community property due to construction activity?</li> <li>• Any damage to historical or cultural monuments along project road?</li> <li>• Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2. Stakeholder's Response:</b>	<ul style="list-style-type: none"> <li>• Local community stated that firstly work should be of good quality as the road generally faces destruction in rainy season. In Awadi area drain is generally in bad condition and that should be reconstructed.</li> <li>• Local people prefer road development and restoration as they are in view that there will be negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work.</li> <li>• Local communities also want their deployment during construction to get employed.</li> <li>• As per consultation, no cultural or historical place is along the road alignment.</li> <li>• Consulted person also suggested that there should be sufficient parapet and crush barrier along the road.</li> <li>• A few people at Bhikiyasain also asked for Bus shelter and toilet for road user.</li> <li>• All of them were agree to extend their full co-operation as and when required.</li> <li>• It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3. Recommendations Suggestions:</b>	<ul style="list-style-type: none"> <li>• PIU should provide a small toilet and Bus Shelter at Bhikiyasain T-point.</li> <li>• Drain with full capacity to carry water during rain should be constructed.</li> <li>• Effort should be taken for the generation of employment for local people during construction.</li> <li>• Speed breakers are required on blind curves, settlement areas <i>etc</i> for control of road accidents.</li> </ul>

<b>Name of project road-Bhikiyasain–Deghat- Bungidhar-Bachuwan-Mehalchori Chaukhutiya Motor Road</b>	
<b>Place:</b>	Nahalgar village, Deghat
<b>District:</b>	<b>Almora</b>
<b>Date:</b>	3-12-2014
<b>Participants:</b>	local community , shopkeepers/ drivers <i>etc.</i>
<b>1. Issues Discussed:</b>	<ul style="list-style-type: none"> <li>• All subproject road sections are located in same geographical area and the socio-economic status of community is similar, the pattern and nature of issue is almost similar.</li> <li>• About project and its source of assistance, its implementation/execution <i>etc.</i></li> <li>• Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>• Occurrence of disaster in past and its last construction/restoration</li> <li>• Construction activity whether causing any type of health hazard or not?</li> <li>• Wild life presence and their movement along/across the project road</li> <li>• Any loss of land/structure/business or other community property due to construction activity?</li> <li>• Any damage to historical or cultural monuments along project road?</li> <li>• Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2. Stakeholder's Response:</b>	<ul style="list-style-type: none"> <li>• Local community stated that firstly work should be of good quality as the road generally faces destruction in rainy season, causeway is required at few locations where it destructed.</li> </ul>

	<ul style="list-style-type: none"> <li>Local community also revealed that there are some wildlife presences like Wild pig, fox, Bear. Sometimes tiger has been observed in remote area of forest; however they do not come along the road.</li> <li>People were asking for toilet and bush shelter at Deghat.</li> <li>Local people prefer road development and restoration as they are in view that there will be negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work.</li> <li>Local communities also want their deployment during construction to get employed.</li> <li>As the start point of this sub-project road is in urban area/near taxi stand, consulted people suggested that at this location work should be completed during night.</li> <li>As per site survey and consultation, no cultural or historical place is along the road alignment</li> <li>All of them were agree to extend their full co-operation as and when required.</li> <li>It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3.</b>	<b>Recommendations Suggestions:</b> <ul style="list-style-type: none"> <li>Most of road alignment has significant width so night time construction is not required at any location of project road including urban area except near taxi stand of Deghat from sub-project road started.</li> <li>Effort should be taken for the generation of employment for local people during construction.</li> <li>Speed breakers are required on blind curves, settlement areas etc for control of road accidents.</li> </ul>

<b>Name of project road-</b> Ganai-Jorasi Motor Rod <b>Place:</b> Ganai village, Dhulia village, Dhulia village, Nagad village Jorasi. <b>District:</b> Almora <b>Date:</b> 3-12-2014 <b>Participants:</b> local community , shopkeepers/ drivers etc.	
<b>1.</b>	<b>Issues Discussed:</b> <ul style="list-style-type: none"> <li>About project and its source of assistance, its implementation/execution etc.</li> <li>Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>Occurrence of disaster in past and its last construction/restoration</li> <li>Construction activity whether causing any type of health hazard or not?</li> <li>Wild life presence and their movement along/across the project road</li> <li>Any loss of land/structure/business or other community property due to construction activity?</li> <li>Any damage to historical or cultural monuments along project road?</li> <li>Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2.</b>	<b>Stakeholder's Response:</b> <ul style="list-style-type: none"> <li>Local community stated that firstly work should be of good quality as the road generally faces destruction in rainy season, causeway is required at much location. Dain is also in bad condition at many locations and that should be reconstructed.</li> <li>Local community were concern for temple Namely located at km 2+100 namely Aneri Mandir and asked that activity of restoration should not impact as the temple is located just on alignment. At this location there is a old and big Banyan tree, people also asked the tree should not be impacted. (see photo)</li> <li>People asked for rehabilitation of a scupper at different chainages. Drains should also be provided in villages as during rainy season water gets accumulated.</li> <li>Along the project road where restoration work is proposed, generally habitation is very sparse so any significant impact on local community not anticipated.</li> <li>Local people prefer road development and restoration as they are in view that there will be negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work.</li> <li>Local communities also want their deployment during construction to get employed.</li> <li>As per consultation, no cultural or historical place is along the road alignment</li> <li>Most of the consulted person suggested that work should be executed during night to avoid inconvenience to shopkeeper as well as local population who come for marketing.</li> <li>All of them were agree to extend their full co-operation as and when required.</li> <li>It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3.</b>	<b>Recommendations Suggestions:</b>



	<ul style="list-style-type: none"> <li>• Most of road alignment has significant width so night time construction is not required at any location of project road including urban area.</li> <li>• Speed breaker and drain must be provided in village area.</li> <li>• Drain with full capacity to carry water during rain should be constructed.</li> <li>• Effort should be taken for the generation of employment for local people during construction.</li> <li>• Speed breakers are required on blind curves, settlement areas <i>etc</i> for control of road accidents.</li> </ul>
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<b>Name of project road-</b> Artola- Jageshwar-Naini Motor Road <b>Place:</b> Jageshwar, Kotli, Artola, Chamoh, Naini <b>District:</b> Almora <b>Date:</b> 2-12-2014 <b>Participants:</b> local community , shopkeepers/ drivers <i>etc.</i>	
1.	<b>Issues Discussed:</b> <ul style="list-style-type: none"> <li>• Positive and negative impact of road restoration in context of tourism as Jageshwar Temple is along the road.</li> <li>• About project and its source of assistance, its implementation/execution <i>etc.</i></li> <li>• Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on environment).</li> <li>• Occurrence of disaster in past and its last construction/restoration</li> <li>• Construction activity whether causing any type of health hazard or not?</li> <li>• Wild life presence and their movement along/across the project road</li> <li>• Any loss of land/structure/business or other community property due to construction activity?</li> <li>• Any damage to historical or cultural monuments along project road?</li> <li>• Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
2.	<b>Stakeholder's Response:</b> <ul style="list-style-type: none"> <li>• Local community stated that firstly work should be of good quality as the road generally faces destruction in rainy season, causeway is required at much location. Drain is also in bad condition and that should be reconstructed. The road will also serve for religious tourists for famous Jageshwar Temple.</li> <li>• Along the project road where restoration work is proposed, generally habitation is very sparse so any significant impact on local community not anticipated.</li> <li>• Local people prefer road development and restoration as they are in view that there will be negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work.</li> <li>• Local communities also want their deployment during construction to get employed.</li> <li>• As per consultation, no cultural or historical place is along the road alignment</li> <li>• Most of the consulted person suggested that work should be executed during night to avoid inconvenience to shopkeeper as well as local population who come for marketing.</li> <li>• All of them were agree to extend their full co-operation as and when required.</li> <li>• It was also a common view that restoration work should be of good quality and durable.</li> </ul>
3.	<b>Recommendations Suggestions:</b> <ul style="list-style-type: none"> <li>• Most of road alignment has significant width so night time construction is not required at any location of project road including urban area.</li> <li>• Drain with full capacity to carry water during rain should be constructed.</li> <li>• Effort should be taken for the generation of employment for local people during construction.</li> <li>• Speed breakers are required on blind curves, settlement areas <i>etc</i> for control of road accidents.</li> </ul>

<b>Name of project road-</b> Khairna Ranikhet Motor Road. <b>Place:</b> Bhujan, Baijna, Uprari <b>District:</b> Almora <b>Date:</b> 3-12-2014 <b>Participants:</b> local community , shopkeepers/ drivers <i>etc.</i>	
1.	<b>Issues Discussed:</b> <ul style="list-style-type: none"> <li>• About project and its source of assistance, its implementation/execution <i>etc.</i></li> <li>• Discussion among public for sharing of information related to project (environmental safeguard policy, direct and indirect impacts of improvement/restoration work on</li> </ul>

	<p>environment).</p> <ul style="list-style-type: none"> <li>• Occurrence of disaster in past and its last construction/restoration</li> <li>• Construction activity whether causing any type of health hazard or not?</li> <li>• Wild life presence and their movement along/across the project road</li> <li>• Any loss of land/structure/business or other community property due to construction activity?</li> <li>• Any damage to historical or cultural monuments along project road?</li> <li>• Possible type of problems faced by the local people in their daily activities due to restoration work?</li> </ul>
<b>2.</b>	<p><b>Stakeholder's Response:</b></p> <ul style="list-style-type: none"> <li>• Most of the consulted community stated that firstly work should be of good quality as the road generally faces destruction in rainy season, causeway is required at much location.</li> <li>• Along the project road where restoration work is proposed, generally habitation is very sparse so any significant impact on local community not anticipated. Entire section of sub-project road have god widh and during construct traffive diversion will not be required at any location.</li> <li>• Local people prefer road development and restoration as they are in view that there will be negligible impact on the environment due to construction of the road but they want minimum inconvenience during restoration work.</li> <li>• Few of the consulted communities want their deployment during construction to get employed.</li> <li>• As per consultation, no cultural or historical place is along the road alignment</li> <li>• Most of the consulted person suggested that work should be executed during night to avoid inconvenience to shopkeeper as well as local population who come for marketing.</li> <li>• All of them were agree to extend their full co-operation as and when required.</li> <li>• It was also a common view that restoration work should be of good quality and durable.</li> </ul>
<b>3.</b>	<p><b>Recommendations Suggestions:</b></p> <ul style="list-style-type: none"> <li>• Most of road alignment has significant width so night time construction is not required at any location of project road including urban area.</li> <li>• Drain with full capacity to carry water during rain should be constructed.</li> <li>• Effort should be taken for the generation of employment for local people during construction.</li> <li>• Speed breakers are required on blind curves, settlement areas etc for control of road accidents.</li> </ul>

132. During informal consultation the following general opinions/suggestions were noted: (a) Most of the people were not aware that ADB assisting the project under UEAP (b) Most of the people were not happy with the existing road infrastructure post June 2013 disaster and they need improvement of the roads however many of the consulted community stated that no significant impact of June 2013 disaster has been observed in these area., (C) Some required facility should be included in project like bus shelter with toilet (d) road works should be completed at the earliest and quality of work should be maintained as per standard and people should not face any further inconvenience, (e) after construction/restoration, proper maintenance of the road should be carried out. (f) Execution of work should be during night in market area.

**B. Future consultation and Disclosure**

133. The public consultation and disclosure program will remain a continuous process throughout the subproject implementation and shall include the following

**C. Consultation during Detailed Design**

134. Group discussions with likely affected persons and other stakeholders to hear their views and concerns, so that these can be addressed in subproject design wherever necessary. Regular updates on the environmental component of the subproject will be kept available at the PIU/PMU of UEAP.
135. PIU/PMU will conduct information dissemination sessions at major intersections and solicit the help of the local community leaders/prominent citizens to encourage the participation of the people to discuss various environmental issues.

136. The PIU/PMU, with assistance of DSC will conduct information dissemination sessions in the subproject area. During EMP implementation PIU, DSC, and PMU shall organize public meetings and will apprise the communities about the progress on the implementation of EMP in the subproject works

**D. Consultation during Construction**

137. Public meetings with affected communities (if any) to discuss and plan work programs and allow issues to be raised and addressed once construction has started.
138. Smaller-scale meetings to discuss and plan construction work with local communities to reduce disturbance and other impacts, and provide a mechanism through which stakeholders can participate in subproject monitoring and evaluation.

**E. Project Disclosure**

139. For the benefit of the community the IEE will be will be disclosed to the affected people and other stakeholders in a form and language(s) understandable to them at an accessible place in a timely manner and made available at: (i) PIU office; (ii) District Magistrate Office; and, (iii) DSC office. It will be ensured that the hard copies of IEE are kept at such places which are conveniently accessible to citizens as a means to disclose the document and at the same time creating wider public awareness. Electronic version of the IEE will be placed in the official website of the SDMA UEAP and the official website of ADB after approval of the IEE by ADB. The PIU will issue Notification on the locality-wise start date of implementation of the subproject. Copies of the IEE will be kept in the PIU/PMU office and will be distributed to any person willing to consult the IEE.

**F. Public Disclosure**

140. The IEE report will be disclosed in the English language at PMU, IA / PIU-PWD division office and will also be available in the website of ADB. The full reports will also be available to interested parties upon request from PMU.

## **VII. ENVIRONMENTAL MANAGEMENT & MONITORING PLAN, GRIEVANCE AND REDRESS MECHANISM**

### **A. Environmental Management Plan**

141. The EMP will guide the environmentally -sound construction of the subproject and ensure efficient lines of communication between the DSC (Engineer), contractors, and PIU/PMU. The EMP identifies the three phases of development as: (i) Site Establishment and Preliminary Activities; (ii) Construction Phase; and (iii) Post Construction/Operational Phase.
142. The purpose of the EMP is to ensure that the activities are undertaken in a responsible non detrimental manner with the objectives of: (i) provide a pro-active, feasible and practical working tool to enable the measurement and monitoring of environmental performance on site; (ii) guide and control the implementation of findings and recommendations of the environmental assessment conducted for the subproject; (iii) detail specific actions deemed necessary to assist in mitigating the environmental impact of the subproject; and (iv) ensure that safety recommendations are complied with.
143. A copy of the EMP must be kept on site during the construction period at all times. The EMP will be made binding on all contractors operating on the site and will be included within the Contractual Clauses. Non -compliance with, or any deviation from, the conditions set out in this document constitutes a failure in compliance. It shall be noted that the Supreme Court of India mandates those responsible for environmental damage must pay the repair costs both to the environment and human health and the preventative measures to reduce or prevent further pollution and/or environmental damage. (The polluter pays principle).
144. The Contractor is deemed not to have complied with the EMP if:
  - Within the boundaries of the site, site extensions and haul/ access roads there is evidence of contravention of clauses.
  - If environmental damage ensues due to negligence.
  - The contractor fails to comply with corrective or other instructions issued by the Engineer/PMU/PIU within a specified time.
  - The Contractor fails to respond adequately to complaints from the public.
145. An environmental management plan (EMP) translates recommended mitigation and monitoring measures into specific actions that will be carried out by the contractor and proponent. Environmental Management Plan deals with the management measures and implementation procedure of the guidelines along with enhancement measures recommended to avoid, minimize and mitigate foreseen environmental impacts of the project.
146. The succeeding Table presents a standardized EMP to guide the contractors in mitigating environmental impacts.

### **B. Institutional Arrangement**

147. The institutional arrangements specify the arrangements for the implementation of environmental provisions of the proposed subproject. The Executing Agency (EA) State Disaster Management Authority (SDMA) will work closely with the Implementing Agency (IA) Uttarakhand Public Works Department (PWD) for effective implementation of environmental safeguards related requirements of the sub projects. The institutional arrangements and responsibilities are detailed below.
148. The subproject will be implemented and monitored by Uttarakhand Public works Department as Implementing agency and implemented through its Field PIU's supported by DSC (also working as Engineer) and overall management support shall be provided by PMU, UEAP.
149. The Safeguard Staff of UEAP SDMA (EA) in PMU & IA will monitor the implementation of environmental covenants with assistance of Engineer (DSC).

150. UEAP SDMA (EA) shall be responsible for ensuring compliance to environmental requirements of the ADB as well as central/state governments and reporting the same to ADB. A relevant portion of EMMP will be a part of contract with the civil works contractors engaged for execution of the works. The primary responsibility of implementation of EMMP is of the IA during pre-construction and operation and maintenance phases; and of the civil works contractor during the construction phase as defined in the EMMP. The responsibility of supervision of EMMP implementation is of the DSC; and it would guide the IA and the civil works contractors in this regard. , DSC with IA and EA, UEAP will act as monitoring agency as delegated in EMMP. All applicable statutory environmental clearances, consents, and/or permits (at national, state and local levels) as required for the implementation of the subproject would be obtained by the IA or by the civil works contractor in line with India's national/state/local laws and regulations, and in accordance with ADB's SPS 2009 requirements. Redressal of grievances shall be the responsibility of UEAP SDMA (EA). Apart from the mechanism for the grievances receiving and redressal at the level of EA, the provision shall be kept in the EMP of the subprojects wherein the contractor will depute one Environmental Safeguard Officer who shall be responsible for implementation of EMP, reporting and grievance redressal on day-to-day basis. The grievances/complaints received at the level of contractor shall be recorded on the Complaints Register and the same shall be forwarded to the DSC (Engineer of the Contract) within 48 hours along with the details of action taken to redress the grievance. The Team Leader of DSC shall immediately try to resolve the issues and forward the details to the Field Program Implementation Unit FPIU / IA. If the action taken by Contractor and DSC is found to be inadequate, then necessary instructions shall be issued by the FPIU. IA for implementation of rectification measures

**(i) UEAP, SDMA (PMU)**

- Complies with all applicable legislation and is conversant with the requirements of the EMMP;
- Assesses all activities requiring special attention as specified and/or requested by the Engineer (DSC) and/or Safeguards Staff of UEAP SDMA for the duration of the Contract;
- May, on the recommendation of the EE DSC and/or Safeguards Staff of UEAP SDMA, through the DSC order the Contractor to suspend any or all works on site if the Contractor or his subcontractors/ suppliers fail to comply with the said contractual stipulations with respect to environment and EMMP.
- Act as overall monitoring agency.
- Addressing complaints and redressal of grievances.

**(ii) UEAP, IA FPIU**

- Ensures along with Engineer (DSC) that EMMP and all necessary environmental stipulations are included in bidding documents and Contract documents with Contractor.
- Complies with all applicable legislations and is conversant with the requirements of the EMMP;
- Assesses all activities requiring special attention as specified and/or requested by the Engineer (DSC) and/or Safeguards Staff of UEAP PMU as Implementing agency for the duration of the Contract;
- Ensures that the Contractor conducts all activities in a manner that minimizes disturbance to directly affected residents and the public in general, as advised by the Engineer and/or Safeguards Staff of UEAP PMU & IA.
- May, on the recommendation of the EE DSC and/or Safeguards Staff of UEAP PMU & IA, through the DSC order the Contractor to suspend any or all works on site if the Contractor or his subcontractors/ suppliers fail to comply with the said contractual stipulations with respect to environment and EMMP.
- Act as supervising & monitoring agency as delegated in EMMP.
- Carries out public consultations, addresses complaints and responsible for redressal of grievances.

**(iii) The Engineer (DSC)**

- Guides EA, IA, FPIU and Contractors with respect to environmental regulations and associated requirements, and facilitates ensuring compliance with those;
- Arranges information meetings for and consults with interested and affected parties about the impending construction activities;
- Maintains a register of complaints and queries by members of the public at the site office. This register is forwarded to the Project Manager of FPIU on weekly basis
- Enforces and monitors compliance the requirements of the EMMP on site;
- Assesses the Contractor's environmental performance in consultation with Environmental Expert
- Documents in conjunction with the Contractor, the state of the site prior to commencing construction activities.
- Documents state of implementation of EMMP and clearly delineate if any item of EMMP is pending partially or fully before issue of completion certificate of the work.

**(iv) Environmental Expert of Engineer (DSC)**

- Briefs the Contractor about the requirements of the Environmental Specification and/ or EMMP, as applicable;
- Facilitates statutory compliance related activities for the IA and Contractors;
- Advises the Engineer about the interpretation, implementation and enforcement of the Environmental Specification and other related environmental matters;
- Monitors and report on the performance of the contractor/project in terms of environmental compliance with the EMMP to the Engineer and UEAP, SDMA-PMU;
- Provides technical advice relating to environmental issues to the Engineer.
- Organise and ensure public consultation and information disclosure are done as per the EMMP and ADB requirements. Monitor complaints and grievances are handled as per the Grievance Redressal Mechanism and report the same as per the environmental reporting.

**(v) The Contractor**

- Appoints one full time suitably qualified and experienced Environmental Safeguard Officer for implementation and reporting of EMMP including Environment Health & Safety (EHS) measures, community liaisoning, reporting and grievance redressal on day to day basis.
- Complies with all applicable legislations, is conversant with the requirements of the EMMP, and briefs staff about the requirements of same;
- Ensures any sub-contractors/ suppliers who are utilized within the context of the contract comply with the environmental requirements of the EMMP. The Contractor will be held responsible for non-compliance on their behalf;
- Supplies method statements for all activities requiring special attention as specified and/or requested by the Engineer or Environmental Expert (of Engineer) during the duration of the Contract;
- Provides environmental awareness training to staff;
- Bears the costs of any damages/ compensation resulting from non-adherence to the EMMP or written site instructions;
- Conducts all activities in a manner that minimizes disturbance to directly affected residents and the public in general, and foreseeable impacts on the environment.
- Ensures that the Engineer is timely informed of any foreseeable activities that will require input from the Environmental Expert (of Engineer)
- Receives complaints/grievances from public, discuss with DSC, FPIU & IA and take steps for implementation of remedial measures in consultation with the Engineer (DSC), and reports to the Engineer (DSC) on the status in its each monthly report till satisfactory resolution.

151. The proposed sub-project will be implemented by the IA & FPIU, Uttarakhand Public Works Department. The FPIU will be responsible for supervision and monitoring of day-to-day implementation of subprojects including EMMP.
152. For monitoring of environmental parameters as outlined in the EMMP, appropriate monitoring agencies would be engaged by the contractor (cost has been included in each contract based on subproject specific monitoring plans) or by the IAs for the monitoring works not included in the civil works contracts (cost included in the budget given in table).

**Table VII-1. Environmental Management and Monitoring Plan**

Sl. No.	Environmental Issue	Mitigation Measures	Approximate location	Reference law/guidelines	Responsibility	
					Planning and Execution	Supervision/ Monitoring
<b>PRE-CONSTRUCTION STAGE</b>						
P 1	Land Acquisition (If required)	The acquisition of land and private properties shall be carried out in accordance with the RAP and entitlement framework of the Project. UEAP has to ascertain that acquisition of land in the post design phase are addressed and integrated into the EMP and relevant contract documents.	Wherever existing RoW is less than proposed RoW	Right to fair Compensation & Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013[,	PMU/PIU, Revenue Dept, Collaborating Agencies	PMU
P 2	Clearance of Encroachment/Squatters (change in land use)	Advance notice, as per RAP shall be given to the encroachers and squatters present in the Corridor of Impact, who need to be relocated. All R&R activities shall be undertaken. Entitlements as per UEAP entitlement framework shall be completed before construction starts.	Where compulsory resettlement of people is involved	RAP documents	PIU, PMU and Revenue Authority	PMU
P 3	Tree Cutting (If required)	Trees shall be removed from the Corridor of Impact before the actual commencement of the work with the permission from the state Forest Department. Cutting shall not start until the implementation of the project in that particular location of cutting is confirmed. Stacking, transport and storage of the wood shall be done as per the relevant norms.	Trees along the subproject road falling within proposed RoW	MoRTH 201.1 and 201.6	Forest Department	DSC and / PMU
P 4	Preservation of Trees	All efforts shall be made to preserve trees including evaluation of minor design adjustments/alternatives (as applicable) to save trees. Specific attention shall be given for protecting giant trees, green tunnels and locally important trees (religiously important etc.). Tree cutting is to proceed only after all the legal requirements including attaining of In-principle and Formal Clearances from the Forest Dept./MoEF are completed and subsequently a	At green tunnels and trees present at the toe line of the carriage way and trees of valuable species having	MoRTH 201.2 and 301.5	Contractor/Agency engaged by PMU	DSC and / PMU



		written order is issued to the Contractor. Particular species declared as “protected” by the State Forest Dept. in the private land shall be felled only after due clearance from the Forest Dept. is obtained. In the event of design changes, additional assessments including the possibility to save trees shall be made. Systematic corridor level documentation for the trees cut and those saved shall be maintained by the UEAP	ecological value.			
P 5	Relocation of Community Utilities and Common Property Resources	All community utilities and properties i.e., hand pumps, open wells, water supply lines, sewer lines, telephone cables, buildings and health centers shall not be relocated before construction of subproject road starts.	Throughout the corridor	RAP document	PIU/PMU, other Agencies / Contractor	PMU
P 6	Relocation of affected Cultural and Religious Properties	All religious property resources such as shrines, temples and mosques within the project road shall be relocated. No such utilities will be relocated.. If there is any relocation of the religious structures may happen then it shall be identified in accordance with the choice of the community. UEAP in consultation with local people shall finalize those. The entire process (i.e. selection of relocation sites and design) shall be under supervision of Environmental Specialist of DSC, during the construction stage by the Contractor. The relocation shall be completed before the construction starts in these sites.	Throughout the stretch especially nearby settlements	MoRTH 110.7	PIU/ Contractor	DSC/ PMU
<b>Pre-construction activities by the Contractor/Environmental Specialist of DSC</b>						
<b>P 7</b>		<b>Field Verification and Modification of the Contract Documents</b>				
P.7.1	Joint Field Verification	The Environmental Specialist of DSC and the Contractor shall carry out joint field verification to ascertain any possibilities of saving trees, environmental and community resources, and these activities are to be taken up by the construction contractor.	Throughout the stretch of subproject	MoRTH 201.2	Contractor/ Environmental Specialist of DSC	PMU
P.7.2	Assessment of Impacts due to	The Environmental Specialist of DSC shall assess impacts and revise/modify the EMP and other required sections of the	Where ever changes are		Contractor/ Environment	PMU

	Changes/Revisions/additions in the Project Work	project document/s in the event of changes/revisions (including addition or deletion) in the project's scope of work.	applicable		al Specialist of DSC	
P.7.3	Crushers, Hot-mix plants and Batching Plants Location	<p>All construction plants shall be sited sufficiently away from settlements and agricultural operations or any commercial establishments. Such plants shall be located at least 1000 m away from the nearest dwelling preferably in the downwind direction.</p> <p>The Contractor shall submit a detailed layout plan for all such sites and approval of Environmental Specialist of DSC shall be necessary prior to the establishment.</p> <p>Arrangements to control dust pollution through provision of windscreens, water sprinklers, and dust extraction systems shall have to be provided at all such sites.</p> <p>Specifications for crushers, hot mix plants and batching plants shall comply with the requirements of the relevant emission control legislations. Consent for the Establishment and Operation from UEPPCB shall be obtained before establishment and operation respectively and a copy should be submitted to the DSC and UEAP.</p> <p>Wherever there is extremely water scarcity areas exist the Water sprinkling shall be limited to one time in the morning. To balance this deficient information boards shall be erected at appropriate locations with a message to "Dust prone area take precautions.</p>	At all Crushers, Hot-mix plants and Batching Plants opened up for the construction of subproject road	MoRTH 111.1, Air (prevention of pollution) Act, 1981 and Noise Rules	Contractor/ Environmental Specialist of DSC	PMU
P.7.4	Other Construction Vehicles, Equipment and Machinery	<p>All vehicles, equipment and machinery to be procured for construction shall conform to the relevant Bureau of India Standard (BIS) norms. The discharge standards promulgated under the Environment Protection Act, 1986 and Motor Vehicles Act, 1988 shall be strictly adhered to.</p> <p>The silent/quiet equipment available in the market shall be used in the Project.</p> <p>The Contractor shall maintain a record of PUC for all vehicles and machinery used during the contract period which shall be produced to EO, UEAP verification whenever required.</p>	Applicable to all vehicles used in the construction	Air pollution Control Act, and Noise Rules and Motor Vehicle Act, 1988	Contractor/ Environmental Specialist of DSC	PMU

<b>P 8</b>		<b>Identification and Selection of Material Sources</b>				
P.8.1	Borrow Areas	<p>Finalising soil borrowing earth and all logistic arrangements as well as compliance to environmental requirements, as applicable, shall be the sole responsibility of the Contractor. The Contractor shall not start borrowing earth from selected borrow area until the formal agreement is signed between landowner and Contractor and a copy is submitted to the DSC.</p> <p>Locations finalized by the Contractor shall be reported to the Environmental Specialist of DSC and he shall submit the report to UEAP.</p> <p>Planning of haul roads for accessing borrows areas shall be undertaken during this stage. The haul roads shall be routed to avoid agricultural areas as far as possible and shall use the existing village roads wherever available.</p> <p>The environmental personnel of the DSC shall be required to inspect every borrow area location prior to approval. The DSC should include the Request for Inspection form for borrow area approval from the environmental point of view.</p>	Borrow sites	IRC Guidelines on borrow areas and quarries; EPA 1986 and MoRTH 111.2 and 305.2.2	Contractor/ Environmental Specialist of DSC	PMU
P.8.2	Quarry	<p>Contractor shall finalize the quarry for procurement of construction materials after assessment of the availability of sufficient quantity of materials, quality and other logistic arrangements.</p> <p>In case the Contractor decides to use quarries other than recommended by DPR consultant, then the Contractor should give substantiation.</p> <p>Contractor shall also work out haul road network and report to Environmental Specialist of DSC and DSC shall inspect and in turn report to UEAP before approval.</p>	Quarry sites	MoRTH 111.3	Contractor	Environmental Specialist of DSC
P.8.3	Arrangement for Construction Water	<p>In view of the special situation in Uttarakhand, Contractor shall prepare and implement the approved Water Management Plan in accordance with the Appendix-11, and BOQ Environment mitigation works</p> <p>The contractor shall use ground/surface water as a source of water for the construction and may set up own bore well</p>	Throughout the subproject	As per the contract document and Clause No. 1010 EPA, 1986	Contractor	Environmental Specialist of DSC

		<p>facility for construction work.</p> <p>Contractor may take surface water from the Irrigation Canal with the written consent from the Irrigation Department.</p> <p>To avoid disruption/disturbance to other water users, the Contractor shall extract water from fixed locations and consult Environmental Specialist of DSC before finalizing the locations.</p> <p>The Contractor shall provide a list of locations and type of sources from where water for construction shall be extracted.</p> <p>The Contractor shall need to comply with the requirements of the State Ground Water Department for the extraction and seek their approval for doing so and submit copies of the permission to DSC and UEAP.</p>				
P 9	Sand	<p>The Sand shall be procured from identified statutorily approved sand mines as far as possible.</p> <p>The Contractor shall obtain copy of the Lease Agreement of the supplier and submit to DSC before procuring the sand.</p>	Sand quarries being used for the construction	As per the contract document4	All riverbeds recommended for sand extraction for the project.	
P 10	Labour Requirements	<p>The Contractor shall preferably use unskilled labour drawn from local communities to give maximum benefits to the local community.</p>	Throughout the subproject road	As per the Contract Document	Contractor	Environmental Specialist of DSC
P 11	Construction Camp Locations – Selection, Design and Layout	<p>Siting of the construction camps shall be as per the guidelines below and details of layout to be approved by DSC Resident Engineer and environment specialist.</p> <p>Construction camps shall not be proposed within 1000 m from the nearest settlements to avoid conflicts and stress over the infrastructure facilities with the local community.</p> <p>Location for stockyards for construction materials shall be identified at least 300m away from watercourses.</p> <p>The Sewage Treatment Plant and solid waste treatment for the camp shall be designed, built and operated.</p> <p>Contractor's camps shall be identified at least 2km away from the Forest Reserves.</p>	Construction camps	As per IRC and contract documents.	Contractor	Environmental Specialist of DSC
P 12	Arrangements for Temporary Land	<p>The Contractor as per prevalent rules shall carry out negotiations with the landowners for obtaining their consent</p>	Construction camps and	MoRTH 108.3	Contractor	Environmental Specialist

	Requirement	for temporary use of lands for construction camp/construction/borrow areas etc. Temporary land arrangements shall not be from the forest reserves except under special permission circumstances where it is unavoidable due to the vast forest reserves in the PIA.	borrow areas			of DSC
P 13	Orientation of Implementing Agency and Contractors	The UEAP shall organize Orientation Sessions and regular training sessions at all stages of the project. This shall include on-site training (general as well as in the specific context of a sub-project). These sessions shall involve all staff of UEAP involved in the implementation of EMP, Environmental Specialists of DSC and Contractors.	Throughout the implementation period.	EMP and other training plan developed by UEAP	Contractor/ DSC and UEAP	PMU
<b>CONSTRUCTION STAGE</b>						
<b>Activities to be Carried Out by the Contractor</b>						
<b>C 1</b>		<b>Site Clearance</b>				
C.1.1	Clearing and Grubbing	If required vegetation shall be removed from the construction zone before commencement of construction. All works shall be carried out such that the damage or disruption of flora other than those identified for cutting is minimum. Only ground cover/shrubs that impinge directly on the permanent works or necessary temporary works shall be removed with prior approval from the Environmental Expert of DSC. The Contractor, under any circumstances shall not cut or damage trees and forest reserves. Trees identified under the project shall be cut only after receiving clearance from the Forest Dept./DoEF/MoEF (as applicable) and after the receipt of UEAP's written permission in this regard. Vegetation only with girth size of over 30 cm shall be considered as trees and shall be compensated, in the event of UEAP's instruction to undertake tree cutting.	Throughout the corridor	MoRTH 201	Contractor	Environmental Specialist of DSC, PMU
C.1.2	Disposal of Debris from dismantling structures and	Appendix-1 & 4 provides guidelines for the preparation of the contractors Debris disposal plan. This is mainly to deal with surplus debris materials that would be available after adjusting for all insitu applications.	All debris disposal sites	MoRTH 202	Contractor	Environmental Specialist and Resident Engineer of

	road surface	<p>Other debris generated due to dismantling of the existing road shall be suitably reused in the proposed construction zone, subjected to the structure suitability of the materials and approval of the Resident Engineer and Environmental Expert of DSC as follows:</p> <p>For filling and leveling of School grounds and proposed parking areas.</p> <p>The sub grade of the existing pavement shall be used as embankment fill material.</p> <p>Existing base and sub-base material shall be recycled as sub-base of the haul road or access roads.</p> <p>The existing bitumen surface may be utilized for the paving of cross roads, access roads and paving works in construction sites and campus, temporary traffic diversions, haulage routes etc.</p> <p>The Contractor shall suitably dispose off unutilized debris materials either through filling up of borrows areas located in wasteland or at pre-designated disposal locations, subject to the approval of the Environmental Expert of DSC.</p> <p>At locations identified for disposal of bituminous wastes, the disposal shall be carried out over a 30 mm thick layer of rammed clay so as to eliminate the possibility of scarified percolation of leachate into the ground water. The Contractor shall ensure that the surface area of such disposal pits is covered with a layer of soil and subsequent turfing.</p> <p>All arrangements for transportation during construction including provision, maintenance, dismantling and clearing debris, shall be considered incidental to the work and shall be planned and implemented by the Contractor as approved and directed by the Environmental Expert of DSC.</p> <p>The pre-designed disposal locations shall be a part of Waste Disposal Plan in consultation and with approval of Environmental Expert of DSC.</p> <p>Debris generated from pile driving or other construction activities shall be disposed such that it does not flow into the</p>				DSC, PMU EC,
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		<p>surface water bodies or for mud puddles in the area.</p> <p>The Contractor shall identify dumping sites as per the Debris Disposal Plan prepared using the Guidelines provided in the Appendix 1; The identified locations shall be reported to the Environmental Expert of DSC. These locations shall be checked on site and accordingly approved by Environmental Expert of DSC prior to any disposal of waste materials.</p>				
C.1.3	Other Construction Wastes Disposal	<p>The pre-identified disposal location shall be part of Comprehensive Waste Disposal Plan Solid Waste Management Plan to be prepared by the Contractor in consultation and with approval of Environmental Specialist of DSC.</p> <p>Location of disposal sites shall be finalized prior to initiation of the works on any particular section of the road.</p> <p>The Environmental Specialist of DSC shall approve these disposal sites after conducting a joint inspection on the site with the Contractor.</p> <p>Contractor shall ensure that any spoils or material unsuitable for embankment fill shall not be disposed off near any water course or agricultural land, Orchards and Natural Habitats like Grasslands. Such spoils from excavation can be used to reclaim borrow pits and low-lying areas located in barren lands along the project road (if it so desired by the owner/community and approved by the Environmental Specialist, DSC).</p> <p>Non-bituminous wastes shall be dumped in borrow pits covered with a layer of 30cm soil to ensure that borrow pit is restored to original use. No new disposal site shall be created as part of the project, except with prior approval of the Environmental Specialist of DSC.</p> <p>All waste materials shall be completely disposed and the site shall be completely cleaned and certified by Environmental Specialist of DSC before handing over.</p> <p>The Contractor at his cost shall resolve any claim, arising out of waste disposal or any non-compliance that may arise on</p>	All waste disposal sites	MoRTH: 202.5 MoRTH: 301.11	Contractor	Environmental Specialist of DSC, PMU

		account of lack of action on his part.				
C.1.4	Stripping, stocking and preservation of top soil	<p>The topsoil from all areas of cutting and all areas to be permanently covered shall be stripped off to a specified depth of 150 mm and stored in stockpiles. A portion of the temporarily acquired area and/or Right of Way shall be earmarked for storing topsoil. The locations for stock piling shall be pre-identified in consultation and with approval of Environmental Specialist of DSC. The following precautionary measures shall be taken to preserve them till they are used:</p> <p>Stockpile shall be designed such that the slope does not exceed 1:2 (Vertical to horizontal), and height of the pile is restricted to 2 m. To retain soil and to allow percolation of water, silt fencing shall protect the edges of the pile.</p> <p>Stockpiles shall not be surcharged or otherwise loaded and multiple handling shall be kept to a minimum to ensure that no compaction shall occur. The stockpiles shall be covered with gunny bags or vegetation.</p> <p>It shall be ensured by the Contractor that the topsoil shall not be unnecessarily trafficked either before stripping or when in stockpiles.</p> <p>Such stockpiled topsoil shall be utilized for –</p> <p>Covering all disturbed areas including borrow areas, only in case where they are to be rehabilitated.</p> <p>Dressing of slopes of road embankment/agricultural fields of farmers acquired temporarily land.</p>	At all construction material storage areas	MoRTH: 301.3.2 MoRTH: 301.7 MoRTH: 305.3.3 and MoRTH: 305.3.9	Contractor	Environmental Specialist of DSC, PMU
C.1.5	Accessibility	<p>The Contractor shall provide safe and convenient passage for vehicles, pedestrians and livestock to and from roadsides and property access connecting the project road, providing temporary connecting road.</p> <p>The Contractor shall also ensure that the existing accesses shall not be undertaken without providing adequate provisions.</p> <p>The Contractor shall take care that the cross roads are constructed in such a sequence that construction work on the adjacent cross roads are taken up one after one so that traffic</p>	Throughout the project corridor		Contractor	Environmental Specialist of DSC, PMU



		movement in any given area not get affected much.				
C.1.6	Planning for traffic diversions and detours	<p>Temporary diversions shall be constructed with the approval of the Resident Engineer and Environmental Specialist of DSC. Detailed Traffic Control Plans shall be prepared by the Contractor and approved by Environmental Specialist and Resident Engineer of DSC seven days prior to commencement of works on any section of road. The Traffic Control Plans shall contain details of temporary diversions, traffic safety arrangements for construction under traffic, details of traffic arrangement after cessation of work each day, safety measures for night time traffic and precaution for transportation of hazardous materials and arrangement of flagmen.</p> <p>The contractor shall ensure that the diversion/detour is always maintained in running condition, particularly during the monsoon to avoid disruption to traffic flow.</p> <p>The Contractor shall also inform local community of changes to traffic routes, conditions and pedestrian access arrangements with assistance from DSC and UEAP. The temporary traffic detours shall be kept free of dust by sprinkling of water three times a day and as required under specific conditions (depending on weather conditions, construction in the settlement areas and volume of traffic).</p>	Throughout the project corridor especially at intersections and settlements and schools	MoRTH: 112 and its Amendments	Contractor	Environmental Specialist and Resident Engineer of DSC, EO, PMU
<b>C.2</b>		<b>Procurement of Construction Material</b>				
C.2.1	Earth from Borrow Areas for Construction	<p>No borrow area shall be opened without permission of the Environmental Specialist of DSC. The location, shape and size of the designated borrow areas shall be as approved by the Environmental Specialist of DSC and in accordance to the IRC recommended practice for borrow pits for road embankments (IRC: 10: 1961). The borrowing operations shall be carried out as specified in the guidelines for siting and operation of borrow areas.</p> <p>The unpaved surfaces used for the haulage of borrow materials, if passing through the settlement areas or habitations; shall be maintained dust free by the Contractor.</p>	All borrow areas	MoRTH: 305.2	Contractor	Environmental Specialist of DSC, PMU

		<p>Sprinkling of water shall be carried out twice a day to control dust along such roads during their period of use.</p> <p>During dry seasons (winter and summer) frequency of water sprinkling shall be increased in the settlement areas and Environmental Specialist of DSC shall decide the sprinkling time depending on the local requirements.</p> <p>Contractor shall rehabilitate the borrow areas as soon as borrowing of soil is over from a particular borrow area in accordance with the approved Borrow Area Redevelopment Plan.</p>				
C.2.2	Quarry Operations Crushers	<p>The Contractor shall obtain materials from quarries only after consent of the Department of Mines and Geology and District Administration. In view of special situation of excavation of the hill ward side, Contractor shall get an opportunity to use the same material for road construction. This shall require establishment of a number of crushers along the roadsides. The crushers and all related activities shall be under taken as per the Policy guidelines for installation of stone Crushers.</p>	At quarries and Crushing units.	MoRTH: 111.3	Contractor	Environmental Specialist of DSC, PMU
C.2.3	Blasting	<p>Except as may be provided in the contract or ordered or authorized by the Engineer, the Contractor shall not use explosives.</p> <p>Where the use of explosives is so provided or ordered or authorized, the Contractor shall comply with the requirements of the following Sub-Clauses of MoRTH 302 besides the law of the land as applicable.</p> <p>The Contractor shall at all times take every possible precaution and shall comply with appropriate laws and regulations relating to the importation, handling, transportation, storage and use of explosives. The contractor shall at all times when engaged in blasting operations, post sufficient warning flagmen, to the full satisfaction of the Engineer.</p> <p>The Contractor shall at all times make full liaison with and inform well in advance and obtain such permission as is required from all Government Authorities, public bodies and</p>	Quarry sites	Sub-Clauses of MoRTH 302,4 301.9 (i) 304.5	Contractor	Environmental Specialist of DSC, PMU

		<p>private parties whomsoever concerned or affected or likely to be concerned or affected by blasting operations.</p> <p>Blasting shall be carried out only with permission of the Engineer. All the statutory laws, regulations, rules etc., pertaining to acquisition, transport, storage, handling and use of explosives shall be strictly followed.</p> <p>Blasting shall be carried out during fixed hours (preferably during mid-day) or as permitted by the Engineer. The timing should be made known to all the people within 1000m (200m for pre-splitting) from the blasting site in all directions.</p>				
C.2.4	Transporting Construction Materials and Haul Road Management	<p>Contractor shall maintain all roads (existing or built for the project), which are used for transporting construction materials, equipment and machineries as précised. All vehicles delivering fine materials to the site shall be covered to avoid spillage of materials.</p> <p>All existing roads used by vehicles of the Contractor or any of his subcontractor or suppliers of materials and similarly roads, which are part of the works, shall be kept clear of all dust/mud or other extraneous materials dropped by such vehicles.</p> <p>Contractor shall arrange for regular water sprinkling as necessary for dust suppression of all such roads and surfaces.</p>	All roads used for haulage of construction materials	As per IRC guidelines and contract documents	Contractor	Environmental Specialist of DSC, PMU
C.2.5	Construction Water	<p>Contractor need to implement the finally approved contractors Construction Water Management Plan as per the guidelines provided in Appendix 11. This is linked to the contractor's work plan.</p> <p>Contractor shall arrange adequate supply and storage of water for the whole construction period at his own cost. The contractor shall submit a list of source/s from where water shall be used for the project to DSC and UEAP.</p> <p>The Contractor shall source the requirement of water preferentially by conjunctive use of Surface water and groundwater but with prior permission from the Groundwater Authority. A copy of the permission shall be submitted to DSC and UEAP prior to initiation of construction.</p>	Throughout the project corridor	Environmental Protection Act 1986 and MoRTH Spec. for Roads and Bridges	Contractor	Environmental Specialist of DSC, PMU

		The Contractor shall take all precaution to minimize the wastage of water in the construction process/operation.				
<b>C.3</b>		<b>Construction Work</b>				
C.3.1	River training and disruption to other users of water	While working across or close to any perennial water bodies, Contractor shall not obstruct/prevent the flow of water. Construction over and close to the non-perennial streams shall be undertaken in the dry season. If construction work is expected to disrupt users of community water bodies, notice shall be served well in advance to the affected community.	Near major cross drainage structures (River crossings)	MoRTH:304.3.2	Contractor	Environmental Specialist of DSC, PMU
C.3.2	Drainage and flood control	Contractor shall ensure that no construction materials like earth, stone, or appendage disposed off in a manner that block the flow of water of any water course and cross drainage channels. Contractor shall take all necessary measures to prevent any blockage to the water flow. In addition to the design requirements, the Contractor shall take all required measures as directed by the Environmental Specialist of DSC to prevent temporary or permanent flooding of the site or any adjacent area.	Construction sites of cross drainage structures	MoRTH:305.3.7 MoRTH:306	Contractor	Environmental Specialist of DSC, PMU
C.3.3	Siltation of water bodies and degradation of water quality	The Contractor shall not excavate beds of any stream/canals/any other water body for borrowing earth for embankment construction. Contractor shall construct silt fencing at the base of the embankment construction for the entire perimeter of any water body (including springs and wells) adjacent to the project road and around the stockpiles at the construction sites including ancillary sites close to water bodies. The fencing shall be provided prior to commencement of earthwork and continue till the stabilization of the embankment slopes, on the particular sub-section of the road. Contractor shall ensure that construction materials containing fine particles are stored in an enclosure such that sediment-laden water does not drain into nearby watercourse.	Construction sites of cross drainage structures	MoRTH:06	Contractor	Environmental Specialist of DSC, PMU
C.3.4	Slope protection and control of soil	All temporary sedimentation control works and maintenance thereof shall be deemed as incidental to the earth work or	At bridge approaches;	MoRTH: 305.2.2.2	Contractor	Environmental Specialist

	erosion	<p>other items of work and as such no separate payment shall be made for them.</p> <p>Contractor shall ensure the following aspects:  After construction of road embankment, the side slopes shall be covered with grass and shrubs (refer Appendix-7 and 14) as per design specifications.</p> <p>Turfing works shall be taken up as soon as possible provided the season is favorable for the establishment of grass sods. Other measures of slope stabilization shall include mulching netting and seeding of batters and drains immediately on completion of earthworks.</p> <p>In borrow pits, the depth shall be so regulated that the sides of the excavation shall have a slope no steeper than 1 vertical to 2 horizontal, from the edge of the final section of the bank.</p> <p>Along sections abutting water bodies, pitching as per design specification shall protect slopes.</p>	high embankment sections (Low lying areas) and borrow pits	MoRTH: 306.2		of DSC, PMU
<b>C.4</b>		<b>Pollution</b>				
<b>C.4.1</b>		<b>Water Pollution</b>				
C.4.1.1	Water Pollution from Construction Wastes	<p>The Contractor shall take all precautionary measures to prevent entering of wastewater into streams, water bodies or the irrigation system during construction. Contractor shall avoid construction works close to the streams or water bodies during monsoon.</p> <p>Contractor shall not wash his vehicles in river water and shall not enter riverbed for that purpose.</p>	At all surface water bodies intercepting with the project corridor	MoRTH: 111.4 MoRTH: 111.1	Contractor	Environmental Specialist of DSC, PMU
C.4.1.2	Water Pollution from Fuel and Lubricants	<p>The Contractor shall ensure that all construction vehicle parking locations, fuel/lubricants storage sites, vehicle, machinery and equipment maintenance and refueling sites shall be located at least 500 m away from rivers and irrigation canal/ponds.</p> <p>The Contractor shall submit all locations and layout plans of such sites prior to their establishment and shall be approved by the Environmental Specialist of DSC.</p> <p>Contractor shall ensure that all vehicle/machinery and equipment operation, maintenance and refueling shall be</p>	At all surface water bodies intercepting with the project corridor; refueling stations and construction camps	MoRTH: 111.4 MoRTH: 111.1 (Oil Interceptors) Petroleum Act and Rules MoEF/CPCB Notifications	Contractor	Environmental Specialist of DSC, PMU

		<p>carried out in such a manner that spillage of fuels and lubricants does not contaminate the ground. Wastewater from vehicle parking, fuel storage areas, workshops, wash down and refueling areas shall be treated in an oil interceptor before discharging it on land or into surface water bodies or into other treatment system.</p> <p>In all, fuel storage and refueling areas, if located on agricultural land or areas supporting vegetation, the topsoil shall be stripped, stockpiled and returned after cessation of such storage.</p> <p>Contractor shall arrange for collection, storing and disposal of oily wastes to the pre-identified disposal sites (list to be submitted to DSC and UEAP) and approved by the Environmental Specialist of DSC. All spills and collected petroleum wastes shall be disposed off in accordance with Petroleum Rules and PCB guidelines.</p>				
<b>C.4.2</b>	<b>Air Pollution</b>					
C.4.2.1	Dust Pollution	<p>The Contractor shall take every precaution to reduce the level of dust from construction plants, construction sites involving earthwork by sprinkling of water, encapsulation of dust source.</p> <p>Due to the acute water scarcity in certain areas, Contractor should limit water sprinkling once in the early morning hours. Contractor should erect warning boards on dust nuisance to the road users.</p> <p>The Contractor shall procure the construction plants and machinery, which shall conform to the pollution control norms specified by MoEF/CPCB/UEPPCB.</p> <p>The concentration of suspended particulate matter at a distance of 40m from a construction plant located in a cluster of industries should be less than 500 µg. The environmental monitoring is to be conducted as per the monitoring plan.</p> <p>Alternatively, only crushers licensed by the UEPPCB shall be used. The Environmental Specialist, EO and UEAP through the Engineer shall submit required certificates and consents.</p>	Construction sites and construction establishment such as batching plants, hot mix plants	MoRTH:111.1 MoRTH:111.5 MoRTH:111.9 MoRTH:111.10 Contract Agreement	Contractor	Environmental Specialist of DSC, EO, PMU through Engineer

C.4.2. 2	Emission from Construction Vehicles, Equipment and Machineries	Contractor shall ensure that all vehicles, equipment and machinery used for construction are regularly maintained and confirm that pollution emission levels comply with the relevant statutory requirements of CPCB and/Motor Vehicles Rules. The Contractor shall submit PUC certificates for all vehicles/equipment/machinery used for the Project.	The Air (prevention and control of pollution) Act, 1981 and EPA, 1986	Annexure 'A' to MoRTH 501	Contractor	Environmental Specialist of DSC, PMU
<b>C.4.3</b>						
C.4.3. 1	Noise Pollution: Noise from Vehicles, Plants and Equipments	<p>The Contractor shall confirm the following:</p> <p>All Construction plants and equipment used in construction shall strictly conform to the MoEF/CPCB noise standards.</p> <p>All Vehicles and equipment used in construction shall be fitted with exhaust silencers.</p> <p>Servicing of all construction vehicles and machinery shall be done regularly and during routine servicing operations, the effectiveness of exhaust silencers shall be checked and if found defective shall be replaced.</p> <p>The equipment available in the market should be procured, if the Contractor plans to purchase new equipment. For the old equipment, necessary or possible alterations must be carried out to reduce the noise levels to the possible extent.</p> <p>Maintenance of vehicles, equipment and machinery shall be regular and up to the satisfaction of the Environmental Specialist of DSC to keep noise levels at the minimum.</p> <p>At the construction sites within 150 m of the nearest habitation, noisy construction work such as crushing, operation of DG sets, use of high noise generation equipment shall be stopped during the night time between 10.00 pm to 6.00 am. Working hours of the construction activities shall be restricted around educational institutions/Health Centers (silent zones) up to a distance of 100 m from the sensitive receptors i.e., School, Health Centers and Hospitals etc.</p> <p>Contractor shall provide noise barriers to the suggested locations of select Schools.</p> <p>Noise monitoring shall be carried out at the locations specified in monitoring plan by the UEAP and the Engineer through the</p>	Though out the project corridor and other construction establishments	The noise pollution (regulation and control) rules, 2000	Contractor	Environmental Specialist of DSC, PMU

		approved monitoring agency.				
<b>C.5</b>		<b>Safety</b>				
C.5.1	Personnel Safety Measures for Labour	<p>Contractor shall provide:</p> <p>Protective footwear, protective goggles and nose masks to the workers employed in asphalt works, concrete works, crusher etc.</p> <p>Welder's protective eye-shields to workers who are engaged in welding works</p> <p>Earplugs to workers exposed to loud noise, and workers working in crushing or compaction</p> <p>The Contractor shall comply with all regulations regarding safe scaffolding, ladders, working platforms, gangway, stairwells, excavations, trenches and safe means of entry and egress.</p> <p>The Contractor shall comply with all the precautions as required for ensuring the safety of the workmen as per the International Labour Organization (ILO) Convention No. 62 as far as those are applicable to this contract.</p> <p>The Contractor shall make sure that during the construction work all relevant provisions of Building and other Construction Workers (regulation of Employment and Conditions of Services) Act, 1996 are adhered to.</p> <p>The Contractor shall not employ any person below the age of 14 years for any work and no woman shall be employed on the work of painting with products containing lead in any form</p> <p>The Contractor shall also ensure that paint containing lead or lead products is used except in the form of paste or readymade paint.</p>	Throughout the project corridor and construction phase of the project	Building and other Construction Workers (regulation of Employment and Conditions of Services) Act, 1996;	Contractor	Environmental Specialist of DSC, PMU
C.5.2	Traffic and Safety	The Contractor shall take all necessary measures for the safety of traffic during construction and provide erect and maintain such barricades, including signs, markings, flags, lights and flagmen as proposed in the Traffic Control Plan/Drawings and as required by the Environmental Expert of DSC for the information and protection on traffic approaching or passing through the section of any existing	Throughout the project corridor especially at intersections and settlements	MoRTH: 112.4 MoRTH: 112.1 IRC: SP:55	Contractor	Environmental Specialist of DSC, PMU



		cross roads. The Contractor shall ensure that all signs, barricades, pavement markings are provided as per the MoRTH specifications. Before taking up of construction on any section of the existing lanes of the highway, a Traffic Control Plan shall be devised and implemented to the satisfaction of the Environmental Expert of DSC.				
C.5.3	Risk from electrical equipments	The Contractor shall take all required precautions to prevent danger from electrical equipment and ensure that – No material shall be so stacked or placed as to cause danger or inconvenience to any person or the public. All necessary fencing and lights shall be provided to protect the public in construction zones. All machines to be used in the construction shall conform to the relevant Indian Standards (IS) codes, shall be free from patent defect, shall be kept in good working order, shall be regularly inspected and properly maintained as per IS provision and to the satisfaction of the Environmental Expert of DSC.	Construction sites and storage areas	The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act, 1996 and Factories Act, 1948	Contractor	Environmental Expert of SC, PIU
C.5.4	Risk force measure	Contractor shall take all reasonable precautions to prevent danger to the workers and public from fire, flood etc. resulting due to construction activities. Contractor shall make required arrangements so that in case of any mishap all necessary steps can be taken for prompt first aid treatment. Construction Safety Plan prepared by the Contractor shall identify necessary actions in the event of an emergency.	Throughout the construction phase	Contract Agreement and Annexure 'A' to MoRTH Clause 501	Contractor	Environmental Specialist of DSC, PMU
C.5.6	First Aid	The Contractor shall arrange for – A readily available first aid unit including an adequate supply of sterilized dressing materials and appliances as per the Factories Rules in every work zone. Availability of suitable transport at all times to take injured or sick person(s) to the nearest hospital. Equipment and trained nursing staff at construction camp.	Construction sites; labour camps and construction establishments	The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act,	Contractor	Environmental Specialist of DSC, PMU

				1996		
C.5.7	Informatory Signs and Hoardings	The Contractor shall provide, erect and maintain informatory/safety signs, hoardings written in English and local language (Kannada), wherever required or as suggested by the Environmental Specialist of DSC.	Construction sites and construction establishments	MoRTH:801 MoRTH:802	Contractor	Environmental Specialist of DSC, PMU
<b>C.6</b>		<b>Flora and Fauna: Plantation/Preservation/Conservation Measures</b>				
C.6.1	Road side Plantation Strategy	The Contractor shall do turfing on embankment slopes, plantation of shrubs as specified in the Contract. The compensatory plantation shall be carried out by the State Forest Department. Minimum 80 percent survival rate of the saplings shall be acceptable otherwise the Contractor/Forest Department shall replace dead plants at his own cost. The Environmental Specialist of DSC shall inspect regularly the survival rate of the trees planted by the Contractor in accordance with the plantation strategy suggested.	Throughout the length of project corridor	As per the contract document and MoRTH 301.3.3	Contractor	Environmental Specialist of DSC, PMU
C.6.2	Flora and chance found Fauna	The Contractor shall take reasonable precaution to prevent his workmen or any other persons from removing and damaging any flora (plant/vegetation) and fauna (animal) including fishing in any water body and hunting of any animal. If any animal is found near the construction site at any point of time, the contractor shall immediately upon discovery thereof acquaint in the Environmental Specialist of DSC and carry out his instructions for dealing with the same. Environmental Specialist of DSC shall report to the nearby forest office (range office or divisional office) and shall take appropriate steps/measures, if required in consultation with the forest officials.	Throughout project corridor especially near forest stretches including surface water bodies		Contractor	Environmental Specialist of DSC, PMU
C.6.3	Chance Found Archaeological Property	All fossils, coins, articles of value of antiquity, structures and other remains of archaeological interest discovered on the 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 precautions to prevent his workmen or any other persons from removing and damaging any such article or thing. He shall, immediately	Throughout project corridor	The Ancient Monuments and Archaeological Sites and Remains Act, 1958	Contractor	Environmental Specialist of DSC, PMU

		upon discovery thereof and before removal acquaint the Environmental Specialist of DSC of such discovery and carry out the DSC's instructions for dealing with the same, waiting which all work shall be stopped. The DSC shall seek direction from the Archaeological Survey of India (ASI) before instructing the Contractor to recommence the work in the site. The Archaeological structures identified along the road sides should be protected/ preserved or enhanced as per the law.				
C.7.1	Accommodation	Contractor shall follow all relevant provisions of the Building and the other Construction Workers (Regulations of Employment and Conditions of Service) Act, 1996 for construction and maintenance of labour camp. The location, layout and basic facility provision of each labour camp shall be submitted to DSC and UEAP prior to their construction. The Construction shall commence only upon the written approval of the Environmental Specialist of DSC. The Contractor shall maintain necessary living accommodation and ancillary facilities in functional and hygienic manner and as approved by the DSC.	Labour camps	The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act, 1996	Contractor	Environmental Specialist of DSC, PMU
C.7.2	Potable Water	The Contractor shall construct and maintain all labour accommodation in such a fashion that uncontaminated water is available for drinking, cooking and washing. The Contractor shall also provide potable water facilities within the premises of every camp at an accessible place, as per standards set by the Building and other Construction Workers (Regulation of Employment and Conditions of Service) Act, 1996. The Contractor shall also guarantee the following: Supply of sufficient quantity of Potable Water (as per IS) in every workplace/labour camp (Site at suitable and easily accessible places and regular maintenance of such facilities. If any water storage tank is provided that shall be kept such that the bottom of the tank at least 1 m above the surrounding ground level.	Construction site, Labour camp	The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act, 1996	Contractor	Environmental Specialist of DSC, PMU

		<p>If water is drawn from any existing well, which is within 30 m proximity of any toilet, drain or other source of pollution, the well shall be disinfected before water is used for drinking.</p> <p>All such wells shall be entirely covered and provided with a trap door, which shall be dust proof and water proof.</p> <p>A reliable pump shall be fitted to each covered well. The trap door shall be kept locked and opened only for cleaning or inspection, which shall be done at least once in a month.</p> <p>Analysis of water shall be done every month as per parameters prescribed in IS 10500-1991.</p> <p>Environmental Specialist of DSC shall be required to inspect the labour camp once in a week to ensure the compliance of the EMP</p>				
C.7.3	Sanitation and Sewage System	<p>The Contractor shall ensure that –</p> <p>The Sewage system for the camp are designed, built and operated in such a manner that no health hazards occurs and no pollution to the air, ground water or adjacent water courses take place</p> <p>Separate toilets/bathrooms, wherever required, Screened from those form men (marked in vernacular) are to be provided for women</p> <p>Adequate water supply is to be provided in all toilets and urinals</p> <p>Night soil can be disposed of with the help of local municipal extractor or disposed of by putting layer of it at the bottom of a permanent tank prepared for the purpose and covered with 15 cm layer of waste or refuse and then covered with a layer of earth for fortnight.</p>	Labour camps	The Building and Other Construction workers (Regulation of Employment and Conditions of Service) Act, 1996 MoRTH:114.14	Contractor	Environmental Specialist of DSC, PMU
C.7.4	Waste Disposal	The Contractor shall provide garbage bins in the camps and ensure that these are regularly emptied and disposed off in a hygienic manner as per the Comprehensive Solid Waste Management Plan approved by the Environmental Specialist of DSC.	Labour camps	Annexure 'A' to MoRTH Clause 501	Contractor	Environmental Specialist of DSC, PMU
<b>C.8</b>		<b>Contractor's Demobilization</b>				
C.8.1	Environmental	The UEAP shall undertake seasonal monitoring of air, water	Representative	Environmental	Contractor	Environment

	Conditions	and noise and soil quality through an approved monitoring agency. The parameters to be monitored, frequency and duration of monitoring as well as the locations to be monitored shall be as per the Monitoring Plan prepared. National Standard of Air, Noise and Water given in Appendix-2.	locations as directed by Environmental Engineer, DSC.	Protection Act, 1986		al Specialist of DSC and PMU
C.8.2	Continuous Community Participation	The Environmental Specialist of DSC shall have continuous interactions with local people around the project area to ensure that the construction activities are not causing undue inconvenience to the locals residing in the vicinity of project site under construction due to noise, dust or disposal of debris etc.	Along the project corridor		Environment al Specialist of DSC	Environment al Specialist of DSC and PMU
C.8.3	Clean-up Operations, Restoration and Rehabilitation	Contractor shall prepare site restoration plans, which shall be approved by the Environmental Specialist of DSC. The clean-up and restoration operations are to be implemented by the Contractor prior to demobilization. The Contractor shall clear all temporary structures; dispose all garbage, night soils and POL (Petroleum, Oil and Lubricants) wastes as per Comprehensive Waste Management Plan and as approved by DSC. All disposal pits or trenches shall be filled in and effectively sealed off. Residual topsoil, if any shall be distributed on adjoining/proximate barren land or areas identified by the Contractor and approved by the Environmental Specialist of DSC in a layer of thickness of 75 mm – 150 mm. All construction zones and facilities including culverts, road side areas, camps, Hot Mix plant sites, Crushers, batching plant sites and any other area used/affected due to the project operations shall be left clean and tidy, at the Contractor's expense, to the entire satisfaction to the Environmental Specialist of DSC.	Throughout the project corridor	MoRTH 111.9, 111.10 and 111.11	Contractor	Environment al Specialist of DSC, PMU
<b>C.9</b>	<b>Construction Activities by UEAP</b>					
C.9.1	Tree Plantation	The plantation at the following locations shall be implemented by the UEAP through the State Forest Department; as per Appendix-7 and 8 Road side	Throughout the project corridor	The Uttar Pradesh Protection of Trees in Rural	State Forest Department	PMU

		Enhancement sites Forest land Community Forestation		and Hill Areas Act, 1976 and amended 1998 and 2001		
<b>OPERATION STAGE</b>						
<b>Activities to be Carried Out by the UEAP</b>						
O.1	Monitoring Operation Performance	The UEAP shall monitor the operational performance of the various mitigation/enhancement measures carried out as a part of the project. The indicators selected for monitoring include the survival rate of trees; utility of enhancement provision made under the project; status of rehabilitation of borrow areas; and effectiveness of noise barriers.	Throughout the project corridor	As per the contract document	PMU	PMU
O.2	Maintenance of Drainage	PWD shall ensure that all drains (side drains, median drain and all cross drainages) are periodically cleared especially before monsoon season to facilitate the quick passage of rainwater and avoid flooding.	Throughout the project corridor		PMU	PMU
O.3	Pollution Monitoring	The periodic monitoring of the ambient air quality, noise level, water (both ground and surface water) quality, soil quality in the selected locations as suggested in pollution monitoring plan through the UEPPCB or its approved monitoring agency.	At representative locations as per the instructions of Env. Engineer	Environmental Protection Act, 1986 and The noise pollution (regulation and control) rules, 2000	Pollution Monitoring Agency	PMU
O.4	Soil Erosion and Monitoring of Borrow Areas	Visual Monitoring and inspection of soil erosion at borrow areas, quarries (if closed and rehabilitated), embankments and other places expected to be affected, shall be carried out once in every three months as suggested in monitoring plan.	Borrow areas and embankment slopes	MoRTH 305.2.2.2 and 306.3	PMU	PMU
O.5	Public awareness on Noise levels and Health Affects	However the public shall be advised to construct the noise barriers such as walls, double glazed windows and tree plantation between the roads and their property. The public awareness is necessary regarding the human health through the news papers and consultations and distribution of pamphlets during the operation stage.	Throughout the project corridor	Corporate Social Responsibility	PMU	PMU

### C. Environmental Monitoring programme

153. The succeeding Table presents the monitoring plan for UEAP. The objectives of environmental monitoring are: ensure effective implementation of EMP; comply with all applicable environmental, safety, labour and local legislation; ensure that public opinions and obligations are taken in to account and respected to the required satisfaction level; and modify the mitigation measures or Implementing additional measures if required.

The environmental monitoring plan contains:

- All performance indicators
- Environmental monitoring programme
- Necessary budgetary provisions

### D. Performance Indicators

154. The physical, biological and social components identified to be particularly significant in affecting the environment at critical locations have been suggested as Performance Indicators (PIs). The Performance Indicators shall be evaluated under three heads as:

- a) Environmental condition indicators to determine efficiency of environmental management measures in control of air, noise and water pollution.
- b) Environmental management indicators to determine compliance with the suggested environmental management measures.
- c) Performance indicators that have been devised to determine efficiency and utility of the proposed mitigation measures.

The Performance Indicators and monitoring plans prepared are presented in Table below

**Table VII.2. The Performance Indicators and monitoring plans**

<b>Performance Indicators</b>	<b>Target</b>	<b>Achievement in Semi-annually and annually</b>
Budget	Environmental Budget (EMMP Budget)	Expenditure till date
<b>Performance Indicators of Monitoring Plan</b>		
Ambient Air Quality	Total Number of samples as per Environmental Monitoring Plan	Total Number of samples collected
Noise Level	Total Number of samples as per Environmental Monitoring Plan	Total Number of samples collected
Water Quality	Total Number of samples as per Environmental Monitoring Plan	Total Number of samples collected
Soil	Total Number of samples as per Environmental Monitoring Plan	Total Number of samples collected
Safety of Workers	List of PPE as per the number labours	List of PPEs actually provided in the project
<b>Performance Indicators of Environmental Management Plan</b>		
Permissions,/ NoCs/Consents requirement	Target timeline to obtain the permit/NoC/ consents and its validity	List of Permission and NoCs / consents obtained till date and status of its validity.
Public Consultation	Total Number of planned Public Consultation with timeline and coverage of people.	Number of public consultation conducted till date and actual coverage of the people.
Grievance redressal	Total number of complaints received, its timeline to response and resolution	Actual number of complaints resolved in percentage, response time.
Issues raised in public consultation	Target to attend the issues raised in the Public Consultation	Status of compliance to the issues of Public consultation
Information disclosure	List of information and locations where information to be disclosed	Actual locations where information has been disclosed.
Education of site staff on	Total Number of staffs to be	No of staff actually

Environmental training	trained	
Capacity Building	Total number of sessions to be covered Total Number of contractors, PIUs and DSCs to be covered	Number of Sessions completed and Number of contractors, PIUs and DSCs.
Implementation of EMP mitigation Measures	All items of Environmental Management Plan with timeline	Implementation status of EMP items till date
Reporting	List and number of Report to be submitted	List and number of reports submitted



**Table VII.3 Environmental monitoring for Air, Water, Noise and Soil**

Attribute	Parameter	Special guidance	Standards	Frequency	Duration	Location	Implementation
Air	CO, NOx, PM10, PM2.5, Pb and SO <sub>2</sub>	High volume sampler to be located 50m from the plant in the down wind direction. Use method specified by CPCB for 24 hr sampling	Air (prevention and control of pollution) Rules. CPCB, 1994	Once in every three months during construction and operation stage.	Two years	Construction Sites and major establishments along the subproject including base line monitored stations	Contractor (Responsible) through approved monitoring agency
Water	Please refer Appendix 2 for water quality parameters to be monitored or parameters as decided by the Environmental Specialist of the DSC	Grab sample collected from source and analyze as per standard methods for examination	IS for Inland surface waters (IS:2296,1982) and for drinking water (IS: 10500-1991)	Once in every three months during construction and operation stage.	Two years	Drinking water samples from the labour camps and from hand pumps, Surface water from the water courses along the road project.	
Noise	Noise quality as per National Ambient Noise Standards on db (A) scale	Equivalent noise levels using and integrated noise level meter kept at a distance of 15m from edge of pavement Leq in db (A) of day time and night time	MOEF Noise Rules 2000	Once in every three months during construction and operation stage. (may be monthly or thrice in a month depending of nature and volume of work)	Two years	Near the construction camps, working zones, sensitive receptors at major human settlements along the road.	
Soil	Monitoring of pH, Nitrogen, Phosphorus, Potassium, Sodium, Chloride, Organic Carbon and Lead	Sample of soil collected and analyzed using absorption spectrometer	Indian Standards (IS-2720)	Once in every three months during construction and operation stage..	Two years	Construction camp /plant sites, Labour camps, Batching plants and productive agricultural lands abutting traffic detours and traffic diversions and major intersections.	

\*Accidental spillage of hazardous and non-hazardous substances need to be dealt with as special cases largely depends on the circumstances including state of the substance (liquid or solid)Monitoring shall be carried out at all locations used for collection of primary data in the study.

## E. Environmental Budget

155. Based upon the environmental issues identified, preliminary assessment of the project impact on the environment, EMP cost is estimated to implement the key environmental measures and environmental management and monitoring plan

### [1] Environmental Budget for Kosi-Daulaghat-Binta Motor Road

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
A.	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
B.	Public consultations and information disclosure (Construction phases)	1	Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	5	No.	6,685	33425	DSC
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	8	No.	2022	16176	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>79331</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	15	No	6,685	100275	Contractor
2	Water Quality	12	No	5157	61884	
3	Noise Levels	24	No	2022	48528	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>237993</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	5	No.	6,685	33425	FPIU
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	8	No.	2022	16176	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>79331</b>	
F.	Water Sprinkling to suppress dust	200	Hrs	500	<b>1,00,000</b>	Contractor
<b>Total Cost (F)</b>					<b>1,00,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	1	Lump sum	20,000	<b>20,000</b>	Contractor
2	Training on Implementation of EMP for Field PIUs and Engineer	1	Lump sum	50,000	<b>50,000</b>	DSC/FPIU
<b>Total Cost (G)</b>					<b>70,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>6,16,655</b>	
H	PMC & Agency Charges @ 6% on total				36999.3	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>6,53,654</b>	
<b>Grand Total (in Lac)</b>					<b>6.54</b>	

**[2] Environmental Budget for Dwarhat-Binta-Someshwar Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
<b>A.</b>	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
<b>B.</b>	Public consultations and information disclosure (Construction phases)	1	Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	3	No.	5157	15471	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>54738</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	9	No	5157	46413	
3	Noise Levels	15	No	2022	30330	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>164214</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	3	No.	5157	15471	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>54738</b>	
F.	Water Sprinkling to suppress dust	100	Hrs	500	<b>50,000</b>	Contractor
<b>Total Cost (F)</b>					<b>50,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	1	Lump sum	20,000	<b>20,000</b>	Contractor
<b>Total Cost (G)</b>					<b>20,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>3,93,690</b>	
H	PMC & Agency Charges @ 6% on total				23621.4	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>4,17,311</b>	
<b>Grand Total (in Lac)</b>					<b>4.17</b>	

**[3] Environmental Budget for Bhatrojkan-Bhikiyasain-Chaukhutiya Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
<b>A.</b>	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
<b>B.</b>	Public consultations and information disclosure (Construction phases)		Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>59895</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	12	No	5157	61884	
3	Noise Levels	15	No	2022	30330	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>179685</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>59895</b>	
F.	Water Sprinkling to suppress dust	150	Hrs	500	<b>75,000</b>	Contractor
<b>Total Cost (F)</b>					<b>75,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	2	Lump sum	20,000	<b>40,000</b>	Contractor
2	Training on Implementation of EMP for Field PIUs and Engineer	1	Lump sum	50,000	<b>50,000</b>	DSC/FPIU
<b>Total Cost (G)</b>					<b>90,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>5,14,475</b>	
H	PMC & Agency Charges @ 6% on total				30868.5	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>5,45,344</b>	
<b>Grand Total (in Lac)</b>					<b>5.45</b>	

**[4] Environmental Budget for Bhikiyasain-Deghat-Bhungidhar-Bachuwaban-Mehalchori-Chaukhutiya Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
A.	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
B.	Public consultations and information disclosure (Construction phases)	1	Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	3	No.	5157	15471	
3	Noise Levels	4	No.	2022	8088	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>52716</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	9	No	5157	46413	
3	Noise Levels	12	No	2022	24264	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>158148</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	3	No.	5157	15471	
3	Noise Levels	4	No.	2022	8088	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>52716</b>	
F.	Water Sprinkling to suppress dust	100	Hrs	500	<b>50,000</b>	Contractor
<b>Total Cost (F)</b>					<b>50,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	2	Lump sum	20,000	<b>40,000</b>	Contractor
<b>Total Cost (G)</b>					<b>40,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>4,03,580</b>	
H	PMC & Agency Charges @ 6% on total				24214.8	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>4,27,795</b>	
<b>Grand Total (in Lac)</b>					<b>4.28</b>	

**[5] Environmental Budget for Ganai-Jorasi Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
A.	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
B.	Public consultations and information disclosure (Construction phases)	1	Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	5	No.	5157	25785	
3	Noise Levels	6	No.	2022	12132	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c )</b>					<b>67074</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	15	No	5157	77355	
3	Noise Levels	18	No	2022	36396	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>201222</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	5	No.	5157	25785	
3	Noise Levels	6	No.	2022	12132	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>67074</b>	
F.	Water Sprinkling to suppress dust	150	Hrs	500	<b>75,000</b>	Contractor
<b>Total Cost (F)</b>					<b>75,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	2	Lump sum	20,000	<b>40,000</b>	Contractor
2	Training on Implementation of EMP for Field PIUs and Engineer	1	Lump sum	50,000	<b>50,000</b>	DSC/FPIU
<b>Total Cost (G)</b>					<b>90,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>5,50,370</b>	
H	PMC & Agency Charges @ 6% on total				33022.2	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>5,83,392</b>	
<b>Grand Total (in Lac)</b>					<b>5.83</b>	

**[6] Environmental Budget for Artola-Jageshwar-Nani Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
A.	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
B.	Public consultations and information disclosure (Construction phases)		Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>59895</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	12	No	5157	61884	
3	Noise Levels	15	No	2022	30330	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>179685</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	5	No.	2022	10110	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>59895</b>	
F.	Water Sprinkling to suppress dust	150	Hrs	500	<b>75,000</b>	Contractor
<b>Total Cost (F)</b>					<b>75,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	2	Lump sum	20,000	<b>40,000</b>	Contractor
2	Training on Implementation of EMP for Field PIUs and Engineer	1	Lump sum	50,000	<b>50,000</b>	DSC/FPIU
<b>Total Cost (G)</b>					<b>90,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>5,14,475</b>	
H	PMC & Agency Charges @ 6% on total				30868.5	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
G. Total (Total + H)					<b>5,45,344</b>	
<b>Grand Total (in Lac)</b>					<b>5.45</b>	

**[7] Environmental Budget for Khairna-Ranikhet Motor Road**

S.No	Description	Quantity	Unit	Rate	Amount	Responsibility
				(in Rs)	(in Rs)	
A.	Legislation, permits and Agreements (Consents to Establish and Operate for plants and machinery of the contractor)					These consents are to be obtained by contractor on own cost
B.	Public consultations and information disclosure (Construction phases)		Lump sum	50,000	50,000	FPIU / IA
<b>C. Environmental Monitoring (Pre-construction Stage)</b>						
1	Air Quality	3	No.	6,685	20055	Contractor
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	6	No.	2022	12132	
4	Soil	2	No.	4551	9102	
<b>Total Cost (c)</b>					<b>61917</b>	
<b>D. Environmental Monitoring (Construction Stage)</b>						
1	Air Quality	9	No	6,685	60165	Contractor
2	Water Quality	12	No	5157	61884	
3	Noise Levels	18	No	2022	36396	
4	Soil	6	No	4551	27306	
<b>Total Cost (D)</b>					<b>185751</b>	
<b>E. Environmental Monitoring (Operation Stage)</b>						
1	Air Quality	3	No.	6,685	20055	FPIU
2	Water Quality	4	No.	5157	20628	
3	Noise Levels	6	No.	2022	12132	
4	Soil	2	No.	4551	9102	
<b>Total Cost (E)</b>					<b>61917</b>	
F.	Water Sprinkling to suppress dust	200	Hrs	500	<b>1,00,000</b>	Contractor
<b>Total Cost (F)</b>					<b>1,00,000</b>	
<b>G. Training/Workshops</b>						
1	EMP Training at site	2	Lump sum	20,000	<b>40,000</b>	Contractor
2	Training on Implementation of EMP for Field PIUs and Engineer	1	Lump sum	50,000	<b>50,000</b>	DSC/FPIU
<b>Total Cost (G)</b>					<b>90,000</b>	
<b>Total (A+B+C+D+E+F+G)</b>					<b>5,49,585</b>	
H	PMC & Agency Charges @ 6% on total				32975.1	
I	For the provision of slope protection/ landslide, Bill No..... may be referred.					
J	For the Road furnitures, Bill No. may be referred					
<b>G. Total (Total + H)</b>					<b>5,82,560</b>	
<b>Grand Total (in Lac)</b>					<b>5.83</b>	

Note- The above unit rate of Air, Water, Noise and Soil quality monitoring is based on approval of rate by PIU by letter no-1185/02UEAP/PWD/2014-15 dated 01/12/2014



**F. Grievance and redress mechanism**

156. A joint social and environmental redress mechanism will be implemented under the project. Grievances and suggestions from local and affected people may come-up related to inappropriate implementation of the project and components of EMP. The expected range of grievances to be handled through this mechanism will encompass but not limited to the following:

- i) nuisance from noise, dust, and temporary blocking of access;
- ii) contamination of receiving water from runoff;
- iii) emissions from increase vehicular traffic and stationary sources like hot mix plant;
- iv) conflict between local residents and migrant workers;
- v) ownership of vegetation for clearing; and
- vi) damage compensation.

157. These issues will be addressed through acknowledgement, evaluation and corrective action and response approach. Grievances from public or stakeholders concerning the project and EMP implementation will be received by the concerned Executive Engineer of UEAP division. The Executive Engineer shall refer the application to Construction Supervision Consultants (DSC) who then assess the grievances/suggestions and if they are found to be genuine and acceptable, will be resolved at division level itself within 15 to 30 days from the date of receipt. In case, the issue is unable to be resolved, the matter will be forwarded to the PMU, UEAP. This mechanism is non-judicial in nature and does not preclude the affected people coursing their grievances to the courts. The corrective action will be started as per the action plan indicated to the stakeholder. The action taken and the outcome shall form a part of quarterly report to ADB.

## VIII. CONCLUSION AND RECOMMENDATION

158. The proposed Project has been categorized as Category 'B' based on environmental screening and assessment of likely impacts of all 7 road sections. The initial environmental examination (IEE) ascertains that it is unlikely to cause any significant environmental impacts. Few impacts were identified attributable to the proposed sub-project, all of which are localized and temporary in nature and easy to mitigate.
159. All 7 road sections proposed to be restored do not pass through or located nearby any national park, wildlife sanctuary, reserved forests, or any other ecologically sensitive or protected areas. No archaeological/protected monument is located in the project vicinity( except Jageshwar Temples are which is protected by ASI, however the subproject road work is approx 5 km away from the protected area).
160. Potential significant environmental impacts are related to general civil construction work and can easily be mitigated adopting sound engineering practice and implementing proposed EMP. No encroachments near to historical and ecologically sensitive areas are identified. Road sections are prone to landslides, localized flooding, increase erosion, siltation, and hazardous driving conditions.
161. The beneficial impacts still outweighs the potential significant environmental impacts. Beneficial impacts include reduction in travel time and lower vehicle operating costs; better internal and external access to and from Uttarakhand; and better access to agricultural production areas, markets, religious and tourist areas. The road design is also a mitigation measure to existing road safety and accessibility issues as it addresses erosion, landslides, poor drainage, and inadequate road safety. Improved roads will also contribute to the community climate change resiliency as it can better withstand more extreme weather events allowing continued accessibility and flow of materials under such conditions.
162. In general, the sub-project received immense support from local people. Most of the local communities were agree to extend their full co-operation and welcome the project benefit. However they were more concern about quality of work as they have bad experience in past.
163. During project design, informal community consultation were held with beneficiaries to discuss sanitation, poverty, resettlement, affordability issues, and environmental concerns. Socioeconomic surveys obtained information and individual views on current situations and future preferences. Potential environmental impacts of urban infrastructure improvements are mainly short-term during the construction period and can be minimized by the proposed mitigating measures and environmentally sound engineering and construction practices.
164. The initial environmental examination ascertains that the sub-project is unlikely to cause any significant environmental impacts. No additional studies or need of undertaking detailed EIA is envisaged at this stage. The Executing Agency shall ensure that EMMP is included in Bill of Quantity (BOQ) and forms part of 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 and with approval of ADB.

## RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE  
PROJECT (UEAP)  
SECTOR DIVISION: ROAD AND HIGHWAYS  
PACKAGE NO: UEAP/PWD/C-60  
ROAD SECTION: KOSI-DAULAGHAT-BINTA MOTOR ROAD  
ROAD CATEGORY: MAJOR DISTRICT ROAD (MDR)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			The total length of damaged portion is 36.0 km. The entire subproject road alignment is located in hilly terrain within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. The present traffic is found to be thin due to monsoon and reduction in tourist on effect of the cloud burst disasters' in the last year (2013). However this road is also to be used for transportation of school students, and emergency route for Hospitals. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	There is no historical/cultural area coming to ROW or close to ROW. All the construction activities are proposed be carried out within available formation width. Some of the small religious structures are along the road and away from RoW none of them need to be shifted. Appropriate roads signs are proposed to be installed. Existing and licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	The subproject road section is located in urban/ semi-urban/other built up and opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	Since the project road alignment is located on hilly terrain, few seasonal streams crossing the project road but bridge/culvert located on these streams and most of them are not required to be demolished or reconstructed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.

<p>■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?</p>		√	<p>No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. In case of use of any chemicals for the project, will be kept at least 300 m away from the drainage channel, nallahs and other water resources.</p>
<p>■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?</p>	√		<p>In general most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed &lt; 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.</p>
<p>■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?</p>	√		<p>As the volume of work is not so large, major occupational health and safety related issue is not expected. However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.</p>
<p>■ Noise and vibration due to blasting and other civil works?</p>	√		<p>Since the nature of work is restoration, no blasting is required. During construction, nuisance would be created due to the movement of construction vehicles. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.</p>
<p>■ Dislocation or involuntary resettlement of people?</p>		√	<p>Not involved</p>
<p>■ Dislocation and compulsory resettlement of people living in right-of-way?</p>		√	<p>Not involved</p>
<p>■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?</p>		√	<p>As the subproject road already exists there such disproportionate impact is not anticipated. After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centres and social services.</p>
<p>■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?</p>	√		<p>Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM and RPM concentration above standard level during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day has been proposed. Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed &lt;30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.</p>
<p>■ Hazardous driving conditions where construction interferes with pre-existing roads?</p>	√		<p>Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior</p>

			information will be provided by the field PIU and Contractor to residents residing near along the construction area.
■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	√		Being a hilly area, limited space suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed. Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.
■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	Being a hilly terrain accumulation of water is generally not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds will be adopted. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.
■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?	√		The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be given informal training on its management as provided in the material safety data sheet.
■ Increased noise and air pollution resulting from traffic volume?	√		During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier.
■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.
■ Social conflicts if workers from other regions or countries are hired?		√	Preference will be given to employ local labour. The same has also not been arising in similar nature of work in other area of district.
■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	√		Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be established away from local population and will be provided with necessary water supply, sanitation, and storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction has also been proposed.
■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.

<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the entire road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats. An awareness program will also be conducted to road users.</p>
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<b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.	YES	NO	REMARKS
Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.	√		The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.
Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)		√	The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.
Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?		√	Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.
Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?		√	The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely that subproject will encourage the settlement of people in the project influence area.

<b>x</b>	Should be categorized as an A project.
√	Should be categorized as a B project.
<b>x</b>	Should be categorized as a B project in an environmentally sensitive area.
x	Should be categorized as a C project.
<b>X</b>	Should be categorized as an A/B project because (give reason) .
<b>X</b>	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

### RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE PROJECT (UEAP)  
 SECTOR DIVISION: ROAD AND HIGHWAYS  
 PACKAGE NO: UEAP/PWD/C-60  
 ROAD SECTION: DWARAHAT-BINTA-SOMESHWAR ROAD  
 ROAD CATEGORY: MAJOR DISTRICT ROAD (MDR)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			Total length of damaged section of subproject road is 16 Kms. Other than restoration, re-construction of Breast wall and Retaining wall is also required in different interval all through project road. The entire length of sub-project road traverses in hilly area within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. This road is also to be used for transportation of school students, and emergency route for Hospitals. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	No historical/cultural area is within the proposed ROW. All the construction activities will be performed within available formation width Some of the small religious structures are along the road and away from RoW. None of them need to be shifted and appropriate roads signs will be installed. Existing/ Licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	The subproject road section is located in urban/ semi-urban/other built up and opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	Few seasonal streams crossing the project road but bridge/culvert located on these streams is not required to be demolished or reconstructed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.
■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. The chemicals will be used for the project will be kept at

			least 300 m away from the drainage channel, nallahs and other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		Most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?	√		As the volume of work is not so large , major occupational health and safety related issue is expected . However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		No blasting will be done. During construction, nuisance would be created due to the movement of heavy machineries like excavators, dumpers etc. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centres and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM concentration above standards during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day (1000 hrs and 1500 hrs). Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior information will be provided by the PIU and Contractor to affected residents and communities before start of



			construction that will cause interference.
■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	√		Being a hilly area, limited apace suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed. Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.
■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	Being a hilly terrain accumulation of water is not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.
■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?	√		The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be trained on its management as provided in the material safety data sheet.
■ Increased noise and air pollution resulting from traffic volume?	√		During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier
■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.
■ Social conflicts if workers from other regions or countries are hired?		√	Preference will be given to employ local labour.
■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	√		Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction. Improve access may increase migration to settlements within corridor of impact. The PIU will raise awareness of local leaders on this indirect impact of the road and emphasize the need for better land use management.
■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages

			during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.
<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats.</p>

<b>Climate Change and Disaster Risk Questions</b>	<b>YES</b>	<b>NO</b>	<b>REMARKS</b>
<p>The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.</p>			
<p>Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.</p>	√		<p>The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.</p>
<p>Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical of financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)</p>		√	<p>The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.</p>
<p>Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?</p>		√	<p>Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.</p>
<p>Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?</p>		√	<p>The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely to encourage the settlement of people in the project influence area.</p>

<b>x</b>	Should be categorized as an A project.
√	Should be categorized as a B project.
<b>x</b>	Should be categorized as a B project in an environmentally sensitive area.
<b>x</b>	Should be categorized as a C project.
<b>x</b>	Should be categorized as an A/B project because (give reason) .

- |          |   |
|----------|---|
| <b>x</b> | Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission |
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## RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE

PROJECT (UEAP)

SECTOR DIVISION:

ROAD AND HIGHWAYS

PACKAGE NO:

UEAP/PWD/C-61

ROAD SECTION:

**BHATRONJKHAN- BHIKYASAIN CHAUKHUTIYA MOTOR ROAD**

ROAD CATEGORY:

STATE HIGHWAY (SH)

SCREENING QUESTIONS	YES	NO	REMARKS
<p><b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?</p>			<p>The total length of damage portion of road is 20.00 km in between chainage 26+000 to Chainage 45+000 and entire subproject road alignment is located in hilly terrain within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns.</p> <p>The present traffic is found to be thin due to monsoon and reduction in tourist on effect of the cloud burst disasters' in the last year (2013). However this road is also to be used for transportation of school students, and emergency route for Hospitals.</p> <p>The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.</p>
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<p><b>B. Potential Environmental Impacts</b> Will the Project cause...</p>			
<p>■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?</p>		√	<p>There is no historical/cultural area coming to ROW or close to ROW. All the construction activities are proposed be carried out within available formation width. Some of the small religious structures are along the road and away from RoW none of them need to be shifted. Appropriate roads signs are proposed to be installed. Existing and licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.</p>
<p>■ Encroachment on precious ecology (e.g. sensitive or protected areas)?</p>		√	<p>The subproject road section is located in urban/ semi-urban/other built up and opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.</p>
<p>■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?</p>		√	<p>Since the project road alignment is located on hilly terrain, few seasonal streams crossing the project road but bridge/culvert located on these streams and most of them are not required to be demolished or reconstructed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.</p>
<p>■ Deterioration of surface water quality due to silt runoff and</p>		√	<p>No direct impact on surface water quality is envisaged. However, measures like locating camps away from water</p>

sanitary wastes from worker-based camps and chemicals used in construction?			bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. In case of use of any chemicals for the project, will be kept at least 300 m away from the drainage channel, nallahs and other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		In general most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?	√		As the volume of work is not so large, major occupational health and safety related issue is not expected. However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		Since the nature of work is restoration, no blasting is required. During construction, nuisance would be created due to the movement of construction vehicles. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	As the subproject road already exists there such disproportionate impact is not anticipated. After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centres and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM and RPM concentration above standard level during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day has been proposed. Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior

			information will be provided by the field PIU and Contractor to residents residing near along the construction area.
■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?		√	Being a hilly area, only limited space suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed. Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.
■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	Being a hilly terrain accumulation of water is generally not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds will be adopted. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.
■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?	√		The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be given informal training on its management as provided in the material safety data sheet.
■ Increased noise and air pollution resulting from traffic volume?	√		During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier.
■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.
■ Social conflicts if workers from other regions or countries are hired?		√	Preference will be given to employ local labour. The same has also not been arising in similar nature of work in other area of district.
■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?		√	Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be established away from local population and will be provided with necessary water supply, sanitation, and storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction has also been proposed.
■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	Blasting is not required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.
■ Community safety risks due to both accidental and natural causes, especially where the	√		Since the entire road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are

structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.			undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats. An awareness program will also be conducted to road users.
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<b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.	<b>YES</b>	<b>NO</b>	<b>REMARKS</b>
Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.	√		The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.
Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)		√	The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.
Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?		√	Except, significant migration no other adverse situation is there. Good road network may boost the economy of the region and will help to decrease migration of local people.
Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?		√	The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely that subproject will encourage the settlement of people in the project influence area.

<b>x</b>	Should be categorized as an A project.
√	Should be categorized as a B project.
<b>x</b>	Should be categorized as a B project in an environmentally sensitive area.
<b>x</b>	Should be categorized as a C project.
<b>x</b>	Should be categorized as an A/B project because (give reason) .
<b>x</b>	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

### RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE PROJECT (UEAP)  
 SECTOR DIVISION: ROAD AND HIGHWAYS  
 PACKAGE NO: UEAP/PWD/C-61  
 ROAD SECTION: **BHIKIYASAIN -DEGHAT-BUNGIDHAR- MEHALCHAURI -CHAUKHUTIYA MOTOR ROAD**  
 ROAD CATEGORY: STATE HIGHWAY (SH)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			The total length of affected portion of this road is 7.70 km. In different chainage different nature of restoration is required Like pavement resurfacing, patchwork retaining wall, breast wall, toe wall new RCC Scupper, KC drain new causeway etc. The entire subproject road alignment is located in hilly terrain within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	There is no historical/cultural area coming to ROW or close to ROW. All the construction activities are proposed be carried out within available formation width. Existing and licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	The subproject road section is located in urban/ semi-urban/other built up as well as in opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	Since the project road alignment is located on hilly terrain, few seasonal streams crossing the project road but bridge/culvert located on these streams and most of them are not required to be demolished or reconstructed. However few additional causeway has been proposed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.
■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. In case of use of any chemicals for the project, will be kept at least 300 m away from the drainage channel, nallahs and



			other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		In general most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?	√		As the volume of work is not so large, major occupational health and safety related issue is not expected. However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		Since the nature of work is restoration, no blasting is required. During construction, nuisance would be created due to the movement of construction vehicles. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	As the subproject road already exists there such disproportionate impact is not anticipated. After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centers and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM and RPM concentration above standard level during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day has been proposed. Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior information will be provided by the field PIU and Contractor to residents residing near along the construction area.
■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible	√		Being a hilly area, limited space suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed.

transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?			Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.
■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	Being a hilly terrain accumulation of water is generally not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds will be adopted. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.
■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?	√		The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be given informal training on its management as provided in the material safety data sheet.
■ Increased noise and air pollution resulting from traffic volume?	√		During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier.
■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.
■ Social conflicts if workers from other regions or countries are hired?		√	Preference will be given to employ local labour. The same has also not been arising in similar nature of continuing work in other area of district.
■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	√		Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be established away from local population and will be provided with necessary water supply, sanitation, and storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction has also been proposed.
■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.

<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the entire road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats. An awareness program will also be conducted to road users.</p>
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<b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.	YES	NO	REMARKS
<p>Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.</p>	√		<p>The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.</p>
<p>Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)</p>		√	<p>The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.</p>
<p>Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?</p>		√	<p>Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.</p>
<p>Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?</p>		√	<p>The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely that subproject will encourage the settlement of people in the project influence area.</p>

x	Should be categorized as an A project.
√	Should be categorized as a B project.
x	Should be categorized as a B project in an environmentally sensitive area.
x	Should be categorized as a C project.
X	Should be categorized as an A/B project because (give reason) .
X	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

## RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE PROJECT (UEAP)  
 SECTOR DIVISION: ROAD AND HIGHWAYS  
 PACKAGE NO: UEAP/PWD/C-62  
 ROAD SECTION: GANASI- JORASI- MASI MOTOR ROAD  
 ROAD CATEGORY: MAJOR DISTRICT ROAD (MDR)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			The total length of road is 23.12. Kms. Resurfacing is required in entire length of subproject road. In different chainage different nature of restoration is required Like pavement resurfacing, patchwork retaining wall, breast wall, toe wall new RCC Scupper, KC drain new causeway etc. The entire subproject road alignment is located in hilly terrain within district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	No historical/cultural area coming to ROW or close to ROW. All the construction activities are proposed be carried out within available formation width. Existing and licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	Part of subproject road section is located in urban/ semi-urban/other built up as well as in opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	Since the project road alignment is located on hilly terrain, few seasonal streams crossing the project road but bridge/culvert located on these streams and most of them are not required to be demolished or reconstructed. However few additional causeways has been proposed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.
■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. In case of use of any chemicals for the project, will be kept at

			least 300 m away from the drainage channel, nallahs and other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		In general most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?	√		As the volume of work is not so large, major occupational health and safety related issue is not expected. However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		Since the nature of work is restoration, no blasting is required. During construction, nuisance would be created due to the movement of construction vehicles. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	As the subproject road already exists there such disproportionate impact is not anticipated. After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centres and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM and RPM concentration above standard level during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day has been proposed. Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior information will be provided by the field PIU and Contractor to residents residing near along the construction area.
■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible	√		Being a hilly area, limited space suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed.

transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?			Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.
■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		√	Being a hilly terrain accumulation of water is generally not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds will be adopted. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.
■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?	√		The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be given informal training on its management as provided in the material safety data sheet.
■ Increased noise and air pollution resulting from traffic volume?	√		During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier.
■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?		√	It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.
■ Social conflicts if workers from other regions or countries are hired?		√	Preference will be given to employ local labour. The same has also not been arising in similar nature of continuing work in other area of district.
■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	√		Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be established away from local population and will be provided with necessary water supply, sanitation, and storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction has also been proposed.
■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?		√	No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.

<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the entire road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats. An awareness program will also be conducted to road users.</p>
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<p><b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.</p>	YES	NO	REMARKS
<p>Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.</p>	√		<p>The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.</p>
<p>Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)</p>		√	<p>The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.</p>
<p>Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?</p>		√	<p>Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.</p>
<p>Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?</p>		√	<p>The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely that subproject will encourage the settlement of people in the project influence area.</p>

x	Should be categorized as an A project.
√	Should be categorized as a B project.
x	Should be categorized as a B project in an environmentally sensitive area.
x	Should be categorized as a C project.
X	Should be categorized as an A/B project because (give reason) .
X	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

## RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE PROJECT (UEAP)  
 SECTOR DIVISION: ROAD AND HIGHWAYS  
 PACKAGE NO: UEAP/PWD/C-63  
 ROAD SECTION: ARTOLA – JAGESHWAR- NAINI  
 ROAD CATEGORY: MAJOR DISTRICT ROAD (MDR)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			Total length of affected road is 15.00 Kms and entirely located on hilly terrain. The damaged road section is between Km 6 to 15 and km 18 to 21 the restoration of repairs estimated length to be carried-out shall be of 15.00 Kms. It traverses along agricultural field, residential area, and semi urban and urban. None of the subproject road section is located in environmentally sensitive area. The proposed subproject work is limited to restoration of road to its original position and entire work is limited to existing alignment owned by Public Work Department. As per preliminary investigation and site survey, no significant environmental issue has been identified. The major habitation along the road is Kotli village, Chamoh village, Kapkol village and Naini village. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	No historical/cultural area is within the proposed ROW. All the construction activities will be performed within available formation width Some of the small religious structures are along the road and away from RoW. None of them need to be shifted and appropriate roads signs will be installed. Existing/ Licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	The project road is located in semi-urban area/ built up and opens as well. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	There are some seasonal streams crossing the project road. There is adequate no. of causeways at various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.
■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction camps. The chemicals will be used for the project will be kept at



			least 300 m away from the drainage channel, nallahs and other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		Most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?	√		As the volume of work is not so large , major occupational health and safety related issue is expected . However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		No blasting will be done. During construction, nuisance would be created due to the movement of heavy machineries like excavators, dumpers etc. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	After restoration of this hilly road, it will improve access of marginal upland dwellers to market centres and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM concentration above standards during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day (1000 hrs and 1500 hrs). Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior information will be provided by the PIU and Contractor to affected residents and communities before start of construction that will cause interference.

<p>■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?</p>	√	<p>Limited areas suitable for construction camp site are available along the alignment since most of the level areas are either forest, inhabited or farmed. Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established away from any local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.</p>
<p>■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?</p>	√	<p>Being a hilly terrain accumulation of water is not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.</p>
<p>■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?</p>	√	<p>The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be trained on its management as provided in the material safety data sheet.</p>
<p>■ Increased noise and air pollution resulting from traffic volume?</p>	√	<p>During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier</p>
<p>■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?</p>	√	<p>It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.</p>
<p>■ Social conflicts if workers from other regions or countries are hired?</p>	√	<p>Preference will be given to employ local labour.</p>
<p>■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?</p>	√	<p>Large influx of population during construction is not expected as local labour will be employed. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction. Improve access may increase migration to settlements within corridor of impact. The PIU will raise awareness of local leaders on this indirect impact of the road and emphasize the need for better land use management.</p>
<p>■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?</p>	√	<p>No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.</p>

<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats.</p>
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<b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.	YES	NO	REMARKS
<p>Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.</p>	√		<p>The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.</p>
<p>Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)</p>		√	<p>The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided at affected location which will further reduce possibility of land slide and erosion.</p>
<p>Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?</p>		√	<p>Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.</p>
<p>Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?</p>		√	<p>The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely to encourage the settlement of people in the project influence area.</p>

x	Should be categorized as an A project.
√	Should be categorized as a B project.
x	Should be categorized as a B project in an environmentally sensitive area.
x	Should be categorized as a C project.
x	Should be categorized as an A/B project because (give reason) .
x	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

### RAPID ENVIRONMENTAL ASSESSMENT (REA) CHECKLIST

COUNTRY/PROJECT TITLE: INDIA / UTTARAKHAND EMERGENCY ASSISTANCE PROJECT (UEAP)  
 SECTOR DIVISION: ROAD AND HIGHWAYS  
 PACKAGE NO: UEAP/PWD/C-64  
 ROAD SECTION: KHAIRNA-RANIKHET MOTOR ROAD  
 ROAD CATEGORY: State Highway (SH)

SCREENING QUESTIONS	YES	NO	REMARKS
<b>A. Project Siting</b> Is the Project area adjacent to or within any of the following environmentally sensitive areas?			The length of road is 26 Kms, however the estimated damaged base of the road section has been recognized and full road length provision for SDBC has been provided. The entire length of road is located on hilly terrain of district Almora. The existing road is single lane of 3.75 m and shoulder width of 0.75 m both sides camber and hill side earthen drains. This section of the road is mainly used for transportation of agriculture products transportation and life line for the villagers and tourist hub to connect towns. It varies from agricultural to Residential with some urban sections and through forest and barrel land. The major part of the road passes through agricultural area. The proposed roads other than urban roads run through the forests where the noise environment is negligible or generally quiet but the work will be confined to the existing ROW belonging to Uttarakhand Public Works Department.
■ Cultural heritage site		√	
■ Protected Area		√	
■ Wetland		√	
■ Mangrove		√	
■ Estuarine		√	
■ Buffer zone of protected area		√	
■ Special area for protecting biodiversity		√	
<b>B. Potential Environmental Impacts</b> Will the Project cause...			
■ Encroachment on historical/cultural areas; disfiguration of landscape by road embankments, cuts, fills, and quarries?		√	There is no historical/cultural area coming to ROW or close to ROW. All the construction activities will be carried out within available formation width Some of the small religious structures are along the road and away from RoW none of them need to be shifted. and appropriate roads signs will be installed. Existing/ Licensed quarries will be used with necessary redevelopment to avoid any disfiguration of landscape.
■ Encroachment on precious ecology (e.g. sensitive or protected areas)?		√	The subproject road section is located in urban/ semi-urban/other built up and opens area. No trees are affected or no encroachment on precious ecology is anticipated since all construction activities shall be limited to the available formation width only.
■ Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		√	Since the project road alignment is located on hilly terrain, few seasonal streams crossing the project road but bridge/culvert located on these streams is not required to be demolished or reconstructed. There is adequate no. of causeways in various kms. to provide adequate cross drainage to roadside nallahs and to avoid soil erosion and accelerated deterioration of paved shoulders. Any alteration of surface water hydrology is not required during restoration work.
■ Deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?		√	No direct impact on surface water quality is envisaged. However, measures like locating camps away from water bodies and providing septic tanks and soak pits as sewage disposal facilities will be provided in the construction

			camps. In case of use of any chemicals for the project, will be kept at least 300 m away from the drainage channel, nallahs and other water resources.
■ Increased local air pollution due to rock crushing, cutting, and filling works, and chemicals from asphalt processing?	√		In general most of the civil work creates some kind of air pollution in area of their influence. However, the nature and volume of work is not so voluminous so significant increase in air pollution is not expected. Appropriate measure shall be taken including conformance to Emission standards and norms, use of locally available materials (licensed quarry), scheduling the activity preferably in wet months, avoiding the use of wood as fuel for heating bitumen, hot mix plant location to be preferably on waste lands, reuse of land filling of bituminous wastes, use of dust suppressants. Haul trucks will be covered and will strictly observe speed < 30 km / hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation during project construction and operation?		√	As the volume of work is not so large, major occupational health and safety related issue is expected. However general risk associated in linear project is always there. Providing Personal Protection Equipments (PPE) to workers and Dismantling of existing structures and disposal by manual and mechanical means shall be adopted.
■ Noise and vibration due to blasting and other civil works?	√		Since the nature of work is restoration, no blasting is required. During construction, nuisance would be created due to the movement of construction vehicles. No work will be permitted near the Schools and Colleges during the study hours. Proper mitigation measures will be in place like PPEs, noise enclosures, etc.
■ Dislocation or involuntary resettlement of people?		√	Not involved
■ Dislocation and compulsory resettlement of people living in right-of-way?		√	Not involved
■ Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		√	After restoration and reconstruction of subproject road, it will improve access of marginal upland dwellers to market centres and social services.
■ Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	√		Hauling of fill materials and spoils over unpaved road at uncontrolled speeds will increase fugitive dust emissions resulting in increase of SPM concentration above standards during the construction phase. Water sprinkling to suppress the dust along built-up areas of the Project Road for twice a day (1000 hrs and 1500 hrs). Ambient Air quality monitoring will also be carried out in some of these locations during construction phase to evaluate its effectiveness of dust control measures. Trucks carrying fine material will be covered and will strictly observe speed <30 km/hr when traversing these locations. Contractor with concerned PIU will conduct consultation during construction phase to identify other measures to control dust.
■ Hazardous driving conditions where construction interferes with pre-existing roads?	√		Interference with pre-existing roads will mostly occur in settlement areas and when existing alignment intersects with access paths leading to individual houses. Suitable road safety measures to be incorporated in design and creating awareness amongst road users on safe driving. Prior information will be provided by the PIU and Contractor to affected residents and communities before start of construction that will cause interference.

<p>■ Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?</p>		√	<p>Being a hilly area, limited space suitable for construction camp site are available along the alignment. Most of the level areas/Plane areas are either inhabited or farmed. Employing local labour will decrease the needed scale of the construction camps. Construction camps will be established atleast 500 meter away from local human settlement area and preferably located on lands, which are barren/ waste lands. The Contractor will link with existing national and state programs on HIV awareness. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management and first aid facilities during the construction period and necessary provision for rehabilitation or restoration after the completion of construction.</p>
<p>■ Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?</p>		√	<p>Being a hilly terrain accumulation of water is not expected. However, Proper disposal of liquid effluent at camps to avoid water stagnation and creation of breeding grounds. Mosquito replant and Mosquito net will be provided to worker staying in worker camp.</p>
<p>■ Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials?</p>	√		<p>The transport of toxic materials during construction is not expected. During construction, bitumen will be transported and this material is considered hazardous (flammability) but not toxic. All workers handling bitumen will be given informal training on its management as provided in the material safety data sheet.</p>
<p>■ Increased noise and air pollution resulting from traffic volume?</p>	√		<p>During construction phase, the use of paver, rollers and other heavy equipment will be operated during daytime only. Near places of worship, schools, and hospitals, major sources of noise shall be confined by temporary barrier.</p>
<p>■ Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?</p>		√	<p>It will be ensured that the fuel storage and refuelling sites are kept at least 300m away from drainage channels and important water bodies.</p>
<p>■ Social conflicts if workers from other regions or countries are hired?</p>		√	<p>Preference will be given to employ local labour.</p>
<p>■ Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?</p>		√	<p>Large influx of population during construction is not expected as mostly local labour will be employed. Construction camps will be provided with necessary water supply, sanitation, storm water drainage, solid waste management etc. during the construction period and necessary provision for rehabilitation or restoration after completion of construction. As the subproject road is already existing, improve access will not increase migration to settlements within corridor of impact.</p>
<p>■ Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?</p>		√	<p>No blasting will be required during construction. No chemicals will be used for site clearing, and the contractor is limited to manual or mechanical means to clear thorny areas. All refuelling, lubrication, and equipment cleaning and maintenance will be conducted exclusively inside the construction site's designated motor pool. The area shall be paved and drained into one canal equipped with oil-water separator/grease trap. All collected grease will either be disposed to an approved site, or re-used for emergency roadside illumination during construction. The PIU will inform the Panchayats on the risk of fuel and chemical spillages during operation phase and suggest ways on their immediate containment and relevant other government agencies for management and control.</p>

<p>■ Community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning.</p>	√		<p>Since the road alignment is located on hilly terrain, landslides due to natural causes extreme weather event or earthquake may result to injury. All road sections that are undergoing slides and erosions will be mitigated through stone/concrete masonries, hill side drains, weep holes, and toe protection. During operation, the PWD will advise communities and motorist of warnings during expected extreme weather events issue travel limitations or bans, when necessary. These advisories will be communicated through the Panchayats. A awareness program will also be conducted to road users.</p>
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<b>Climate Change and Disaster Risk Questions</b> The followings questions are not for environmental categorization. They are included in this checklist to help identify potential climate and disaster risks.	YES	NO	REMARKS
<p>Is the Project area subject to hazards such as earthquakes, floods, landslides, tropical cyclone winds, storm surges, tsunami or volcanic eruptions and climate changes.</p>		√	<p>The sub-project road entirely located on hilly terrain. Therefore, no chances of floods, tsunami or volcanic eruptions. However, flash flood has been experience in region. There is a possibility of landslides during rainy season and earthquakes prone zone. However, project activities are not expected to increase any of the extreme natural activities.</p>
<p>Could changes in temperature, precipitation, or extreme events patterns over the Project lifespan affect technical or financial sustainability, (eg. Increased erosion or landslides could increase maintenance costs, permafrost melting of increased soil moisture content could affect sub-grade)</p>		√	<p>The nature and volume of project activities will not impact significantly meteorological condition. As the restoration work is confined to existing alignment, the civil work will not cause to increase erosion or land slide activity. However, good resurfacing of road and drainage work reduces the chance of erosion. Breast wall and retaining wall is also being provided/reconstructed at affected location which will further reduce possibility of land slide and erosion.</p>
<p>Are there any demographic or socio-economic aspects of the Projects area that are already vulnerable (eg., high incidence of marginalized, populations, rural-urban migrants, illegal settlements, ethnic minorities, women of children) ?</p>		√	<p>Except, significant migration no other adverse situation is there. Good road network boost the economy of the region and will help to decrease migration of local people.</p>
<p>Could the Project potentially increase the climate of disaster vulnerability of the surrounding area (e.g., by encouraging settlement in areas that will be more affected by floods in the future, or encouraging settlement in earthquake zones)?</p>		√	<p>The project road is already there since long time, the project work only involves restoration of existing road and in such a condition it is very unlikely to encourage the settlement of people in the project influence area.</p>

x	Should be categorized as an A project.
√	Should be categorized as a B project.
x	Should be categorized as a B project in an environmentally sensitive area.
x	Should be categorized as a C project.
x	Should be categorized as an A/B project because (give reason) .
x	Requires additional information for classification. Therefore, an Environment Specialist should be involved in the PPTA Fact-finding Mission. the Mission Leader should gather additional information during the PPTA Fact- finding Mission

**Appendix- B**  
**PUBLIC CONSULTATION RECORDS**

<b>List of People Participated during Informal Consultation</b>			
<b>SI</b>	<b>Name of Person</b>	<b>Occupation</b>	<b>Address/locality</b>
<b>Artola Jageshwar-Naini Motor Road</b>			
1	Meba Singh Bist	Farmer	Jageshwar
2.	Keshwar Singh Bist	Village Development Officer	Jageshwar
3	Mirdul Bhatt	Computer Operator	Jageshwar
4	Randhir Singh	Gang Man	Kotli village
5	Nausad	Shop owner	Kotli village
6	Raja Singh	Shop owner/Taxi operator	Artola
7	Hira Singh	Farmer	Chamoh Village
8	Anil Prasad	Farmer	Chamoh Village
9	Lalita Devi	House wife/farmer	Chamoh Village
10	Amar Singh	Ex- Army Man	Papgol Village
11	Bhagwan Joshi	Hotel owner	Kapkol village
12	Ramesh Chandra Joshi	Ex- Sarpanch	Kapkol Village (9410756786)
13	Pream Singh	Farmer	Kapkol
14	Bhuban Joshi	Private Job	Kapkol
15	Gangadhar Joshi	Shop owner	Naini Village
16	Jagedish singh Khani	Shop owner	Naini village
17	Ramesh Lal	Gov. Job	Naini Village
18	Mahesh Joshi	Private job	Naini Village
<b>Khairina- Ranikhet Motor Road</b>			
19	Kundan Singh	Gov. Employ	Bhujan Village
20	Harish Singh	Gov. Employ	Bhujan Village
21	Mahendra Singh	Post Master	Bamsyun Village
22	Tara dutt Pandey	Primary Teacher	Bamsyun village
23	Diwan Singh	Driver	Bajina Village
24	Padma Devi	House wife/farmer	Bajina Village
25	Shayama Devi	House wife/Farmer	Bajina Village
26	Harish Phulara	Shopkeeper	Uprari village
27	Navinchand Bist	Labor	Uprari Village
28	Manoj Kumar	Labor	Uprari Village
<b>Bhatrojkhan-Bhikiyasain- Chokhutiya Motor</b>			
29	Bharav Dutt pandey	Ret. Gov. official	Bhatrojkhan
30	Pream Buttar	Ret. Gov. official	Bhatrojkhan



31	Kailash Panth	Pradhan	Loahkot
32	Devendra Singh	Private job	Manila village
33	Saobhangori	Farmer	Deghat
34	Shanti Devi	House wife/farmer	Deghat
35	Inder Singh	Farmer	Kedar village
36	Puran Singh	Farmer	Kedar Village
37	Kisan Singh	Shop owner	Kedar Village
38	Bache Singh	Farmer	Kedar Village
<b>Ganai-Jorasi Motor Road</b>			
39	Ramesh Sing	Farmer	Dhilaiya Village
40	Raman Sing	Tea stall	Dhilaiya Village
41	Jashram	Shop owner	Nagad village
42	Kailash Chand	Farmer	Nagad Village
43	Jiwan Singh bist	Farmer	Nagad Village
44	Jagdish Singh	Farmer/Shop owner	Nagad Village
<b>Bhikiyasain-Deghat-Bungidhar-Bachuwaban-Mehalchori- Chaukhtia Motor Road</b>			
45	Dewan Singh	Farmer	Kedar Village
46	Kunden singh	Farmer	Kedar Village
47	Prayag Dutt Joshi	Farmer	Nahargarh Village
48	Trilok singh	Shop owner	Nahargarh Village
49	Ram Singh bist	Student	Nahargarh Village
50	Prakash Kohali	Student	Nahargarh Village
51	Prakash Singh Bist	Labor	Kalachauna village
52	Bacche Singh Bist	Labor	Kalachauna village
53	Ganesh Rawat	Student	Kalachauna village
54	Kisan Singh Bist	Nursery owner /Farmer	Kalachauna village
<b>Kosi-Daulaghat-Binta Motor Road &amp; Dwarhat –Binta- Someshwar Motor Road</b>			
55	Abhishek Gururani	Poultry Farm owner	Manau / Kulaom village
56	Shanti Devi	Worker (in Poultry Farm)	Kulaom village
57	Ganga Devi	Worker (in Poultry Farm)	Kulaom village
58	Ramsakhi Devi	Worker (in Poultry Farm)	Kulaom village
59	Gopal	Worker (in Poultry Farm)	Kulaom village
60	Gopal Kholya	Social Worker	Daulaghat Village
61	Mahendra Singh	Shop owner	Daulaghat Village
62	Surender singh	Shop owner	Daulaghat Village
63	Gusai Singh Chilwal	Shop owner	Govindpur village
64	Sonu Singh Bhandari	Driver	Govindpur village
65	D D Karnpal	Contractor	Govindpur village
66	Chatur singh Bhandari	Contractor	Govindpur village

67	Sanjay Bohra	Local Contractor	Anna Village
68	Jiwan Singh Bohra	Ex-Amin	Anna Village
69	Thakur Sing Bohra	Farmer	Anna Village
70	Balam Singh Bohra	Farmer	Anna Village
71	Ganesh Sing Bist	Farmer	Anna Village
72	Ramesh Lal	Labor	Anna Village
73	Ramesh Rana	Farmer	Anna Village
74	Dhon Sing	Gardner	Anna Village
75	Pan Sing	Farmer	Anna Village
76	Yogender singh	Ex-Army Man	Anna Village
77	Dhyan Sing Bohra	Shop owner	Anna Village
78	Diwan Singh	Ex-Army Man	Anna Village
79	Ram Bahadur Sing Bist	Farmer	Loadh Village
80	Gopal Singh Bist	Hotel owner	Loadh Village
81	Narayan Singh	Shop owner	Loadh Village
82	Sekhu Rawat	Shop owner	Loadh Village
83	Janak lal Bist	Shop owner	Loadh Village

## CONSULTATION & SITE VISIT EVENTS PHOTOGRAPH



Start point of Artola-Jageshwar- Naini road



Informal consultation at Startt point of Artola-Jageshwar- Naini road



Informal consultation at Startt point of Artola-Jageshwar- Naini road



View of Jageshwar Temple



6 km Prior to start of project road the area is Prohibited under ASI act. Project road alignment does not fall under this area



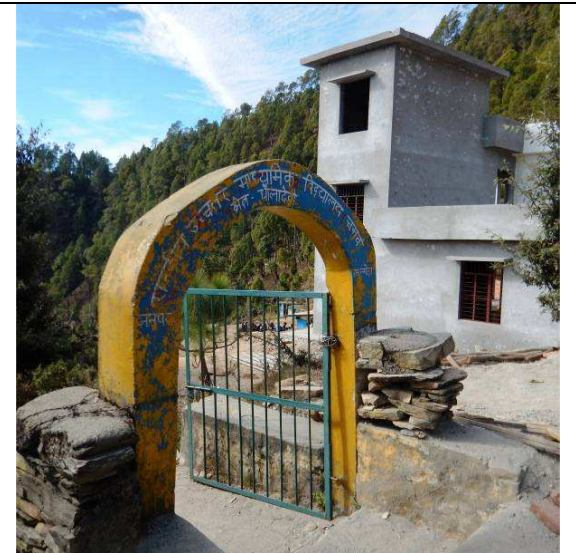
6 km Prior to start of project road the area is Prohibited under ASI act. Project road alignment does not fall under this area



Startt point of Artola-Jageshwar- Naini road from where work is proposed.



Consultation with farmer along Artola-Jageshwar-Nani road



Gov school located along the road alignment Artola-Jageshwar-Naini



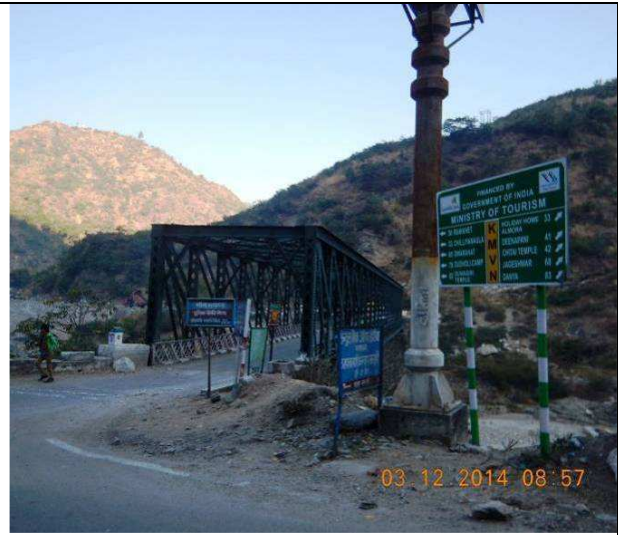
Consultation with villager at Chamoh More, Kapkol village



Consultation with Shop owner at Nani village



End point of road Artola-Jageshwar- Naini



Start point of Kharina- Ranikhet road



Consultation at Bhujan Village Kharina- Ranikhet Road



Consultation with villager Bamsyun , Kharina-Ranikhet road



Villagers , showing bad condition of drain during consultation at village Bamsyun



Small temple located along alignment, Kharina-Ranikhet road



Consultation with villagers at village Bajina, Kharina-Ranikhet road



Consultation at Uprari village, Kharina-Ranikhet road



Start point of Bhatrojkan-Bhikiyasain-chaukhtutia road



Consultation at Bhikiyasain, Bhatrojkan-Bhikiyasain-chaukhtutia road



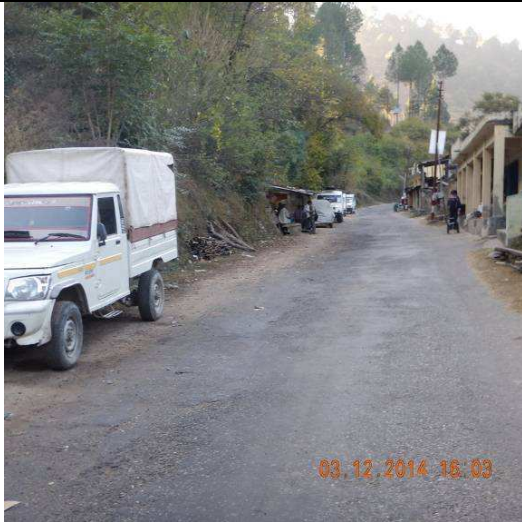
Temple located along road , no impact



Consultation at village Janoli, Bhatrojkan-Bhikiyasain-chaukhtutia road



Consultation at village kedar, Bhatrojkan-Bhikiyasain-chaukhtutia road



View of project road alignment, Bhatrojkan-Bhikiyasain-chaukhtia road



Consultation at Kalachauna, Bhatrojkan-Bhikiyasain-chaukhtia road



End of project road



Start point of Bhikiyasain-Deghat-Bungigdhar-Bachuwaban-Mehalchori-Chaukhtia Motor Road



Consultation at village Nahalghar/bartiya, Bhikiyasain-Deghat-Bungigdhar-Bachuwaban-Mehalchori-Chaukhtia Motor Road



Consultation at Deghat, Bhikiyasain-Deghat-Bungigdhar-Bachuwaban-Mehalchori-Chaukhtia Motor Road



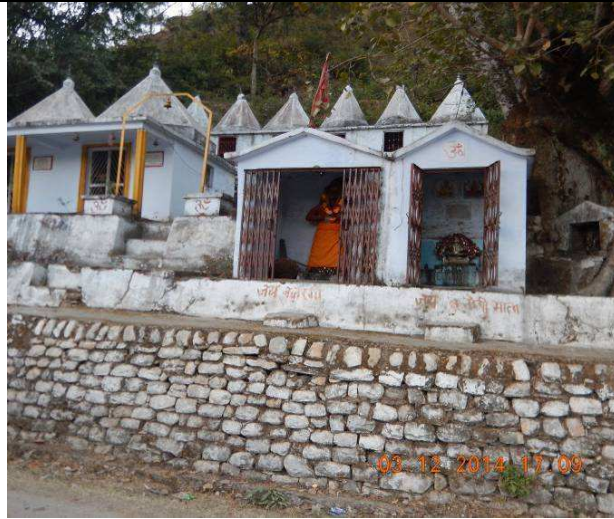
End point of road Bhikiyasain-Deghat-Bungigdhar-Bachuwaban-Mehalchori-Chaukhtutia Motor Road



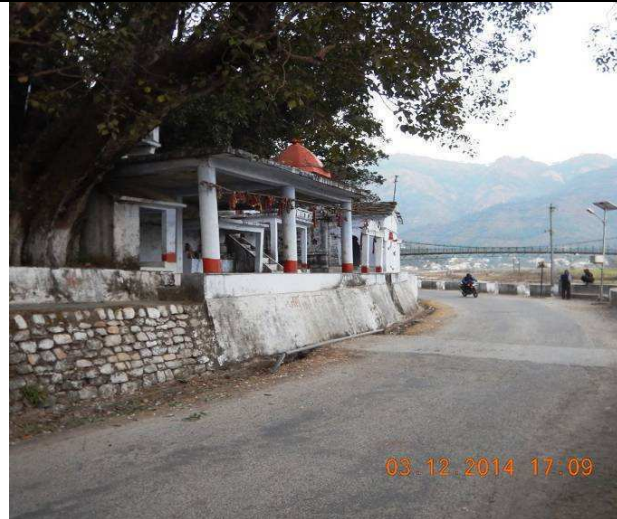
Start point of road Ganai-Jorasi Motor Rod



Consultation at village at Dhaulia Village, Ganai-Jorasi Motor road



Aneri Mandir temple just located along the alignment

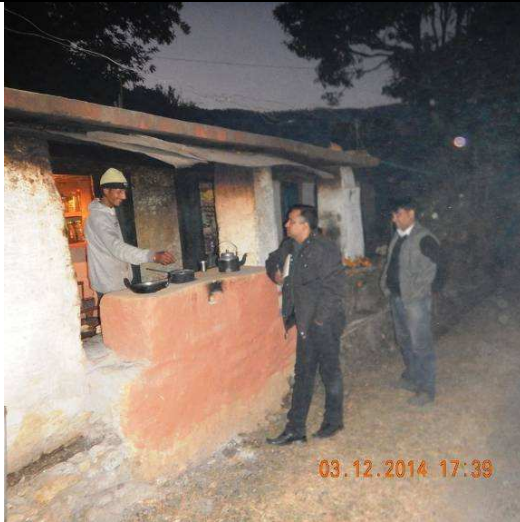


Aneri Mandir temple just located along the alignment



Very Old tree, attention need to be given during construction





Consultation at village Khatyadi, Ganai-Jorasi Motor road



Start point of Kosi-Daulaghat-Binta Motor Road



View of road alignment , Kosi-Daulaghat-Binta Motor Road



Consultation near village Kulaom, with workers of a farm , Kosi-Daulaghat-Binta Motor Road



Consultation with shop owners at village Daulaghat, Kosi-Daulaghat-Binta Motor Road



Consultation with villagers at village Ramna/govindpur, Kosi-Daulaghat-Binta Motor Road



Consultation with villagers at village Ramna/govindpur, Kosi-Daulaghat-Binta Motor Road



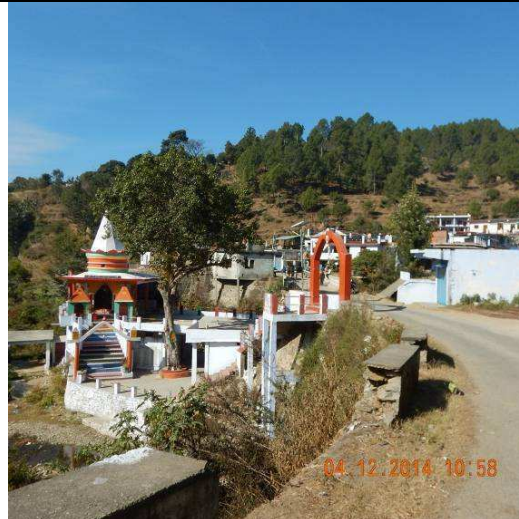
View of road alignment, Kosi-Daulaghat-Binta Motor Road



Consultation with villagers at village Anna, Kosi-Daulaghat-Binta Motor Road



Consultation with villagers at village Anna, Kosi-Daulaghat-Binta Motor Road



Shree kuleshwar temple, Kumali village , along the alignment



Government School , near project road alignment



04.12.2014 11:11

View of Project road , Kosi-Daulaghat-Binta Motor Road



04.12.2014 11:23

CPR like Handpump near the alignment no impact anticipated



04.12.2014 11:33

Start point of Dwarhat-Binta-Someshwar Motor Road



04.12.2014 11:38

A interaction with hotel owner at Binta



04.12.2014 12:07

Consultation with Dhaba owner near Loadh village



04.12.2014 12:25

End poin of road at someshwar.

## DISPOSAL SITE MANAGEMENT

### SELECTION OF DISPOSAL SITES:

The locations of Disposal sites have to be selected such that:

- Disposal sites are located at least 1000 m away from sensitive locations like Settlements, Water body notified forest areas, Sanctuaries or any other sensitive locations.
- Disposal sites shall not contaminate any water sources, rivers etc so the site should be located away from water body and disposal site should be lined properly to prevent infiltration of water.
- Public perception about the location of debris disposal site has to be obtained before finalizing the location.
- Permission from the Village/local community is to be obtained for the Disposal site selected.
- Environment Engineer of DSC and Executive Engineer of Contract Management Unit must approve the Plan before commencement of work.

### PRECAUTIONS TO BE ADOPTED DURING DISPOSAL OF DEBRIS / WASTE MATERIAL

The Contractor shall take the following precautions while disposing off the waste material

- During the site clearance and disposal of debris, the Contractor will take full care to ensure that public or private properties are not affected, there is no dwellings around the dumpsite and that the traffic is not interrupted.
- The Contractor will dispose off debris only to the identified places or at other places only with prior permission of Engineer-in-Charge of works.
- In the event of any spoil or debris from the sites being deposited on any adjacent land, the Contractor will immediately remove all such spoil debris and restore the affected area to its original state to the satisfaction of the Engineer-in-Charge of works.
- The Contractor will at all times ensure that the entire existing canal and drains within and adjacent to the site are kept safe and free from any debris.
- Contractor will utilize effective water sprays during the delivery and handling of materials when dust is likely to be created and to dampen stored materials during dry and windy weather.
- Materials having the potential to produce dust will not be loaded to a level higher than the side and tail boards and will be covered with a tarpaulin in good condition.
- Any diversion required for traffic during disposal of debris shall be provided with traffic control signals and barriers after the discussion with local people and with the permission of Engineer-in-Charge of works.
- During the debris disposal, Contractor will take care of surrounding features and avoid any damage to it.

While disposing debris / waste material, the Contractor will take into account the wind direction and location of settlements to ensure against any dust problems.

### GUIDELINES FOR REHABILITATION OF DISPOSAL SITES

The dumpsites filled only up to the ground level could be rehabilitated as per guidelines below and to be decided by the Engineer and the supervision consultant

- The dumpsites have to be suitably rehabilitated by planting local species of shrubs and other plants. Local species of trees has also to be planted so that the landscape is coherent and is in harmony with its various components.
- In cases where a dumpsite is near to the local village community settlements, it could be converted into a play field by spreading the dump material evenly on the ground. Such playground could be made coherent with the landscape by planting trees all along the periphery of the playground.
- Some of the dumpsites could be used either for plantation or for growing agricultural produce such as ginger, turmeric or oranges etc.
- Care should always be taken to maintain the hydrological flow in the area.

### Identification of Disposal Areas:

The Contractor should also try to make use of all disposal areas identified during the project preparation stage. If the road execution is approaching hilly area, rolling terrain, mountainous area or rocky area then importance should be given to screening i.e., to screen the debris into useful materials. Useful stones can be utilized as construction material and non-useful can be used as development of the public, social and cultural properties as already written above such

as parking places, school playground, bus bays, ground near any temple and Mosque so that people participation can be assured in the implementation of the project. So it would be good if NGOs are introduced to perform this task more efficiently.

165. Disposal methods and its limitations:

There are several constraints in the disposal of materials in the identified locations. They are

- Disposal areas are uneven and irregular in shape in the hilly terrain
- Most of the disposal areas would require construction of retaining walls
- Disposal areas would require compaction
- Disposal areas would require plantation
- No overloading and should be in small trucks or dumpers
- Need to transport safely with covered trucks using tarpaulin
- Consultation with all concerned
- Written permission from all concerned
- To transport through difficult haul roads- may require maintenance

#### **Local community Groups**

At each identified debris disposal locations, it is necessary to form local community groups. Entrust the duty of the supervision and all other assistance to dumping process. Ultimately the disposed area should be compacted using road rollers.

#### **Information display boards**

The capacity of the disposal locations, name of the location etc shall be written in an information board at each identified disposal locations.

#### **Proposed design:**

Contractor needs to plan the disposal in the following way

- Identify the disposal area
- Need to photograph the present land use and condition of the area
- Consult with all stakeholders
- Get written agreement from all concerned
- Prepare a suitable design for the safe disposal
- Construct all required structures (e.g. retaining wall)
- Planting of fast growing popular trees on the outer portion of the retaining wall in the form of a linear wall parallel to the retaining wall
- Compact of the materials after disposal
- Prepare a Contractor's debris disposal plan with design drawings for each identified area
- With regards to plan, there would be only one disposal plan with small changes for each location. Contractors need to get approvals for specific design for each identified disposal area.

#### **Penalties:**

Stringent action & penalties for dumping of materials in locations other than the pre-identified locations is to be worked out to avoid clandestine disposal in the midnight hours. There are several cases of dumping of material randomly in many locations.

## ENVIRONMENTAL STANDARDS

National Ambient Air Quality Standards

S. No.	Pollutants	Time Weighted Average	Concentration in Ambient Air		Method of Measurement
			Industrial, Residential Rural & Other	Ecological Sensitive Area (notified by central government)	
1	Sulphur Dioxide (SO <sub>2</sub> )	Annual * 24 Hours**	50 80	20 80	-Improved West and Greeke -Ultraviolet fluorescence
2	Nitrogen Dioxide (NO <sub>2</sub> ),	Annual * 24 Hours**	40 80	30 80	-Modified Jacob & Hochheiser (Na-Arsenic) - Chemiluminescence
3	Particular matter (size less than 10 µm) or PM <sub>10</sub> µg/ m <sup>3</sup>	Annual * 24 Hours**	60 100	60 100	-Gravimetric -TOEM -Beta attenuation
4	Particular matter (size less than 2.5 µm) or PM <sub>2.5</sub> µg/ m <sup>3</sup>	Annual * 24 Hours**	40 60	40 60	-Gravimetric -TOEM -Beta attenuation
5	Ozone (O <sub>3</sub> ) µg/ m <sup>3</sup>	8 hours** 1 hours**	100 180	100 180	-UV photometric - Chemiluminescence -Chemical method
6	Lead (Pb) µg/ m <sup>3</sup>	Annual * 24 Hours**	0.50 1.0	0.50 1.0	-AAS/ICP method after sampling on EPM 2000 or equivalent filter paper -ED-XRF using Teflon filter
7	Carbon Monoxide (CO) µg/ m <sup>3</sup>	8 hours** 1 hours**	02 04	02 04	-Non Desperative Infra Red (NDIR) spectroscopy
8	Ammonia (NH <sub>3</sub> ) µg/ m <sup>3</sup>	Annual * 24 Hours**	100 400	100 400	- Chemiluminescence -Indophenol blue method
9	Benzene (C <sub>6</sub> H <sub>6</sub> ) µg/ m <sup>3</sup>	Annual *	05	05	-Gas chromatography based continuous analyzer -Adsorption and desorption followed by GC analysis
10	Benzo (a) Pyrene (BaP)- particulate phase only, ng/m <sup>3</sup>	Annual *	01	01	-Solvent extraction followed by HPLC/GC analysis
11	Arsenic (As), ng/m <sup>3</sup>	Annual *	06	06	-AAS/ICP method after sampling on EPM 2000 or equivalent filter paper
12	Nickel (Ni), ng/m <sup>3</sup>	Annual *	20	20	-AAS/ICP method after sampling on EPM 2000 or equivalent filter paper

\* Annual Arithmetic mean of minimum 104 measurements in a year at a particular site taken twice a week 24 hourly at uniform intervals.

\*\* 24 hourly or 8 hourly or 01 hourly monitored values, as applicable shall be compiled with 98% of the time in a year. 2% of the time, they may exceed the limits but not on two consecutive days of monitoring.

**Indian Standards of Drinking Water Specifications-IS 10500: 1991**

S. No.	Substance or Characteristic	Requirement (Desirable Limit)	Undesirable Effect outside the Desirable Limit	Permissible Limit in the Absence of Alternate Source	Methods of Test (Ref. To IS)	Remarks
<b>Essential Characteristics</b>						
1.	Colour, Hazen units, Max.	5	Above 5, consumer acceptance decreases	25	3025(Part 4) 1983	Extended to 25 only if toxic substances, in absence of alternate sources
2.	Odour	Unobjectionable	-	-	3025 (Parts 5) 1984	a) Test cold and when heated b) Tests at several dilutions
3.	Taste	Agreeable	-	-	3025(Part 7 and 8) 1984	Test to be conducted only after safety has been established
4.	Turbidity NTU, Max.	5	Above 5, consumer acceptance decreases	10	3025 (Part 10) 1984	-
5.	pH Value	6.5 to 8.5	Beyond this range, the water will affect the mucous membrane and /or water supply system	No relaxation	3025 (Part 11) 1984	-
6.	Total hardness (as CaCO <sub>3</sub> ) mg/L. Max.	300	Encrustation in water supply structure and adverse effects on domestic use	600	3025 (Part 21) 1983	-
7.	Iron (as Fe) mg/L. Max.	0.3	Beyond this limit taste/appearance are affected, has adverse effect on domestic uses and water supply structures, and promotes iron bacteria	1	32 of 3025:1964	-
8.	Chlorides (as Cl) mg/L	250	Beyond this limit, taste, corrosion and palatability are affected	1000	3025 (Part 32) 1988	-
9.	Residual, free chlorine, mg/L, Min	-	-	-	3025 (Part 26) 1986	To be applicable only when water is chlorinated. Tested at consumer end. When protection against viral infection is required, it should be Min 0.5 mg/l.
<b>Desirable Characteristics</b>						

1.	Dissolved solids mg/L, Max	500	Beyond this palatability decreases and may cause gastro intestinal irritation	2000	3025 (Part 16) 1984	-
2.	Calcium (as Ca) mg/L, Max	75	Encrustation in water supply structure and adverse effects on domestic use	200	3025 (Part 40) 1991	-
3.	Magnesium (as Mg) mg/L, Max	30	Encrustation to water supply structure and adverse effects on domestic use	100	16,33,34 of IS 3025: 1964	-
4.	Copper (as Cu) mg/L, Max	0.05	Astringent taste, discoloration and corrosion of pipes, fitting and utensils will be caused beyond this	1.5	36 of 3025: 1964	-
5.	Manganese (as Mn) mg/L, Max	0.1	Beyond this limit taste / appearance are affected, has adverse effects on domestic uses and water supply structures	0.3	35 of 3025:1964	-
6.	Sulphate (as SO <sub>4</sub> ) mg/L, Max	200	Beyond this causes gastro intestinal irritation when magnesium or sodium are present	400	3025 (Part 24) 1986	May be extended up to 400 provided (as Mg) does not exceed 30
7.	Nitrate (as NO <sub>2</sub> ), mg/L, Max	45	Beyond this methaemoglobinemia takes place	100	3025 (Part 34) 1988	-
8.	Fluoride (as F) mg/L, Max	1	Fluoride may be kept as low as possible, high fluoride may cause fluorosis	1.5	23 of 3025: 1964	-
9.	Phenolic compounds (As C <sub>5</sub> H <sub>5</sub> OH) mg/L, Max	0.001	Beyond this, it may cause objectionable taste and odour	0.002	54 of 3025: 1964	-
10.	Mercury (as Hg) mg/L, Max	0.001	Beyond this, the water becomes toxic	No relaxation	Mercury ion analyser	To be tested when pollution is suspected
11.	Cadmium (as Cd), mg/L, Max	0.01	Beyond this, the water becomes toxic	No relaxation	-	To be tested when pollution is suspected
12.	Selenium (as Se), mg/L, Max	0.01	Beyond this, the water becomes toxic	No relaxation	28 Of 3025: 1964	To be tested when pollution is suspected
13.	Arsenic (as As) mg/L, Max	0.05	Beyond this, the water becomes toxic	No relaxation	3025 (Part 37) 1988	To be tested when pollution is suspected
14.	Cyanide (as CN)	0.05	Beyond this, the water becomes	No relaxation	3025 (Part 27)	To be tested when pollution



	mg/L, Max		toxic		1986	is suspected
15.	Lead (as Pb) mg/L, Max	0.05	Beyond this, the water becomes toxic	No relaxation	-	To be tested when pollution is suspected
16.	Zinc (as Zn) mg/L, Max	5	Beyond this limit it can cause astringent taste and an opalescence in water	15	39 of 3025: 1964	To be tested when pollution is suspected
17.	Amonic detergent (as MBAS) mg/L, Max	0.2	Beyond this limit it can cause a light froth in water	1	Methylene-blue extraction method	To be tested when pollution is suspected
18.	Chromium (as Cr+) mg/L, Max	0.05	May be carcinogenic above this limit	-	38 of 3025: 1964	To be tested when pollution is suspected
19.	Poly nuclear aromatic hydrocarbon (as PAH) g/L, Max	-	May be carcinogenic above this limit	-	-	-
20.	Mineral oil mg/L, Max	0.01	Beyond this limit undesirable taste and odour after chlorination take place	0.03	Gas Chromatograph	-
21.	Pesticides mg/L, Max	Absent	Toxic	0.001	-	-
22.	Radioactive Alpha emitters Bq/L, Max	-	-	0.1	58 of 3025: 01964	-
23.	Radioactive Beta emitters pci/L, Max	-	-	1	58 of 3025: 01964	-
24.	Aluminium (as Al), mg/L Max	200	Beyond this limit taste becomes unpleasant	600	13 of 3025: 1964	-
25.	Aluminium (as Al), mg/L Max	0.03	Cumulative effect is reported to cause dementia	0.2	31 of 3025: 1964	-
26.	Boron, mg/L, Max	1	-	5	29 of 3025: 1964	-

Source: Indian Standard Drinking water Specification- IS 10500: 1991

### Noise Level Standards

<b>Category</b>	<b>Noise level for Day Time Leq dB (A)</b>	<b>Noise level for Night Time dB (A)</b>
Industrial area	75	70
Commercial area	65	55
Residential area	55	45
Silence Zone	50	40

**Note:**

**Day Time- 6.00 am –10.00 pm (16 hours)**

**Night Time- 10.00 pm –6.00 am (8 hours)**

**Silence Zone:** *The silence zone includes a radius of 100 m around premises where loud noise is prohibited (including hospitals and educational institutions)*

**Source: CPCB, 1989, GOI.**

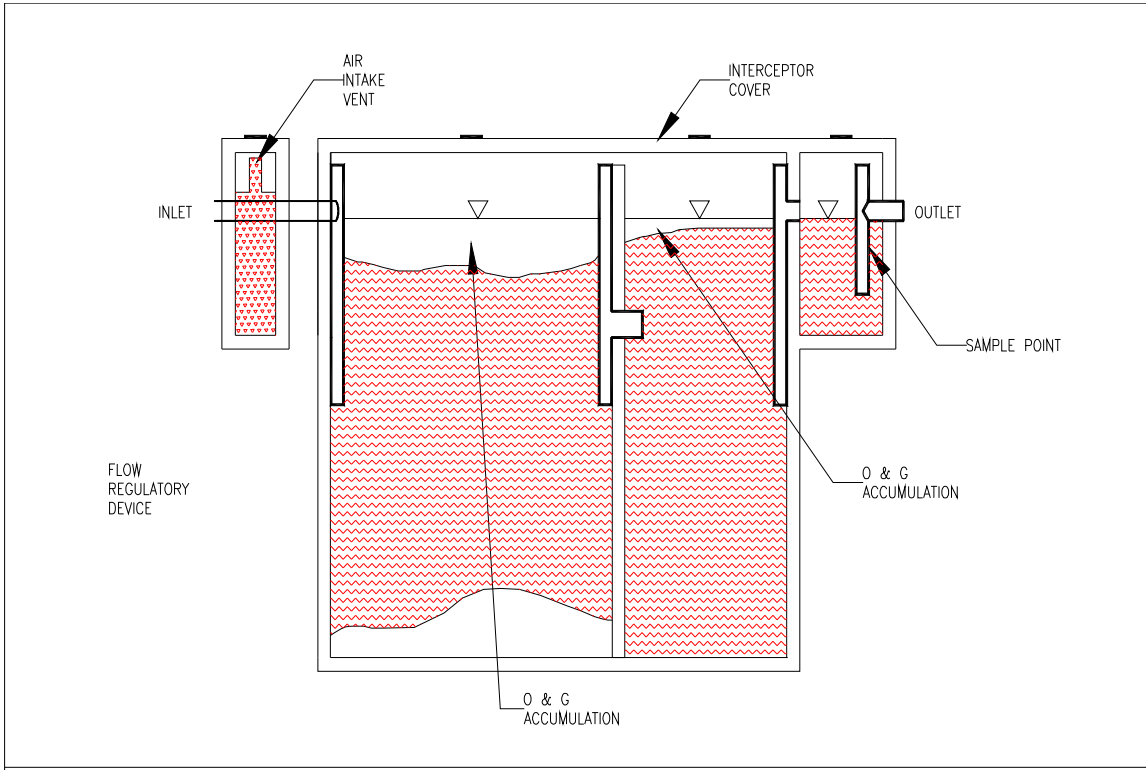
1. **Standards for Suspended Particulate Matter for Stone Crushing Unit**

The suspended particulate matter measured between 3 to 10 meters from any process equipment of a stone crushing unit shall not exceed 600 µg/m<sup>3</sup>

(Source: EPA Notification [G.S.R. 742(E) dt. 30th Aug; 1990] & [S.O. 8(E) dt. Dec. 31, 1990])

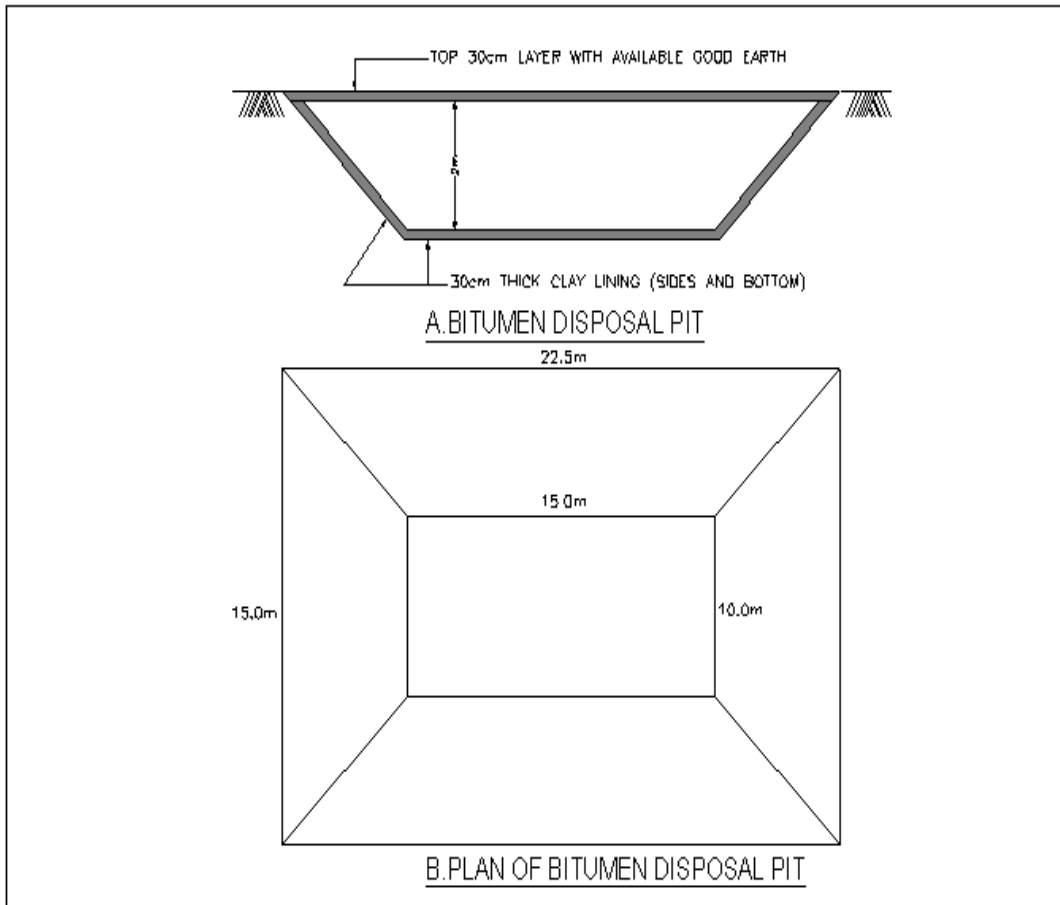
OIL INTERCEPTORS

Location of Oil Interceptors has been considered such that each construction camp having



refueling stations, oil and lubricants storage places will have one oil interceptor to stop & separate the floating oils. However the number of interceptors shall be increased as the situation demands or during the accidental spillages with the consent of Environmental Engineer of Construction Supervision Consultants. Provision has been made to provide one oil interceptor for each construction campsite in the EMP BoQ.

TYPICAL BITUMEN DISPOSAL PIT



**WORKERS SAFETY IN COMMON OPERATION AND DURING CONSTRUCTIONS**

**HOUSE KEEPING PRACTICES**

1. Maintain washrooms and canteens clean
2. Keep all walkways clear and unobstructed at all times
3. Ensure that no spillages of oil and grease occurs in the construction camp
4. Stack raw materials and finished products clear of walkways or out of roads
5. Do not leave tools on the floor or in any location where they can be easily dislodged
6. Keep windows and light fittings clean
7. Maintain the workplace floors dry and in a non-slippery condition
8. Provide and maintain proper drainage system to prevent stagnant water.
9. 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.
10. Ensure that protruding nails in boards or walls are removed or bent over so that they do not constitute an hazard to people
11. Make sure that hazardous/dangerous chemicals are kept in the stores with the appropriate labeling, display of the material-safety-data-sheet (MSDS) and other precautionary measures
12. Display 'no smoking' signs in areas with high fire risks such as paint stores, wood working areas, etc.

**SAFE LAYOUT IN THE CONSTRUCTION PLANT, CAMP AND QUARRY AREAS**

- 1) Arrange perimeter fencing for construction plant
- 2) Ensure good visibility and safe access at site entrances
- 3) Provide adequate warning signs at the entrance and exit and where ever necessary
- 4) Provide adequate space/area for loading, unloading and storage of materials, plant and machinery
- 5) Display emergency procedure and statutory notices at conspicuous locations
- 6) Consider provision of welfare facilities required
- 7) Provide areas for dumping garbage and other waste materials, and also arrange their regular clearance and safe disposal
- 8) Arrange storage, transport and use of fuel, other flammable materials and explosives in lines with the license requirements to be obtained from appropriate authorities
- 9) Plan emergency assembly points, fire escape routes and location of fire-fighting equipment
- 10) Provide access roads and plant movement areas within the site.
- 11) Ensure the availability of first aid facilities and display notices to show the location of these facilities
- 12) Provide proper drainage and sewage facilities

**TREE FELLING**

- Use hard hats during tree felling works
- Ensure that tools such as axes are in good condition
- Determine proper foot and body position while using the axe
- Wear appropriate foot protection while felling trees
- Carry a first aid kit to the site
- Determine possible hazards in the area, with reference to electrical or telephone or other utility lines
- Determine the safest direction for the tree fall prior to felling
- Determine the proper hinge size before directing the tree fall.

## **NOISE HAZARDS AND ITS CONTROL**

- 1) Observe the indications of noise levels
- 2) Use sound level meters to measure. If the sound level exceeds 85 dB(A), then preventive and protective measures should be taken
- 3) Make personnel aware of noisy areas by using suitable warning signs and insisting that ear protective devices should necessarily be worn.
- 4) 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.
- 5) Appoint a competent person to carryout a detailed noise assessment in 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.
- 6) Wear and maintain ear muffs and ear plugs as required
- 7) In construction or repair works, noise should be kept to a low-level bearing in mind the disturbance to local residents.

## **ROAD WORKS**

- 1) The use of signage is most important to caution the road users of possible unsafe conditions due to the road works.
- 2) Use 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.
- 3) While 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) prominent and of appropriate size.
- 4) While using barricades, make sure that you keep traffic away form work areas and you guide the drivers to keep along a safe and alternative path.
- 5) Ensure that proper personal protective equipment (PPE) is provided to all the workers.
- 6) Cover existing road signs and install new ones at appropriate locations taking into account the distances that would be required and reaction times.
- 7) Plan layout and traffic management so that hazards do not occur.
- 8) Deploy flagmen to control traffic at the work areas. The flag should be 600mm x 600mm fastened to a 1m length staff.
- 9) Flagmen should wear reflective safety vests along with hard hats.
- 10) If required, use wireless devices for flagmen to co-ordinate form either ends of the road, where works are being carried out.

## **ELECTRICAL HAZARDS IN CONSTRUCTION AREAS**

- 1) Treat all wires as live wires
- 2) Never touch dangling wires but report them to the manager
- 3) Unless you are a qualified electrician do not attempt electrical repairs
- 4) Never use electrical equipments if your hands are wet or you are standing in water
- 5) If electrical equipment is sparking or smoking, turn the power off and report the condition to the supervisor
- 6) Never use electrical wires having physical damage
- 7) Never allow equipment or traffic to run over the electrical wires.

## **USE AND STORAGE OF GAS/LPG**

- 1) Store filled gas/LPG cylinder in an open area or outside the building
- 2) Transport, store, use and secure cylinders in upright position
- 3) Ensure proper ventilation at the ground level where the gas/LPG is in use
- 4) Avoid physical damage to the cylinder
- 5) Never weld or cut on or near the cylinder
- 6) Store empty cylinders secured and in upright position.

- 7) Make sure that the cylinder is closed immediately after use.
- 8) Investigate immediately if there is the smell of LPG or gas.
- 9) Never use destenched gas/LPG on site.
- 10) Make sure that there is no fire in the vicinity of the cylinder.

### **OPERATION OF EXCAVATORS**

- 1) Ensure that excavators are operated by authorized persons who have adequately trained.
- 2) Prevent unauthorized movement or use of excavators
- 3) Check regularly and maintain the machine thoroughly
- 4) Ensure that all relevant information, including those related to instruction, training, supervision and safe system of work are provided to the operators.
- 5) Ensure that the operation and maintenance manuals, manufacturer's specifications, inspection and maintenance log books are provided for the use of machines to service engineers or other safety personnel during periodic maintenance, inspection and examination.
- 6) During tipping or running along the trenches, excavators must be provided with stop blocks.
- 7) Excavators must be rested on firm ground during operation.
- 8) Avoid operating the machine too close to an overhand, deep ditch or slope.
- 9) Locate and identify underground utility services by checking with all utility companies before the excavations.
- 10) Ensure that all excavations are supervised by experienced and competent persons.
- 11) When reversing or in case the operator's view is restricted, adequate supervision and signaling should be provided.
- 12) 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.
- 13) Check and report for excessive wear and any breakage of the bucket, blade, edge, tooth and other working tools of the excavator.
- 14) Check that all linkages/hinges are properly lubricated and ensure that the linkage pins are secured. Never use the improper linkage pins.
- 15) Never get down or climb a moving machine
- 16) Ensure adequate ventilation and lighting in the working place.
- 17) Ensure that the protective front screen of the driving cabin is fixed in position during excavations to avoid eye injury to the operator.
- 18) Ensure to switch-off the unattended vehicle.

### **OPERATION OF TRUCKS AND DUMPERS**

- 1) Ensure that only trained, authorized and licensed drivers operate the vehicles.
- 2) Provide the help of another worker before reversing the vehicle.
- 3) Switch-off the engine of an unattended vehicle.
- 4) 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.
- 5) Wear safety boots or shoes to avoid injuries during loading and unloading.
- 6) Carryout periodic servicing to the manufacturer's requirements. All records of maintenance and repairs should be in writing and kept in the site.
- 7) Keep the vehicle tidy and its cabin free from tools and materials which might obstruct the controls.
- 8) Do not exceed speed limits.
- 9) No passenger should be carried on a dumper except the driver
- 10) Never drive the vehicle across a slope
- 11) Provide stop blocks when the vehicle is tipping into or running towards excavations
- 12) Do not overload the vehicle.
- 13) Carry only well secured loads.
- 14) Park only on level ground, in neutral with the parking brake applied.

15) Never climb or get down from a moving vehicle.

## **GAS WELDING**

- 1) Use the following personal protective equipment during welding
  - Face or hand shield fitted with filters,
  - Goggles, particularly while chipping slag,
  - Gloves long enough to protect wrists and forearms against heats, molten metal and radiation,
  - High-top boots to prevent sparks from burning foot.
- 2) Screen the work area with sturdy opaque or translucent materials as glare can cause eye injury.
- 3) Key for opening the acetylene cylinder valve must be kept ready while the cylinder is in use so that the cylinder valve may be immediately shut-off in an emergency.
- 4) Ventilate the workplace using air blowers and exhaust fans to remove poisonous fumes and gases that are being used during welding
- 5) Take precautions against flying spark and hot slag where welding is being done near flammable materials and check the area before leaving.
- 6) Do not weld the material degreased with solvents until it is completely dry.
- 7) Do not use gas cylinders for supporting work or as rollers.
- 8) Do not use oil/grease on oxygen cylinder fittings.
- 9) Do not use cylinders with damaged valves.
- 10) Do not use too much force if valves are stuck.
- 11) Replace valve caps after use
- 12) Search for leaks in equipment by using a solution of soap water.
- 13) Shut the cylinder valve if acetylene from a cylinder catches fire at the valve or regulator due to leakage at a connection.
- 14) Treat all gas cylinders as “full” unless you are sure otherwise.
- 15) Never attempt to transfer acetylene from one cylinder to another or attempt to refill an acetylene cylinder.
- 16) Keep portable fire extinguishers near the welding area
- 17) Secure all cylinders against accidental displacement.
- 18) Always lift gas cylinders. Do not slide them along the ground or drop them from trucks.
- 19) Keep gas cylinders in vertical position both in store and when it is in use.
- 20) Keep the work place dry, secure, free from combustible materials and obstruction.
- 21) Store the acetylene and oxygen cylinders separately and in a proper store.
- 22) Keep the gas cylinders away from source of heat, flammable materials, corrosive chemicals and fumes.

## **MANUAL HANDLING AND LIFTING**

- 1) Use mechanical equipment in place of manual handling as far as possible.
- 2) Assess the manpower required to handle or lift the load safely and arrange the manpower accordingly.
- 3) While handling hazardous materials, the workers shall be informed of the hazards and safety precautions.
- 4) All relevant persons shall be trained on proper methods of lifting and carrying.
- 5) 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.
- 6) Always lighten or suitably shape the load for manual handling. As far as possible keep a look for splinters, sharp edges, loose banding and nails.
- 7) Clear path or obstruction and tripping hazards.
- 8) Stack and secure goods safely on trucks, otherwise they fall off and injure passers-by.
- 9) Use personal protective equipment such as gloves, safety shoes, etc.
- 10) 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 the object firmly & close to the body  
 Always lift smoothly, avoid jerky motions and turn with feet instead of twisting the back.

**FIRST AID**

- 1) Provide first aid boxes at every site.
- 2) Ensure that training on the use of first aid box is provided to a handful of staff working in the site.
- 3) Display the list of persons who are trained on providing first aid.
- 4) Ensure that every first aid box is marked plainly "First Aid" in English and local language.
- 5) The responsible person or first aider should replenish the contents of the first aid box as necessary.

**PERSONAL PROTECTIVE EQUIPMENT**

**List of personal protective equipment (PPE)**

Sl. No.	Part of the body	Personal protective Equipment
1	Eye	Safety glasses, Goggles
2	Face	Face shields
3	Nose	Nose masks
4	Head	Helmets
5	Feet	Safety shoes
6	Hands and Arms	Gloves
7	Body	Vests
8	Hearing	Earplugs, Earmuffs

**Cost of Personal Protective Equipment (PPE):**

Cost of Personal Protective Equipment per person per project has been considered based on the assumption that one person/labour requires two set of PPE till the completion of the project. Cost per set of PPE is taken as Rs. 750 on an average for EMP BoQ estimate. So cost / person / project will be Rs. 1500.00

**General:**

- 1) Ensure that sufficient personal protective equipment are provided and that they are readily available for every person who may need to use them.
- 2) The management should ensure that all persons make full and proper use of the personal protective equipment provided.
- 3) Provide instruction and training on the proper use and care of protective equipment.
- 4) Do not willfully misuse, interfere with or ill-treat any protective clothing and equipment provided.
- 5) Ensure that the personal protective equipments 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**

- 1) Issue eye protection equipment where there is a foreseeable risk of eye injury.
- 2) Ensure an adequate supply of goggles/shields is available.
- 3) Keep the goggles clean and make sure they fit well.
- 4) Do not watch welding operations unless your eyes are protected.

**Head Protection**

- 1) No person shall enter a construction site unless he is wearing a suitable safety helmet
- 2) 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.
- 3) Provide identification labels to all helmets in some way to prevent random exchange among wearers, with one helmet exclusive to each person.
  - 4) Inspect helmets for cracks, sign of impact or rough treatment before each usage and replace defective or damaged helmets.

### **Hearing Protection**

- 1) Provide ear plugs or ear muffs as required. Use re-usable ear plugs when the reduction required (15-25 dB (A) is not excessive. Use ear muffs where a large attenuation of up to 40 dB (A) is demanded.
- 2) Do not use dry cotton wool for hearing protection because it cannot provide protection.
- 3) Provide disposable ear plugs for infrequent visitors and ensure that they are never re-used.
- 4) Provide re-usable ear plugs for those who need to work continuously for a long period in a high noise area.
- 5) Use ear muffs with replaceable ear cushions because they deteriorate with age or may be damaged in use.
- 6) Avoid wearing spectacles with ear muffs.
- 7) Use soap and water or the recommended solvent for cleaning ear muffs.
- 8) Provide ear muffs for those who may need to get in and out of a high noise area frequently.

### **RESPIRATORY PROTECTIVE EQUIPMENT**

- 1) Wear suitable respirable mask for protection against small particles entering the lungs, e.g. while emptying of cement bags.
- 2) Provide training to all persons using the respirators for their correct fitting, use, limitations and symptoms of exposure.
- 3) Clean and inspect all respirators before and after use.
- 4) Store respirators properly when it is not in use.

### **Safety Footwear**

- 1) Wear suitable footwear while working.
- 2) Use safety footwear on site or in dangerous areas.
- 3) Wear suitable safety shoes or ankle boots when working where there is a high risk of foot injuries from slippery or uneven ground, etc.
- 4) All Safety footwear including safety shoes, ankle boots and rubber boots should be fitted with steel toecaps.
- 5) Avoid wearing flip flops, high heeled shoes, slippers, light sport shoes in situations where there is a risk of foot injury.
- 6) Keep shoe lace knots tight.

### **Hand Protection**

- 1) Wear suitable gloves for activities such as welding & cutting and manual handling of materials & equipment.
- 2) Do not wear gloves where there is a risk of them becoming entangled in moving parts of machinery.
- 3) Wash hands properly with disinfectant soap before eating & drinking. Wash hands immediately after each operation on site & when the situation warrants.

### **FIRE PREVENTION, FIGHTING AND EQUIPMENT**

#### **Before fire breaks out**

- 1) Store flammable material in proper areas having adequate fire protection systems.
- 2) Display sufficient warning signs.
- 3) Train selected personnel to use these fire extinguishers.

- 4) Inspect fire extinguishers regularly and replace as necessary.
- 5) Fire escape route should be kept clear at all times and clearly indicated.
- 6) Know the escape route and assembly point.
- 7) Display escape route maps prominently at prominent places.
- 8) Carryout fire drill regularly. Designate fire Officers.
- 9) Install fire alarm wherever required and test regularly.
- 10) Provide sufficient exit signs at prominent locations for directing people to the escape route.

#### **When fire breaks out**

- 1) Alert all persons.
- 2) Put off the fire with appropriate fire extinguishers when you are sure that you are safe to do so.
- 3) Escape if you are in danger through the fire escape route to assembly point.
- 4) Fire officers should carryout head count at the assembly point.

#### **GUIDELINES FOR WORKERS SAFETY DURING CONSTRUCTION**

<b>Sl. no.</b>	<b>Stage and Nature of construction Hazard</b>	<b>Safety measures expected to be taken by the contractors and site Engineers</b>
1	Excavation in soft, loose & slushy soil above 2m depths sliding of earth or collapsing of sides.	The Excavation beyond 1.5m to 2m to be done in steps of minimum 500mm offsets and also planking and strutting should be done.
2	Excavation in slippery area (water logged) - the labour may fall or machinery on site may slip.	Try to dewater the area and spread minimum 150mm thick sand layer to avoid slipping
3	Excavation in rock where chiseling involved – The fall of hammer may injure the hand, small rock pieces may injure the eyes and legs.	For hammer work, only experienced and skilled labour should be employed. Chisel should not be allowed to be held by hand, while hammering but chisel holding clamp should be provided. The labour should be provided with goggles and leg cover to protect eyes and legs, from injuries due to small rock pieces.
4	Excavation in Rock where blasting is involved – careless handling may lead to injury to worker or a passerby.	The work of blasting should be entrusted to only experienced persons. Provide sufficient length of fuse to give ample margin of time from the time of lighting to the time of explosion. A danger zone at least 180m diameter is to be flagged off 10 minutes before actual firing. All workmen should be sent way from danger zone except the firing man, who should be provided with a whistle.
5	Excavation for drain across road or manhole adjacent to a road – chances of a passer by falling into the excavated portion.	The area should be well barricaded & a red lamp provided at night. A watchman should be deputed to prevent any movement of persons or vehicles.
6	Centring and scaffolding – formwork collapse while concreting or just before concreting or just before concreting especially when wooden ballies are used.	Many a times ballies joined together give way due to weak joint. Hence the use of joined ballies should be restricted. Only 2 joined ballies out of 8 ballies should be allowed. Incase of double staging for a slab at a height, utmost care should be taken to see that the top balli rests on the bottom balli. Particular care that should be taken during each concreting, operating of slabs and beams is that one carpenter and two helpers with spare ballies, nails etc. should be deputed below the

Sl. no.	Stage and Nature of construction Hazard	Safety measures expected to be taken by the contractors and site Engineers
		slab/beam that is being concreted to watch any disturbance in the supports of the form-work below, during concreting and in case of any doubt concreting should be stopped immediately and the form work to be strengthened. Never allow bricks below a balli to make up the required height. This is most dangerous.
7	Form- work for beams and slabs – opening the form – work accident due to fall of materials during removing the forms.	In fact, this is a most dangerous work. One should be very careful while formwork is removed. Only trained carpenters should be deputed for the work. A safe resting place outside the area of slab as a temporary measure should be constructed from where the slab can be removed safely. Removal of form-work during night should not be permitted under any circumstances.
8	Scaffolding – Fall of work–man, supervision staff, standing on challis not tied properly or toed only at one end. (Challis mainly made of Bamboos)	This is a very common negligence on the part of labour who do scaffolding work. The Challis on which they work either span over its complete length or is tied loosely and many a times at one end only. Hence, care must be taken that the challis do not span over the full length but some middle support should be provided and also the same is tied properly on both ends.
9	Ladders - Balli or bamboo ladders – The horizontal member breaks and the person falls. Some times the top face just rests on wall and the whole ladder tilts causing an accident.	The ladders should be strong enough to bear the weight of a labour with materials on head. As for as possible a hand rail should be provided at one end. The horizontal member should be preferably fixed with bolt & nuts or strong nails. When the ladder is placed across a wall the top portion should be tied firmly to a strong support so that the ladder does not move laterally.
10	Dismantling – Dismantled materials may fall on passer by or the person engaged in dismantling work may fall due to slipping. The dismantled materials may fall on persons working below.	When work of demolition is to be taken up the area should be closed for all outsiders. No one should be allowed up to 50m from the place of demolition. The workers engaged in demolition should be asked to wear safety belts. Helmets must be worn by all the workers engaged in dismantling work. The place should be strictly guarded at night with red lights at prominent places, and watchman should be posted.
11	Electrical connections/ cables etc., - HT / LT electric wire passing near the slab structure – while bending, lifting or tying reinforcements the bar benders may sustain the electric shock, causing fatal injury.	The work in such places should not be allowed to the workers themselves, but in such position the work must be executed under the strict supervision of a responsible Foreman or a Supervisor.
12	Electric- connections/cables, etc., - cables below ground may get punctured during excavation & thus electrocute the labour working. Similarly when connecting is in	Before taking up the work all available drawings should be studied, local enquiry to be made to know the position of cables and work in such area should be got executed under strict

Sl. no.	Stage and Nature of construction Hazard	Safety measures expected to be taken by the contractors and site Engineers
	progress the punctured cable may prone to be fatal to the labour.	supervision of an experienced Foreman or a supervisor.
13	Electric connections/cables etc.,- Temporary Electric lines near damp walls, near joinery stretched on a considerable length – There is every chance that the wire may get cut due to usage and may develop short circuits/leakages etc., and may electrocute the person touching the wire accidentally.	The Electric wires should be maintained by an electrician who should regularly check up the insulation of wires especially placed near steel items & damp areas. The temporary wiring should be supported properly. As far as possible a good quality wire should be used which may not get damaged easily.
14	Electric and gas welding work – Drilling, polishing work – Done by temporary cables used on a number of works – Due to the fact that the wires are old & when they come in contact with water even in the process of curing the surrounding area may get affected due to leakage in the electric current thus causing damage to the workers & supervision staff.	All wiring works to be inspected by experienced electrician. All wires to be properly insulated and fixed at height on temporary poles. No welding work should be permitted near damp area. The welders to be provided with welder's goggles & gloves. As far as possible machine in good condition should be used.
15	Construction machinery – Concrete mixers – Safety precautions. A mixer with hopper tried to be operated by an helper could not release brake in time thus causing injury to the person near hopper – some times fatal one.	The Mixers with hopper should be operated by an experienced mixer operator and such mixers should not be allowed to be handled by a helper or a labour.
16	Water storage Tank for general use & curing - chances of children of workers falling in the tank with fatal accident.	The water tanks constructed on site should be protected by at least 1.0m high walls on four sides, so that the children do not fall.
17	Site cleaning – Cleaning top floors of buildings – Upper portion of any structure – throwing waste materials broken concrete pieces, brick bats, sand etc., straightway fro top to ground injuring person below or even a passerby.	This dangerous practice should not be allowed at all. The materials should be brought to the ground with the help of lift or the use of rope over pulley with a bucket, thus bringing down materials safely.
18	Bar bending work – Helpers of bar benders to follow short cut method, throw surplus steel pieces from top floors to ground and may cause fatal injuries.	This is a very bad practice. The helpers should bring the rods to ground with help of lift or rope & pulley.

## ENHANCEMENT MEASURES

Enhance measures include

- Plantation of trees along the length of the proposed roads wherever enough space available within RoW.
- Enhancement by tree planting along the oxbow land and the other left over portions of the original PWD land.
- Cultural property enhancement as a part of the cultural property rehabilitation plan.
- Public amenities such as bus lay byes (new), rain shelters (in addition to the compensatory rain shelters for the impacted ones), comfort stations (toilets) and parking areas.
- To improve the water table in this region recharge pits are constructed wherever feasible along the project road.
- Median plantation in urban location.
- Pond and catchment area improvements to protect ground water and harvest rain water
- Information boards for the tourists, pilgrimage and other important structures of importance.

### **List of Enhancement sites:**

#### **a) Archaeological sites**

None identified along this road.

#### **b) Valley view location**

None identified along this project road.

#### **c) Proposed Bus bays & Parking areas**

As the work is to

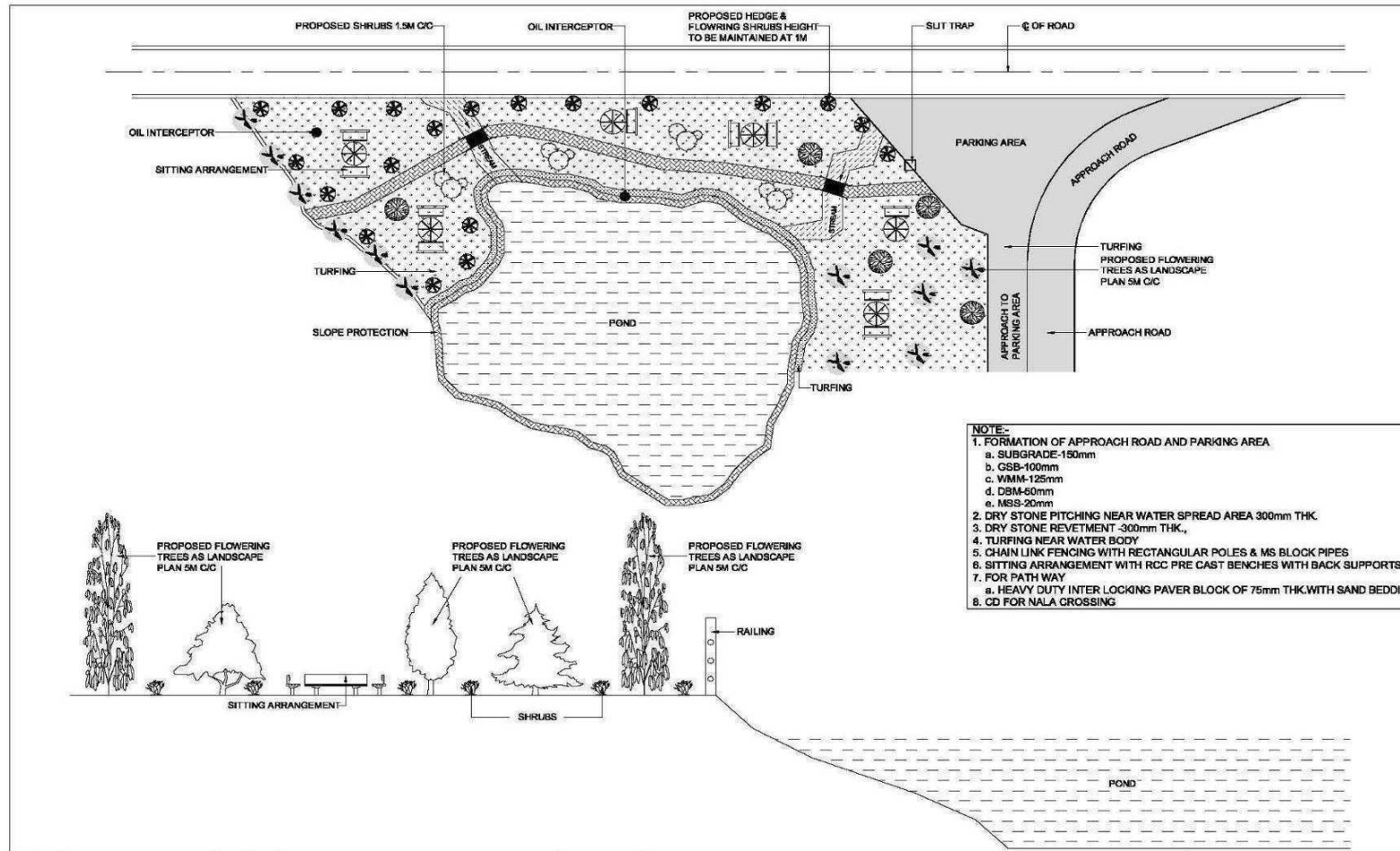
#### **d) Pond enhancement**

There are many streams and rivers along the project road. The typical pond/water body enhancement drawing is given below

#### **e) Oxbow land and other left over land**

There are oxbow land spaces at realignment locations along the proposed road and where ever width of Col is less than width of the RoW, the space available along the sides of the project road can be utilized for tree plantation..

## TYPICAL DRAWING FOR POND ENHANCEMENT



## GUIDELINES FOR THE MANAGEMENT OF ROAD SECTION THROUGH FOREST AREAS

### 1. Introduction

A Management plan for the impacted or adjacent forest area is required for mitigation and enhancement measures during construction and operational phases of the project road. This will not allow any room for neglecting /avoiding of the implementable measures. This will also define responsibilities of various institutions in this regard. This requirement is the basis of the preparation of this document. The document addresses the issues relating to the forest areas in the PIAs as well as immediately adjacent to the project road. The mitigation measures are to be addressed during the design, construction and operational phases of the project.

Incorporation of effective mitigation measures is therefore necessary and important. This will be based on the recommendations of the biodiversity studies.

### 2. Status of the work relating to the up-gradation

The actual construction work cannot be started until all environmental clearances are obtained. The environmental clearance also includes forest clearance basically for the required land from forest reserves. Application for both clearances has to be routed through two different agencies viz., PCB and State Forest Department.

### 3. Impact mitigation and Enhancement measures

This includes the legal requirement according to the (1) Gol Forest laws and (2) the requirement according to the other laws.

### 4. Compensatory Afforestation Programme

Compensatory afforestation will be carried out against the loss of trees for road project. According to the afforestation programme PWD shall plant thrice the number cut for the project. Preferably this amount will be deposited with forest Department.

In addition, a number of impact mitigation and enhancement measures are required for the Forest area that will be impacted. The Forest reserves adjacent to the project road do have high faunal value.

1) Considering this aspect, the project will not provide demarcation of the forest boundary with the Project road, as it will be a barrier for the wildlife movement.

2) PWD is committed to compensate plant trees according to the compensatory afforestation programme required according to the Forest conservation Act 1980

3) Further, contractors have to set-up construction camps and plants (Hot mix, WMM plant etc) at least 5 Km away from the forest boundary. In this regard;

- Adequate training will be provided to contractors
- The labour force will not allowed to enter forest reserves for the purpose of hunting, fuel wood collection, nuts and fruits collection etc.,]



- The debris and waste materials shall not be dumped inside / immediately outside forest areas and other water sources.
- Debris shall be disposed off according to the contractors debris disposal plan
- The source of construction water shall not be from the forest areas or immediately adjacent (within 2 km) to the forest areas.
- The construction work within the forest stretches should adhere to all international environmental standards as laid out by the environmental management plan under the GoI/GoU/ADB rules, regulation and policies.

During construction, the following measures will be taken in to consideration for effective implementation

- No construction camps or other polluting plants within 5 Km of the forest reserves.
- No blasting shall be allowed during nighttime.
- Blasting should be silent blasting along the forest reserves.
- Blasting shall be confined to a particular time only. Best time would be 2-3 pm in daytime.
- Hunting is strictly prohibited.
- No cutting of trees from the forest reserves for any purpose relating to the construction work nor shall the people associated with the project construction should enter the forest reserves other than any legal requirements.
- Contractor should erect appropriate signboards during construction.
- After construction, the DSC/PWD should advice the locations for erecting the signboards including advance signboards notifying the forest reserves.
- Immediately after construction fencing should be carried out parallel to the Forest reserves.
- Any sign/indication of forest fire will be immediately notified to all considered agencies

Immediately after construction, the contractors shall erect signboards and information boards close to the forest boundaries according to the Environmental Management plan (EMP) prepared.

During operational period erection of sign/ information boards will be required. With regards to institutional responsibilities the PWD and Forest Department need to coordinate the various requirements.

- PWD– Maintenance of the road furniture, signboards, information boards
- State Forest Department – to coordinate with the PWD for various roadside arrangements change in the status of the forest
- To facilitate Contractor do his job of construction

### **NGO Participation**

Participation of NGO may be useful for the smooth implementation of the project.

## ARRANGEMENT FOR TRAFFIC DURING CONSTRUCTION

The Contractor shall at all times carry out work on the road in 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 DSC, 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 DSC regarding traffic arrangements during construction.

### 1. TRAFFIC SAFETY AND CONTROL

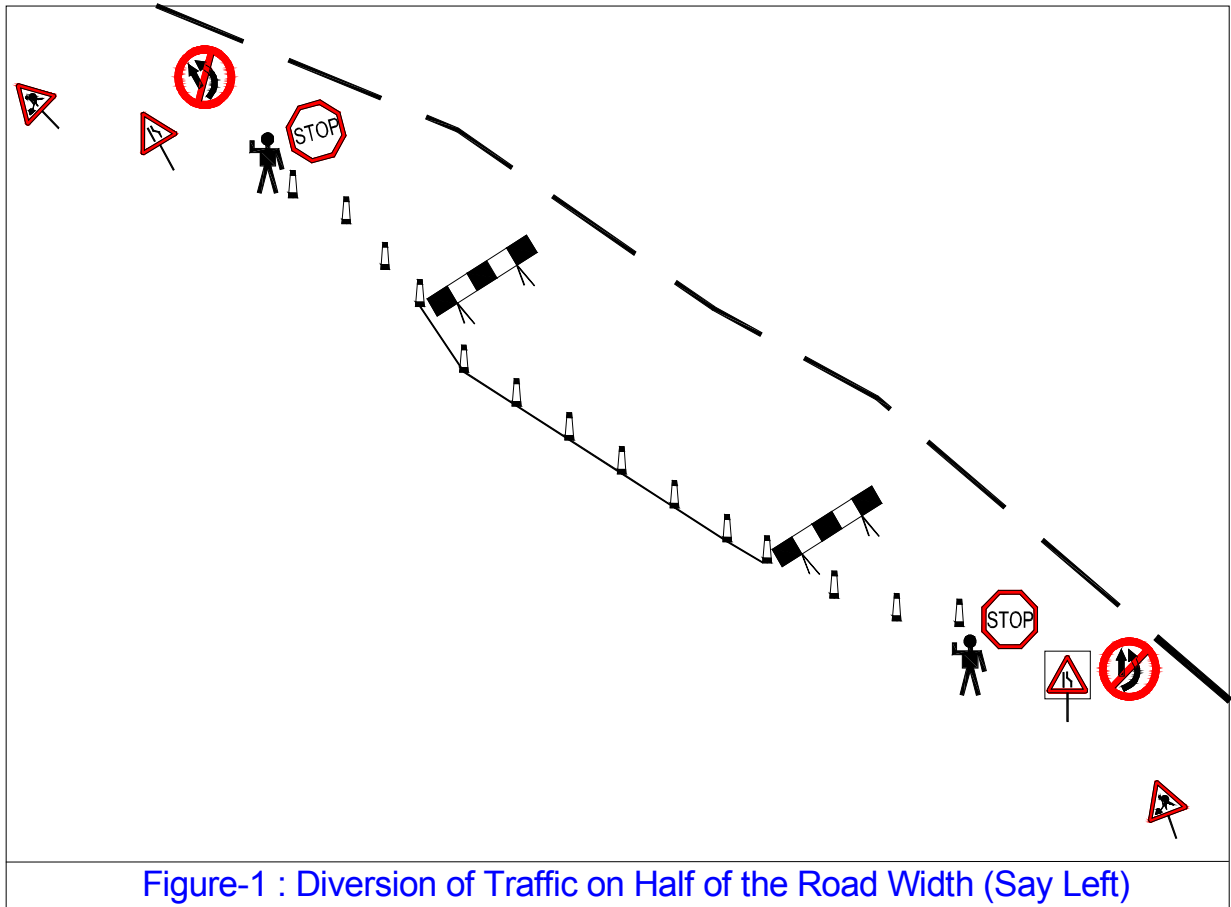
- (i) Where subject to the approval of the Engineer the execution of the works requires temporary closure of road traffic use, the Contractor shall provide and maintain temporary traffic diversions. The diversions shall generally consist of 200 mm thickness of gravel 4.5 meters wide laid directly upon natural ground and where any additional earthworks are required for this purpose that will be provided under the appropriate payment items.
- (ii) 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.
- (iii) 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 no less than 4 weeks prior to the temporary arrangement or diversion being required. Details of temporary arrangements or diversions for approval as soon possible after the date of the Letter of Acceptance.
- (iv) The colour, 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 Engineer (DSC).
- (v) 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 formation 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 SE.
- (vi) 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.
- (vii) 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.
- (viii) 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 SE.

(ix) 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.

## 2. 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.

### Examples of some good practice in traffic control safety during construction



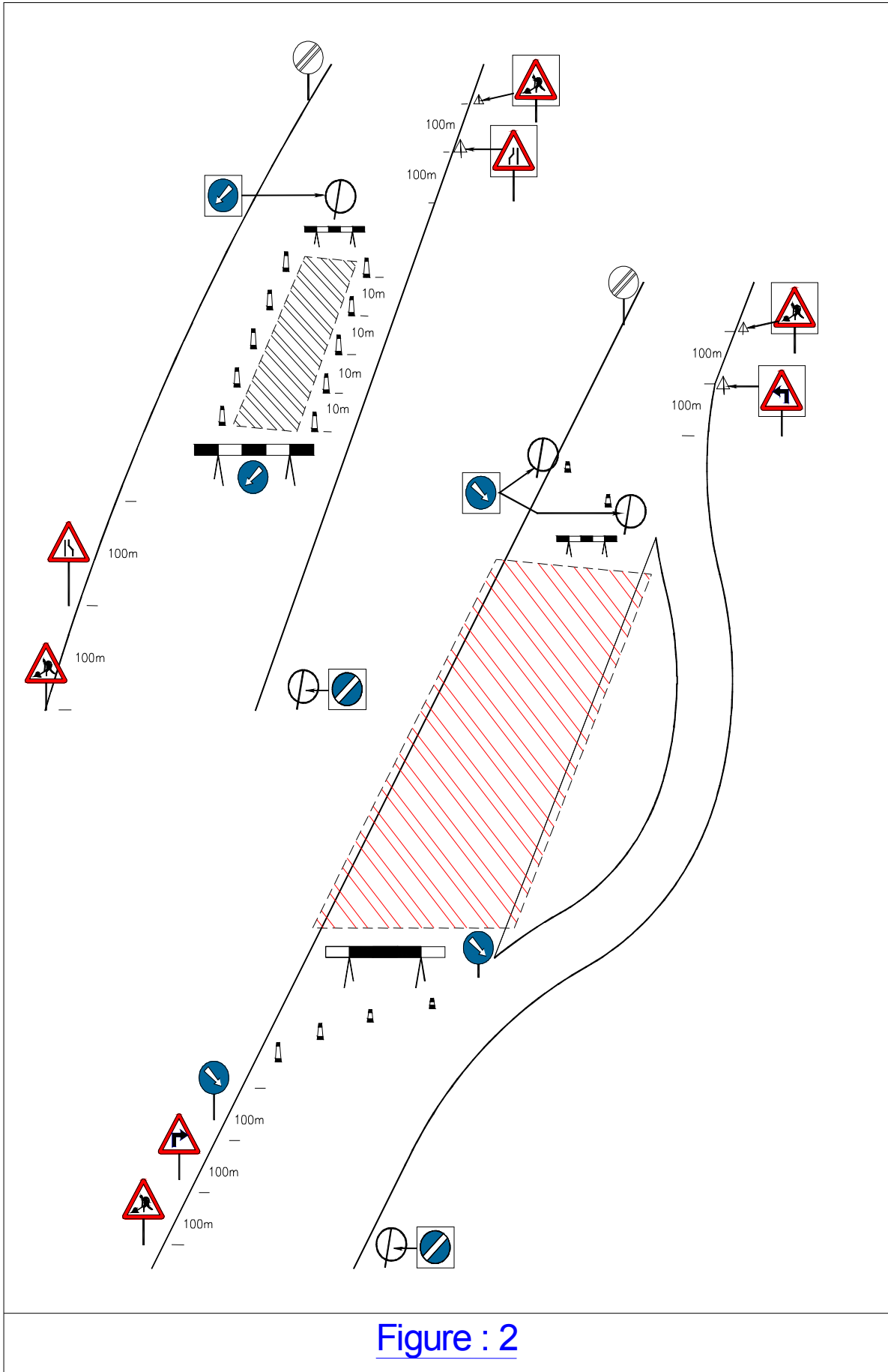


Figure : 2

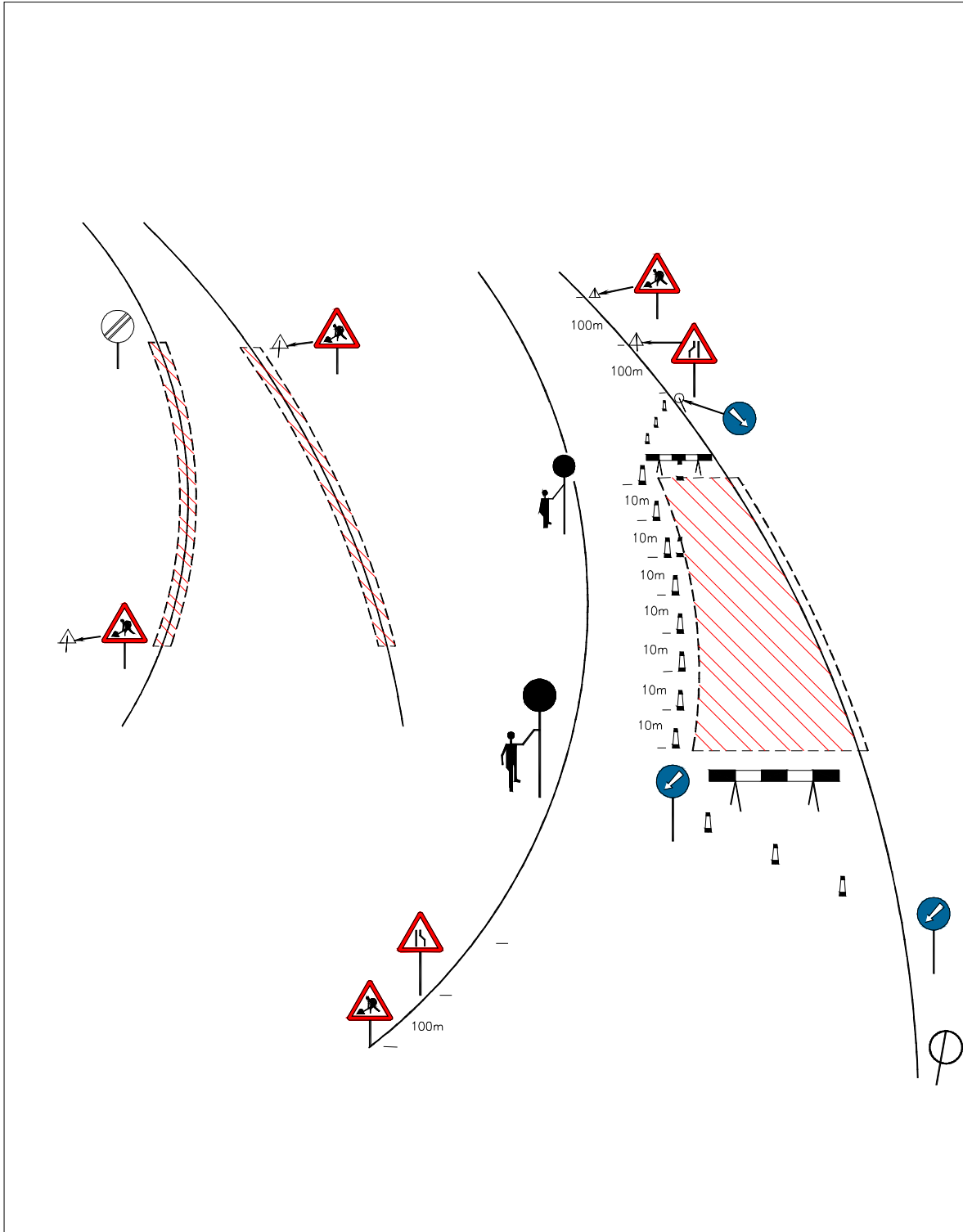


Figure : 3  
SIGN LAYOUT FOR LANE CLOSURE  
 (Drawn for Driving on Left)

### List of Traffic safety Signs/Equipment (Guideline)

Sl. No.	Signs
1	Barricading
2	Men at work
3	Keep Left
4	Go slow
5	Flag men
6	Narrow signs
7	Lantern(Amber Blinker)
8	Traffic control Lights
9	Cones

**Note:**

- Safety jackets and helmets should be provided to all the workers/ Engineers working on the road.
- Fixed mobile solid barricades must be placed between the workmen and traffic or pedestrian and traffic.
- All the safety signs should be according to IRC: 67 and IRC: SP: 55: 2001

## GENERAL GUIDELINES FOR CONTRACTOR'S CONSTRUCTION WATER MANAGEMENT PLAN

### Dos and Don'ts for the contractor

There are a number of dos and don'ts for the contractor as provided below

- Contractor's vehicles shall not be allowed to wash in the river or stream. This is to avoid potential pollution from oil residues.
- Contractors shall not use water from the community drinking water sources such as;
  - Public water supply schemes
  - Community spring water sources
  - Community hand pumps
  - Community bore wells / shallow tube wells
  - Location of the streams from which the Community takes drinking water
- Contractor shall obtain all legal approvals and clearances from the concerned departments.
- Contractor shall consult the local communities where the water source has been identified.
- If the source is a spring – check discharge, dependency in consultation with local communities.
- If the source is river/stream- discharge data for the past several years need to be analyzed, whether source is perennial, or non-perennial, any irrigation scheme is running over it or not, if IPH\* department is using it, or local people are using it or not. NOC\* from all concerned authorities will be required.
- If the source is Major River - In addition to the local permission, Contractor may require obtaining written permission from State level authorities at Dehradun.
- If the sources is groundwater (a hand pump/bore well or open deep well)- then its chemical composition and water related tests are required to be obtained from the competent authority and an NOC\* is obtained from the competent authority.

### Post Construction Stage

Once the Contractor finishes his job, this can be handed over to the local panchayath or for local communities. The possible alternate uses of this structure would be

- Local communities of this area can use the same source to meet their water needs
- If road passes through a plain water scarcity prone area and if no nearby water source has been identified, transportation is uneconomic, then contractor should go for Underground water option. If it is feasible and will not lead to a serious depletion of the ground water.

\*IPH = Irrigation and Public Health Department.

\*NOC = No Objection Certificate.

**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, important of labour, demolition of houses, protection of environment and procurement, transportation, storage and use of explosives etc.

**PROTECTION OF ENVIRONMENT:**

- i) 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 EMP.
- ii) The Contractor will take all measures and precautions to avoid any nuisance or disturbance to inhabitants arising from the execution of works.
- iii) 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.
- iv) The contractor will at all time ensure that all existing water courses and drains within and adjacent to the site are kept safe and free from any contamination.
- v) The contractor will submit details of his temporary drainage work system (including all surface channels, sediment traps, washbasins and discharge pits) to the DSC and CMU for approval prior to commencing work on its construction.
- vi) 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.
- vii) 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 tail boards and will be covered with a clean tarpaulin in good condition.
- viii) 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.
- ix) The contractor will take necessary measures to maintain all plant and equipment in good condition.
- x) Where the execution of the works requires single –lane operation on public road the contractor will provide and maintain temporary traffic diversions subject to the approval of the DSC.
- xi) Where the execution of the works requires single-line operation on public road the contractor will provide and maintain all necessary barriers, warning signs and traffic control signals to the satisfaction of the DSC.
- xii) Wherever traffic diversions, warning signs, traffic control signals and barriers are required, the contractor will install them to the satisfaction of DSC prior to commencing the work, in that area.
- xiii) Contractor shall install asphalt plants and other machineries away from the populated areas as per laid down regulations.
- xiv) Permit for felling of trees will be obtained from the forest department before the execution of any work.
- xv) Trees and plants going to be uprooted will be duly compensated and maintained up to 3 years.
- xvi) Mist sprays should be provided at appropriate places for preventing dust pollution during handling and stockpiling of stones and loose earth.



- xvii) Overburden waste dumps shall be sprayed with water, as they are the major source of air borne particulate matter.
- xviii) Overburden 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.
- xix) Regular water spraying on haulage roads during transportation of construction materials by water sprinklers. The frequency of sprinkling should be fixed as per the seasonal requirements in consultation with engineer.
- xx) Transfer point for transporting construction material shall be provided with appropriate hoods/ chutes to prevent dust emissions.
- xxi) Dumping of construction material should be from an optimum height (preferably not too high), So as to reduce the dust blow.
- xxii) Innovative approaches of using improved machinery designs, with in-built mechanism to operator's cabin.
- xxiii) Procurement of drillers, loaders, dumpers and other equipment with noise proof system in operator's cabin.
- xxiv) Confining the equipment with heavy noise emissions in soundproof cabins, so that noise is not transmitted to other areas.
- xxv) Regular and proper maintenance of noise generating machinery including the transport vehicles to maintain noise levels.
- xxvi) 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 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 re channelized to prevent entry of contaminations into the water body;
- During construction silt fencing (consists of geo-textile with extremely small size supported by wire-mesh mounted on a panel made up angle frame) 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**

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 bituminous hot-mix plants and shall be fully responsible for any claims for damages caused to the property, fields and residents in the vicinity.

#### **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 night.
- The provision of protective clothing and safety equipment, with such personnel and equipment and such information, instruction, training and supervision as the 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 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 arrangements at areas of the site where work is in progress and ensure that they are regularly cleaned and maintained in a hygienic condition.

#### **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. Adequate heating, lighting, ventilation or insulation when necessary to reduce excessive heat shall provide for comfort and safety of occupants.
- Each structure made available for occupancy shall comply with the requirements of the Uniform Building Code. This shall not apply to tent campus.

### BORROW AREAS MANAGEMENT

Borrow areas will be finalized as identified by Contractor as agreed by the DSC and UEAP as per the requirements of the contract. Agreement is not reached between the Contractor and landowners for the identified borrow areas sites. In such cases arrangement for locating the source of supply of material for embankment and sub-grade as well as compliance to environment requirements in respect of excavation and borrow areas as stipulated from time to time by the Ministry of Environment and Forests, 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 regulation will also consider following criteria before finalizing the locations.

- 1) The borrow area should not be located in agriculture field unless unavoidable i.e. barren land is not available.
- 2) The borrow pits should not be located along the roads.
- 3) The loss of productive and agricultural land should be minimum.
- 4) The loss of vegetation is almost nil or minimum.
- 5) Sufficient quality of soil is available.
- 6) The Contractor will ensure the availability of suitable earth.

The Contractor shall obtain representative samples from each of the identified borrow areas and have these tested at the site laboratory following a testing programme as approved by the concerned Engineer. It shall be ensured that the fill material compacted to the required density

The Contractor shall submit the following information to the Engineer for approval at least 7 working days before commencement of compaction

- The values of maximum dry density and optimum moisture content obtained in accordance with IS: 2720 (Part 7) or (Part 8), as the case may be, appropriate for each of the fill materials he intends to use.
- A graph of density plotted against content from which, each of the values in (i) above of maximum dry density and optimum moisture content are determined.

After identification of borrow areas based on guidelines. Contractor will fill reporting format Annexure-III and submit the same for approval of the “Engineer”.

After receiving the approval Contractor will begin operations keeping in mind following;

- 1) Haulage of material to the areas of fill shall proceed only when sufficient spreading and compaction plants is operating at the place of deposition.
- 2) No excavated acceptable material other than surplus to requirements of the Contract shall be removed from the site. Contractor should be permitted to remove acceptable material from the site to suit his operational procedure, then he shall make good any consequent deficit of material arising there from.
- 3) Where the excavation reveals a combination of acceptable and un-acceptable materials, the Contractor shall, unless otherwise agreed by the Engineer, carryout the excavation in such a manner that the acceptable materials are excavated separately for use in the permanent works without contamination by the un-acceptable materials. The acceptable material shall be stockpiled separately.
- 4) The Contractor shall ensure that he does not adversely affect the stability of excavation or fills by the methods of stockpiling materials, use of plants or siting of temporary buildings or structures.

#### **Borrow Areas located in Agricultural Lands**

- (i) The preservation of topsoil will be carried out in stockpile.
- (ii) 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).

- (iii) Borrowing of earth will be carried out up to a depth of 1.5m from the existing ground level.
- (iv) Borrowing of earth will not be done continuously through out the stretch.
- (v) Ridges of not less than 8m widths will be left at intervals not exceeding 300m.
- (vi) Small drains will be cut through the ridges, if necessary, to facilitate drainage.
- (vii) The slope of the edges will be maintained not steeper than 1:4 (Vertical: Horizontal).

**Borrow Areas located in Agriculture Land in un-avoidable Circumstances:**

- (i) The preservation of topsoil will be carried out in stockpile.
- (ii) 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).
- (iii) The depth of borrow pits will not be more than 30 cm after stripping the 15 cm topsoil aside.

**Borrow Areas located on Elevated Lands**

- (i) The preservation of topsoil will be carried out in stockpile
- (ii) 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).
- (iii) At 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 Riverside**

- (i) The preservation of topsoil will be carried out in stockpile
- (ii) 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).
- (iii) 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**

- (i) The preservation of topsoil will be carried out in stockpile
- (ii) 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).
- (iii) Borrow pit location will be located at least 0.75 km from villages and settlements. If un-avoidable, the pit will not be dug for more than 30 cm and drains will be cut to facilitate drainage.
- (iv) Borrow pits located in such location will be re-developed immediately after borrowing is completed. If spoils are dumped, that will be covered with a layers of stockpiled topsoil in accordance with compliance requirements with respect MOEF/PPCB guidelines.

**Borrow Pits along the Road**

- (i) The preservation of topsoil will be carried out in stockpile
- (ii) 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).
- (iii) Borrow pits along the road shall be discouraged.
- (iv) It permitted by the Engineer; these shall not be dug continuously.
- (v) Ridges of not less than 8m widths should be left at intervals not exceeding 300m.
- (vi) Small drains shall be cut through the ridges of facilitate drainage.
- (vii) The depth of the pits shall be so regulated that there bottom does not cut an imaginary line having a slope of 1 vertical to 4 horizontal projected from the edge of the final section of bank, the maximum depth of any case being limited to 1.5m.

- (viii) 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.

### **Re-development of Borrow Areas**

The objective of the rehabilitation programme 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 fundamental requirement of the rehabilitation process. This could be achieved by filling the borrow pit approximately to the road level.

Re-development plan will be prepared by the Contractor before the start of work inline with the owner's will and to the satisfaction of owner.

#### **The Borrow Areas will be rehabilitated as follows;**

- Borrow pits will be backfilled with rejected construction wastes (unserviceable materials) compacted and will be given a turfing or vegetative cover on the surface. If this is not possible, then excavation slope should be smoothed and depression is filled in such a way that it looks more or less like the original ground surface.
- Borrow areas might be used for aquaculture in case landowner wants such development. In that case, such 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 record 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.

**SOIL EROSION AND SEDIMENTATION CONTROL**

Prior to the start of the relevant construction, the Contractor shall submit to the Engineer for approval, his schedules for carrying out temporary and permanent erosion/sedimentation control works as are applicable for the items of clearing and grubbing, road way and drainage excavation, embankment/sub-grade construction, bridges and other structures across water courses, pavement courses and shoulders. He shall also submit for approval his proposed method of erosion/sedimentation control on service road and borrow pits and his plan for disposal of waste materials. Work shall not be started until the erosion/sedimentation control schedules are prepared and the Engineer has approved methods of operations for the applicable construction.

The surface area of erodible earth material exposed by clearing and grubbing, borrow and fill operations shall be limited to the extent practicable. The Contractor may be directed to provide immediate control measures to prevent soil erosion and sedimentation that will adversely affect construction operations, damage adjacent properties, or cause contamination of nearby streams or other watercourses. Such work may involve the construction of temporary berms, dikes sediment basins, slope drains and use of temporary mulches, fabrics, mats, seedling, or other control devices or methods as necessary to control erosion and sedimentation.

The Contractor shall be required to incorporate all permanent erosion and sedimentation control features into the project at the earliest practicable time as outlined in his accepted schedule to minimize the need for temporary erosion and sedimentation control measures.

Temporary erosion/sedimentation and pollution control measures will be used to control the phenomenon of erosion, sedimentation and pollution that may develop during normal construction practices, but may neither be foreseen during design stage for associated with permanent control features on the Project.

Where erosion or sedimentation is likely to be a problem, clearing and grubbing operations should be so scheduled and performed that grading operations and permanent erosion or sedimentation control features can follow immediately thereafter if the project conditions permit; otherwise temporary erosion or sedimentation control measures may be required between successive construction stages. Under no conditions shall a large surface area of erodible earth material be exposed at one time by clearing and grubbing or excavation without prior approval of the Engineer.

The Engineer may limit the area of excavation, borrow and embankment operations in progress, commensurate with the Contractor's capability and progress in keeping the finish grading, mulching, seedling and other such permanent erosion, sedimentation and pollution control measures, in accordance with the accepted schedule.

Temporary erosion is sometimes caused due to the Contractor's negligence, carelessness or failure to install permanent controls. Sedimentation and pollution control measures then become necessary as a part of the work as scheduled or ordered by the Engineer, and these shall be carried out at the Contractor's own expense. Temporary erosion, sedimentation and pollution control work required, which is not attributed to the Contractor's negligence, carelessness or failure to install permanent controls, will be performed as ordered by the Engineer.

Temporary erosion, sedimentation and pollution control may include construction work outside the right of way where such work is necessary as a result of road construction such as borrow pit operations, service roads and equipment storage sites.

The temporary erosion, sedimentation and pollution control features installed by the Contractor shall be maintained by him till these are needed, unless otherwise agreed by the Engineer.

## LOCATING QUARRIES, REHABILITATING QUARRIES AND GUIDELINES FOR STONE CRUSHERS

### Locating Quarries

The Contractor will finalize the locations in consultation with DSC and UEAP. The Contractor shall establish a new quarry with the prior consent of the DSC only in cases when

- i) Lead from existing quarries is uneconomical and
- ii) Alternative material sources are not available.

The Contractor shall prepare a redevelopment plan for the quarry site and get approved by the DSC.

The construction schedule and operation plans to be submitted to the DSC prior to commencement of work shall contain a detailed work plan for procuring materials that includes procurement, transportation and storage of quarry materials.

### Operation & redevelopment plan (if a new quarry is opened)

- Photograph of the quarry site prior to commencement
- The quarry boundaries as well as location of the material deposits, working equipments, stockpiling, access roads and final shape of the pit.
- Drainage and erosion control measures at site.
- Safety measures during quarry operation.
- Design for redevelopment of exhaust site.

**Option-A: Revegetating the quarry to merge with surrounding landscape:** This is done by conserving and reapplying the topsoil for the vegetative growth.

**Option-B: Developing exhausted quarries as water bodies:** The pit shall be reshaped and developed into pond, for harvesting rainwater. This option shall only be considered where the location of quarry is at the lowest point, i.e. surrounding areas/ natural drainage slopes towards it.

### Construction stage:

Development of site:

To minimize the adverse impact during excavation of material following measures are need to be undertaken

- i) Adequate drainage system shall be provided to prevent the flooding of the excavated area
- ii) At the stockpiling locations, the Contractor shall construct sediment barriers to prevent the erosion of excavated material due to runoff
- iii) Construction of offices, laboratory, workshop and rest places shall be done in the up-wind of the plant to minimize the adverse impact due to dust and noise.
- iv) The access road to the plant shall be constructed taking into consideration location of units and also slope of the ground to regulate the vehicle movement within the plant.
- v) In case of storage of blasting materials, all precautions shall be taken as per The Explosive Rules, 1983.

### Quarry operations including safety:

- i) Overburden shall be removed and disposed inline with Guidelines of Disposal Management.
- ii) During excavation, slopes shall be flatter than 20 degrees to prevent their sliding. In cases where quarry strata are good and where chances of sliding are less this restriction can be ignored.



- iii) In case of blasting, procedure and safety measures shall be taken as per The Explosive Rules, 1983.
- iv) The Contractor shall ensure that all workers related safety measures shall be done as per guidelines for workers and Safety attached as Annexure-8
- v) The contractor shall ensure maintenance of crushers regularly as per manufacture's recommendation.

Topsoil will be excavated and preserved during transportation of the materials measures shall be taken to minimize the generation of dust and prevent accidents.

The PIU and the DSC shall review the quarry site for the management measures during quarry operation, including the compliance to pollution norms.

**Post construction stage:**

The Contractor shall restore all haul roads constructed for transporting the material from the quarries to construction site to their original state.

The PIU and the DSC shall be entrusted the responsibility of reviewing the quarry site for the progress of implementation of Redevelopment plan. These shall include the following two cases;

- Redevelopment of quarries opened by the contractor for the project
- Redevelopment of existing quarries operated by other agencies

In the first case, the Contractor shall be responsible for the Redevelopment plan prior to completion after five years, during the defect liability period. The DSC and PIU shall be responsible for reviewing this case of redevelopment prior to the issuing the defect liability certificate.

In the second case, the redevelopment of exhaust quarry shall be the responsibility of the agency providing the permit to ensure the implementation of Redevelopment Plan.

**Geological and Geomorphologic considerations:**

- i) No mining shall be allowed where the slope angles are more than 45 degree from horizontal and in case of mid slope mining, the foot wall should be of hard strata.
- ii) No mining lease shall be granted where the ore to overburden ratio is not economical i.e. 1:0.2 that is the waste generation should not be more than 20%
- iii) Proper appraisal of the deposit for its qualitative and quantitative assessment shall be made in the form of Geological and topographical plans.

**Technical consideration:**

- i) The area should not be highly jointed, fractured on consisting of weak planes.
- ii) Relation of slope angle to angle of repose should be within mining parameters where 6x6 m benches by keeping overall angle of repose as 45degree can be made.
- iii) No mining shall be allowed where subsidence of rocks is likely due to steep angle of slope.
- iv) No overhangs shall be allowed to be formed during the course of mining.
- v) The gradient of approach roads shall be gentle with hill-ward slope, side drains and parapet walls. Adequate number of waiting and crossing points shall be provided for safe plying of vehicles.
- vi) No blasting shall be resorted to without taking proper license under Explosive Act.

**General conditions:**

- i) Mining site shall only be handed over to the leaseholder, after it is duly demarcated by permanent boundary pillars and certified by concerned mining officer.
- ii) Junction at take off point of approach road with main road shall be developed with proper width and geometric required for safe movement of traffic by crusher owner at his own cost in consultation with Executive Engineer, UKPWD.
- iii) No leaseholder shall store/ stack any material in the acquired width of PWD road without the specific permission of the competent authority.
- iv) In addition to above the mining operation shall be subjected to provisions of various Acts and Rules in force.

v) Dumping of waste shall be done in earmarked places as per the working plans.

**Table: Parameters for new stone crushers to be set up in future**

<b>Sl. No.</b>	<b>Parameters</b>	<b>Distance</b>
i	Minimum distance from NH/SH	150m
ii	Minimum distance from link roads / other District roads	75m
iii	Minimum distance from District Head - Quarters	1.5 km
iv	Minimum distance from town / Notified area by the committee	1 km
v	Minimum distance from village	500 m
vi	Minimum distance from Hospital/Education Institution	1 km
vii	Minimum distance from Natural water springs	500 m
viii	Minimum distance from Notified parks	2 km
ix	Minimum distance from Sanctuaries	1 km
x	Minimum distance from Bridge sites	200 m Upstream
xi	Minimum distance from Notified Lakes and Wetlands	300 m

## STORAGE, HANDLING, USE AND EMERGENCY RESPONSE FOR HAZARDOUS CHEMICALS

### A1. Refueling / Maintenance procedure

- Truck or suitable containers will bring in all fuel and fluids. There will be no storage of fuel, oil or fluids within 100M (or 50M) of the permanent water line.
- Prior to re-fueling or maintenance, drip pans and containment pans will be placed under the equipment. Absorbent blankets may also be required to be placed under the equipment and hoses where there is a possibility of spillage to occur.
- All used oils or fluids will be properly contained and transported to appropriately licensed (authorized) disposal facilities;
- Following re-fueling and maintenance, the absorbent blankets (if any) and spill pans will be picked up and the fuel truck or container moved outside of the 100m (or 50m) wide area.

### Emergency spill procedure

Should a spill occur, through spillage or equipment failure, the applicable emergency spill procedure outlined in sections A-2 to A-4 must follow.

### A2. Spill Procedure (inside the stream)

In the case of a spill, overflow or release of fluid into the stream waterway (whether water is flowing during the spill or not), do what is practical and safely possible to control the situation, then get help.

- **Stop the flow**
  - Stop the release into the stream waterway
  - Shutdown equipment
  - Close valves and pumps
  - Plug hoses
- **Remove Ignition sources**
  - Shut off vehicles and other engines
  - Do not allow tiger torches, vehicles, smoking or other sources of ignition near the area. Keep a fire extinguisher on hand but keep it a safe distance away from the potential ignition source (if a fire starts, the extinguisher must be easily accessible)
- **Contact the environmental officer and initiate emergency response**
  - Notify the site supervisor and the Contractor's Environmental Officer as soon as possible
  - The Environmental Officer will review the situation and decide if Emergency services like Fire Brigade are required
  - Appropriate parties to be notified of the spill are
    - The contractor's Project Manager
    - The Engineer through his designated Environmental Officer
    - The Client
    - Regulatory Agencies like Pollution Control Board, Municipal Authorities, as applicable.
    - Site safety Officer
- **Cleanup and Disposal**

Emergency Services will be engaged for the containment, cleanup and disposal of contamination release into the environment.
- **Reporting**

The Contractor's Environmental Officer will document the event and submit reports to the Engineer, the client and appropriate regulatory agencies like the Pollution Control Board(s).

➤ **Procedure Review**

The Engineer will review the report, determine if changes are required to procedures and recommended implementation of all required changes ...

**A3. Spill procedure (on land)**

In the case of a spill, overflow or release fluid onto land, do what is practical and safety possible to control the situation and then get help.

➤ **Stop the flow**

- Stop the release into the water body
- Shut down equipment
- Close valves and pumps
- Plug hoses

➤ **Remove Ignition sources**

Shut off vehicles and other engines

Do not allow tiger torches, vehicles, smoking or other sources of ignition near the area. Keep a fire extinguisher on hand but keep it a safe distance away from the potential ignition sources (if a fire starts the extinguisher must be easily accessible).

➤ **Contain the Spill**

- Dike around the spill to contain the material
- Spread absorbent or place a spill blanket on the spill
- Enlist the help of personnel on site
- Notify your supervisor as soon as possible

➤ **Notification**

Appropriate parties to be notified of the spill are

- The Contractor's Project Manager
- The Engineer through his designated Environmental officer
- The Client
- Regulatory Agencies like Pollution control Board, Municipal Authorities, as applicable
- Site Safety coordinator

➤ **Cleanup and Disposal**

The Engineer's Environmental officer will ensure that a proper cleanup and disposal method is determined. Absorbent pads will soak up the spilled material. The pads will be contained and removed from site for disposal at a licensed (authorized) facility.

➤ **Reporting**

The Contractor's Environmental Officer will document the event and submit reports to the Engineer, the Client and appropriate regulatory agencies like the Pollution control Board(s)

➤ **Procedure Review**

The Engineer will review the report, determine if changes are required to procedures and recommend implementation of all required changes.

## **SELECTION AND MANAGEMENT OF CONSTRUCTION CAMP**

### **1. Selection and layout of construction camp**

The construction camps for labour, accommodation, offices and construction plant sites shall be identified based on the following guidelines. The construction site shall be located

- At a minimum distance of 1km away from any major settlement or village.
- At a minimum distance of 1000m of any major surface water course or body

If this is not possible the base camps should be located away from the settlements with the following precautions

- Base camp should be enclosed with boundary wall.
- Movement of the workers should be registered during the nighttime.
- There should not be any disturbance to the local community.
- Operation of the plant and machinery should be restricted to 6 am to 10 am
- Care should be taken while starting and moving the heavy vehicles, there is a possibility that children of near settlement may be playing with machinery parked outside the camps.

### **2. Facilities at workers camps**

During the construction stage of the project, the construction contractor will construct and maintain necessary (temporary) living accommodation and ancillary facilities for labour. It will be ensured that all the temporary accommodation will be provided with uncontaminated water for drinking, cooking and washing. Adequate washing and bathing places shall be provided, and kept in clean and drained condition. Construction camps will be sited away from vulnerable people and adequate health care will be provided for the work force.

- General requirements include availability of:
- Potable water supply in quantity and quality,
- Requirement of power supply for heating as well as for cooking. Firewood shall not be used for cooking and heating purposes. Contractor must provide LPG gas / Kerosene for the construction camps.
- Safe access road is required at camps
- Waste (all kind of solid and liquid wastes) generated need to be disposed off smoothly.

#### **2.1 Sanitation Facilities:**

Construction camps shall be provided with sanitary latrines and urinals. Closed drainage systems and the proper treatment systems according to the local conditions should be constructed for the proper flow and effective treatment. The sewage system built for the camp will be operated properly to avoid health hazard, ground water and soil pollution. Compost pits will be constructed for the disposal of the garbage and other biodegradable wastes generated from the camps. Proper collection, transportation and disposal of the wastes will be ensured.

#### **3. Shelter at work place:**

At such work places where the duration of the works will prevail for more than one month some form of shelters will be provided for meals, resting, change of clothes and for keeping the tools of the work and personal protective equipment. The height of shelter shall not less than 3m from floor level to lowest part of the roof. Sheds shall be kept clean and the space provided shall be on the basis of at least 1.0 Sq.m per head.

#### **4. Canteen Facilities:**

A cooked food canteen on a moderate scale shall be provided for the benefit of workers wherever it is considered necessary. All the wastes generated from the canteen will be treated / disposed of as detailed in the other sections of the waste disposal.

## **5. Health care Facilities:**

Health problems of the workers should be taken care of by providing basic health care facilities through a health centre set up at the construction camps. The health centre will have at least a doctor (part time), nurses, duty staff, medicines and minimum medical facilities to tackle first-aid requirements for minor accidental cases. Some arrangements will be made with the nearest hospital to refer patients of major illnesses or critical cases.

The health centre will carry out quarterly awareness programme of HIV – AIDS with the help of AIDS control society. Posters will be exhibited in the health care clinic.

## **6. Day crèche facilities**

At construction sites where women with very young children are employed, provision of a day crèche shall be provided. At construction sites where 20 or more women are ordinarily employed, a hut for children under the age of 6 years shall be provided.

For ensuring the implementation of effective pollution control measures at the construction base camps and construction plant sites, redevelopment/ closure plans for the closure of these sites will be made part of the EMP of the construction contract.

## **7. Construction workers Camp**

In all over India, road construction works are in peak stage. With several local / regional/ national and international contractors in place, the road construction work recently started showing seriousness towards this issue. The contractor recently started providing required legal and contractual facilities for the unskilled labour, hired from the local villages or are brought to the place of work from outside the State.

Even now the Contractor camps and other facilities are set up in worst conditions even when the contract documents are clearly specifying the required standards. The associated issues are as follows.

Forest resources could be encroached up on in all possible ways by the labour force.

Unauthorized tree felling to get fuel-wood both for cooking as well as heating even when alternative fuel is made available,

Poaching of edible animals and birds of the locality in spite of prohibition,

Poor sanitation arrangement and improper methods used for disposal of solid wastes and effluent,

Indigenous people getting invaded by imported construction labour-force, due to lack of discipline,

Transmission of communicable diseases to the local people by the construction workers due to inappropriate health monitoring facilities, and

Creating hazardous traffic flow at construction site due to lack of concern about the local needs and provision for pedestrian

### **No Contractor's Establishments zones**

Contractor shall not establish any construction camp, crushers, hot mix plant and WWM plant in the identified locations (No Contractor's Establishment Zone). These locations will be treated as eco-sensitive. No construction campsite areas also include settlement areas provided below. These are the major settlements along the corridor. Campsites should be a minimum of 500m away from settlements.