

Initial Environmental Examination

March 2015

IND: Madhya Pradesh District Connectivity Sector Project

Dewas - Newari Road

Prepared by Madhya Pradesh Road Development Corporation for the Asian Development Bank.

CURRENCY EQUIVALENTS

(as of 31 March 2015)

Currency unit	–	Indian rupees (INR/Rs)
Rs1.00	=	\$ 0.016
\$1.00	=	Rs 62.5096

ABBREVIATIONS

AAQ	–	ambient air quality
AAQM	–	ambient air quality monitoring
ADB	–	Asian Development Bank
APHA	–	American Public Health Association
BGL	–	below ground level
BOD	–	biological oxygen demand
BOQ	–	bill of quantity
CO	–	carbon monoxide
COD	–	chemical oxygen demand
CPCB	–	Central Pollution Control Board
CSC	–	construction supervision consultant
MPRDC	–	Madhya Pradesh Road Development Corporation
DG	–	diesel generating set
DO	–	dissolved oxygen
DPR	–	detailed project report
E&S	–	environment and social
EA	–	executing agency
EAC	–	Expert Appraisal Committee
EIA	–	environmental impact assessment
EMP	–	environmental management plan
EMOP	–	environmental monitoring plan
GHG	–	greenhouse gas
GIS	–	geographical information system
GOM	–	Government of Madhya Pradesh
GRC	–	grievance redress committee
GRM	–	grievance redress mechanism
HFL	–	highest flood level
IEE	–	initial environmental examination
IMD	–	Indian Meteorological Department
IRC	–	Indian Road Congress
LHS	–	left hand side
LPG	–	liquefied petroleum gas
Max	–	Maximum
Min	–	Minimum
MJB	–	major bridge
MNB	–	minor bridge
MORT&H	–	Ministry of Road Transport and Highways
MOEF	–	Ministry of Environment and Forests
MPRSD	–	Master Plan Road Sector Development
N, S, E,	–	Wind Directions (North, South, East, West or North combination of two directions like South West, SW, NW W, NE West)
NGO	–	nongovernmental organization
NH	–	national highway

NIC	–	National Information Centre
NOC	–	No Objection Certificate
NOx	–	oxides of nitrogen
OBC	–	other backward classes
PCC	–	Portland Cement Concrete
PCU	–	Passenger Car Units
PD	–	Project Director
PFR	–	project feasibility report
PIU	–	project implementation unit
PPE	–	personal protective equipment
PPT	–	parts per trillion
PWD	–	Public Works Department
RCC	–	reinforced cement concrete
REA	–	rapid environmental assessment
RHS	–	right hand side
ROW	–	right of way
RSPM	–	respiratory suspended particulate matter
SH	–	state highway
SOI	–	Survey of India
SO ₂	–	Sulphur Dioxide
SPCB	–	State Pollution Control Board
SPL	–	sound pressure level
SPM	–	suspended particulate matter
SPS	–	ADB Safeguard Policy Statement, 2009
TA	–	technical assistance
UT	–	Union Territories
WHC	–	Water holding capacity

WEIGHTS AND MEASURES

dB (A)	–	A-weighted decibel
ha	–	Hectare
km	–	Kilometer
km ²	–	square kilometer
KWA	–	kilowatt ampere
Leq	–	equivalent continuous noise level
µg	–	Microgram
m	–	Meter
MW	–	Megawatt
PM 2.5 or 10	–	Particulate Matter of 2.5 micron or 10micron

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EXECUTIVE SUMMARY

A. Introduction

1. The Madhya Pradesh District Connectivity Sector Project will improve transport connectivity in the state by rehabilitating and upgrading Major District Roads (MDRs). The Project constitutes: (i) rehabilitating and upgrading about 1,600 km of MDRs, (ii) improving road maintenance and asset management, and (iii) developing an efficient accident response system. MPRDC specifically targets MDRs to form key linkage between rural, semi urban and urban areas and complete the state roads connectivity.

2. Madhya Pradesh Road Development Corporation Ltd (MPRDC), the Government of Madhya Pradesh, has started the improvements of State highway and Major District Roads network for meeting the supply demand gap of the traffic in near future. As a part of this strategy MPRDC has taken up the upgrading of Dewas - Newari (Project) Road. The main objectives are to improve the regional as well as inter- and intra-state transport flows to improve access to services and making the State attractive to developers and investors. To fulfill the above objectives and due considerations to environmental feasibility of above road section, this initial environmental examination (IEE) was carried out for this section.

3. Since the project is following the sector loan modality for subprojects. The present report pertains to Dewas - Newari Road sub-project, which is one of the selected roads. This subproject is categorized as Category „B" and hence, an initial environmental examination (IEE) has been undertaken. The IEE is carried out in accordance applicable laws and regulations of the Government of India and in ADB's Safeguard Policy Statement (SPS), 2009. The report is also consistent with the requirements of the Environment Assessment and Review Framework (EARF) which was prepared for the sector loan. Since the project road will be upgraded within existing available RoW, no Environmental Clearance is required for the proposed road widening project as per EIA Notification 2006.

B. Description of the Project

4. This Project road starts from Mitha Talab at Dewas (SH-18) at 3-arm junction and passes through Rajoda- Barkhedi- Siroliya- Barotha and ends at Newari (Barotha Fata).

5. The total length of the road is 26.767 kms (existing) and 26.775 kms (design).

6. The alignment is Intermediate lane having width of 3.0 to 3.5 m only with poor stretches in most of the lengths. The project involves widening/reconstruction of existing road within available RoW to Intermediate lane carriageway (5.5 m wide with 2.25 m shoulder either side).

C. Description of the Environment

7. The proposed project road between Dewas – Newari Road is situated on the Western Plateau and Hill Region agro climate zone and forms Gird sub-group. Soil of various types found in the area can be broadly be placed under three groups (i) deep black soil (ii) yellow soil and (iii) red lateritic soil. The land use pattern in the project section is agricultural.

8. The climate of the project area is characterized by intensely hot dry summer and well distributed rainfall, in south-west monsoon season and winter. Generally, the project area experiences the following four seasons in a year:

- The summer season (also known as pre-monsoon season) starts around Holi festival in March but the mercury rises to the peak in May and the first week of June with the mean daily maximum temperature at about 40°C and the mean daily minimum at about 26 °C.
- The rainy season starts around mid - June and continues up to September.
- The winter season starts around the last week of November and continues up to February. The intervening period October and November is the Post-monsoon season or retreating monsoon period.

9. Baseline data on ambient air quality was found to meet the national air quality standards for rural and residential area along the project road. Groundwater quality along the subproject road meets the national drinking water standard.

10. There is no forest land involved in the project road. The project road does pass through any protected area, such as, wildlife sanctuary, national park or bio-reserve neither it is located within 10 km from the project road. 94 tree need to be cut for the project. No rare or endangered species found in the area along the project road.

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

D. Anticipated Environmental Impacts and Mitigation Measures

1. Design and Construction Phase

a. Impact on Physiography and Topography

12. Since proposed project is widening/reconstruction of existing road within available ROW without any land acquisition, impact on the physiography of the area is not significant. The design will consider the improvement of roadside drainage conditions through the improvement of cross drainage structures. Design of the cross drainage structures will follow IRC Guidelines (IRC, 1995).

b. Potential Environmental Impacts on Soil

13. **Loss of Productive Soil.** All activities will occur within the available RoW, no adverse environmental impact is anticipated on the productive soil. Lands taken on lease for access road and for construction camp will be restored its original land use.

14. **Soil Erosion.** Land clearing and grubbing will remove vegetation and soil cover which may cause some soil erosion during monsoon. Excavations in borrow pits may lead to loss of top soil and soil erosion. The risks of stream and river bank erosion near bridges and cross drainage works are significant. To avoid or minimize erosion, land clearing and grubbing will be conducted during dry season, productive top soils from borrow pits will be stored and reused in road embankment slope protection. Erosion control measures like silt screens will be installed along rivers and *nallahs*.

15. **Contamination of Soil.** There is the risk of contamination of soil from construction material and oil spills. Contractors are required to ensure proper handling materials and able to implement spills containment. Oil contaminated waste will be properly collected, stored disposed through 3rd party service providers. All fuel and lubricant storage and handling areas will be located at least 500 meters from the nearest water body and provided with perimeter

interceptor drains. All construction debris will be disposed by the Contractor on pre-designated area as identified by the CSC-Environmental Specialist.

c. Impact on Water Resources and Drainage

16. Deterioration of water quality may occur near the construction camp and active construction camps. This will be minimized by timing land clearing and earthmoving during the dry season; proper handling of materials including oil, and lubricants; prohibiting the disposal of untreated sewage; and proper erosion control near rivers and *nallahs*.

d. Impact on Ambient Air Quality

17. Significant amount of dust will be generated during project construction. The following mitigation measures will also be undertaken:

- i. Asphalt and hot-mix plants will be located at least 1 km away from any inhabited urban and rural stretches along the road with the clearance from MP Pollution Control Board.
- ii. Sprinkling of water on the active construction fronts and construction yard.
- iii. Regular maintenance of machinery and equipment.

18. Substantial noise will be generated from the use of heavy equipment and processing of rocks and asphalt. Adequate distance separating the rock crusher and hotmix plants will be required and the sourcing of “ready-made” gravel and asphalt will be promoted to avoid the establishment of these plants. Along the road particularly near sensitive sites like schools and hospitals, the use of less noisy equipment, scheduling of noisy activities, and provision of noise barriers will be implemented by the contractor to minimize disturbance.

e. Impact on Flora, Fauna and Ecosystem

19. Clearing and grubbing activities will result to the removal of shrubs and grasses and an estimated 94 trees, majority of which are Neem and Babool. All cut trees will be compensated at the rate of 1:10 with preference to fast growing local species that are more efficient in absorbing carbon emissions.

20. During the design and construction of the project road, vegetation in the form of shrubs and grasses will be cleared. Any loss of herbal cover at least during the construction phase, is likely to produce some negative impacts. Widening plan for the project road should be prepared in such a way that trees cutting be minimized.

f. Construction Workers' Camp

21. As the Contractor are required to source labor from the local communities along the subproject road, the size of the construction camps will be relatively small. It is the contractual responsibility of the Contractors to maintain a hygienic camp with adequate water and electric supply; toilet facilities located away from the water bodies and wells; proper disposal of domestic refuse; temporary medical facilities; pest control; clean and adequate food; and security.

22. Upgrading of the project road will be completed within the 18 months by deployment of local laborer, and therefore no construction worker camp may be needed. However, in case

construction camps are required, solid waste and sewage generated from construction camp may pollute the surroundings of camp and cause health problems.

23. Following control measures are suggested for construction workers camps:

- a. Water supply and toilet facilities at construction camps will be provided
- b. Lavatories will be located away from the water bodies
- c. Proper disposal of domestic refuse will be undertaken in the neared municipal waste landfill site
- d. Temporary medical facilities for the construction workers will be provided.

i. Impacts on Social Environment

24. Construction and operation phases of project road will have some beneficial impact on social environment. Some increase in income of local people is expected as local unskilled, semiskilled and skilled persons may gain direct or indirect employment during construction phase. Since the immigration of work force during construction phase is likely to be very small, the social impacts on literacy, health care, transport facilities and cultural aspects are expected to be insignificant.

2. Operation Phase

25. Increase in vehicular emissions, noise level, road crashes due to higher speed vehicular speed, and oil contaminated road surface runoff will occur during project operation phase. The impact on air quality is not expected to be significant given the low projected traffic. Community safety is enhanced through the crash barriers, speed brakes, traffic signs, and pavement markers. Oil contamination will occur but expected to be in trace amounts based on the low level vehicular traffic. To control the anticipated increase in noise level the following measures will be implemented; good road surface will reduce the road-tire noise, prohibition of horns along sensitive areas, road widening will increase capacity and decrease congestion of vehicles, and compensatory tree plantation will be located near sensitive areas

E. Public Consultation and Information Disclosures

26. Public consultations have been carried out in the project area during the feasibility as well as detailed design stage. Key issues raised during the consultations were on provision of suitable drainage in the settlements areas. Provisions of safety measures in school and settlement areas suitable mitigation measures to address air and noise pollution.

- Provision of safety signage near school
- Avoid sourcing water for construction from public water sources
- Minimize cutting of trees
- Construction labour camps should not be located near settlements area
- Avoid borrow of earth near settlement and schools
- Start tree plantation during construction phase

F. Environmental Management Plan and Grievance Redress Mechanism

1. Environmental Management Plan

27. The Project Road specific Environment Management Plan has been formulated which consists of a set of mitigation measures; monitoring and institutional measures applicable to design, construction and operation stages of the project and roles and responsibilities of various parties.

28. The project will have one grievance redress mechanism for social and environment issues comprising a village level and district level committee. The nodal officer under the PIU will be the key person to coordinate the receiving of complaints and addressing them.

2. Environmental Monitoring Program (EMoP)

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

30. Monitoring will focus on air, water, noise, soil erosion, drainage congestion and compensatory tree plantation. For tree plantation, the 75% survival rate of re-plantation shall be monitored for three years of the operation phase.

3. Institutional Arrangement and Capacity Building

31. The implementation arrangements basically follow the ongoing MPSRSP-II with the following improvements: i) expansion of the Environmental and Social cell (ESC) staff from 1 to 4 with the recruitment of two social safeguard and one environmental safeguard officers; ii) MPRDC ten division offices acting as Project Implementation Units (PIUs) will appoint a social and environment safeguards focal person; and iii) Construction Supervision Consultant's environmental specialist from the CSC will provide technical support to MPRDC and the PIU for implementation of environment safeguards.

32. To enable MPRDC officials to implement for environmental safeguard requirements effectively, a training programme will be conducted for the EA and IA of the sector loan to improve environmental awareness, construction practices, legislative compliance requirements, EMP and EMoP implementation requirements, and roles and responsibilities.

G. Conclusions and Recommendations

33. The findings of the IEE show that overall the project has limited and short term environmental impacts. Effective EMP implementation will ensure elimination and minimization of identified adverse impacts. MPRDC shall ensure that EMP and EMoP is included in Bill of Quantity (BOQ) and forms part of bid document and civil works contract. If there is any change in the project design the EMP and EMOP will accordingly .MPRDC needs capacity building and practical exposure. Adequate training shall be imparted as proposed under environmental management plan to enhance the capability of concerned EA and IA officials.

I. INTRODUCTION

A. Project Background

1. The Madhya Pradesh District Connectivity Sector Project will improve transport connectivity in the state by rehabilitating and upgrading Major District Roads (MDRs). The Project constitutes (i) rehabilitating and upgrading about 1600 km of MDRs (ii) improving road maintenance and asset management and (iii) developing an efficient accident response system. MPRDC specifically targets MDRs to form key linkage between rural, semi urban and urban areas and complete the state roads connectivity.

2. Government of Madhya Pradesh has been using a combination of budgetary, PPP, and ADB financing, to improve state highways. Rural roads are specifically addressed through MPRRDA and funds are made available from the Pradhan Mantri Gram Sadak Yojana (PMGSY) which is the national rural roads plan. ADB's funds are made available to the rural roads in the state through past loans to the central line ministry. However the intermediate tiers – MDRs – have not been specifically targeted for improvement. MDRs form the key linkage between rural, semi urban and urban areas and have to be essentially developed to complete state road connectivity. In this background, GoMP has now proposed to improve the MDRs through the plan indicated in Table 1.

Table 1: Proposed Improvement Plan for MDRs

Total MDRs in Madhya Pradesh	-	(Km) 19,574
Under construction by MPPWD (Under Central Road Fund Scheme)	-	5,398
(Under Major District Roads Scheme)	-	1,134
Under Construction by MPRDC (Under build operate transfer (BOT) Toll + Annuity & Annuity Scheme)	-	1,992
Total Under Construction	-	8,524
Balance to be constructed	-	11,050
Proposed under the Project ^a	-	1,600

^aThe actual estimates will depend on the assessment from the DPRs.

Source: MPRDC

3. The current report focuses on the Dewas - Newari (Project) Road, one of the four sample roads. The main objective of the road is to improve the regional as well as inter and intra state transport flows and in doing so improving access to services and making the State attractive to developers and investors. To fulfill the above objectives and due consideration to environmental feasibility, an Initial Environmental Examination (IEE) was carried out.

B. Nature, Size and Location of the Project

4. The project activities involve widening of existing road within available RoW. The length of Project Road is 26.767 Km long for which widening and up-gradation have been proposed. The road widening activities primarily will comprise of raising the embankment at certain locations and its stabilization including construction of retaining wall if required especially near water bodies, overlay on the existing carriageway, junction improvement, and construction of minor bridges, culvert and RCC drain in built-up section. The location of Project Road is shown in Figure 1.

C. Purpose and Scope of the Study

5. This IEE report documents the environmental assessment of the CK Road Subproject and identifies the environmental issues to be considered at project planning and design stage. In this report the different activities that are likely to take place to achieve the project objectives have been analyzed and the potential impacts that may accompany them have been discussed. The IEE addresses the environmental management requirements of the Government of India (GOI); (ii) the donor, Asian Development Bank (ADB), and (iii) the Project. In general IEE addresses the following:

- Provides information about the baseline environmental setting of the subproject;
- Provides information on potential environmental impacts of the proposed subproject activities with its magnitude, distribution and duration.
- Provides information on required mitigation measures with cost to minimize the impacts.
- Analyses the alternatives options considering alternative locations, designs, management approaches for selection of most feasible and environmental acceptable options.
- Provides details of stakeholder's consultations.
- Suggest environmental management and monitoring plan with institutional measures for effective implementation of mitigates measures proposed and addressing grievances.

6. Initial Environmental Examination has been prepared based on proposed alignment. It covers all activities viz. site clearance (tree cutting, shifting of utilities etc.), construction activities including material sourcing (borrowing, quarrying, and transportation) and operation (traffic movement). The corridor of impact is taken as 10 meters either side of the alignment. However, the study area impact zone is considered up to 5 km on both sides of road alignment to allow for coverage of indirect and induced impacts and a larger analysis of land use and other environmental features. Assessment is carried out on the following environment components: terrestrial and aquatic ecology, soil, water, air, noise, and socio economic aspects.

7. This IEE report is presented in eight chapters listed below:

- 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 Plan and Grievance Redress Mechanism
- Chapter 8 - Conclusion and Recommendation

D. Methodology

8. The methodology for IEE has been adopted to accomplish the study in line with ADB Safeguard Policy Statement (SPS) 2009. The study was carried out using reconnaissance survey, field visits, consultation with stakeholders, review of existing data, identification of adverse impacts and preparation of EMP and post-project Environmental Monitoring Programme. The stepwise activities include:

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

1. Data Collection

9. Data pertaining to all facets of environment viz. physical, ecological and socioeconomic environment both through primary and secondary sources were collected. The objective of data collection was to provide a database on existing conditions that can be used for predicting the expected changes and for monitoring such changes. For preparation of IEE the key relevant information sources have been summarized in Table 2.

Table 2: Primary and Secondary Information Sources

Information	Sources
Technical information on existing road features and proposed rehabilitation work. Inventorisation of road features; viz. water bodies community structures, environmental sensitive location areas, congested locations, etc.	MPRDC Design Consultant Ground physical surveys and graphics consultants
Climatic Condition	Indian Meteorological Department, ENVIS Website, NIC, primary data collection
Geology, Seismicity, Soil and Topography	Geological survey of India, SOI Toposheets, Primary data collection
Land Use/ Land Cover	Survey of India (Sol) Toposheet, Observation during survey.
Drainage Pattern	Survey of India Toposheet and field observation
Status of forest areas. Compensatory afforestation norms etc.	Divisional Forest Office, Dewas districts
Status of Fishing Activity	District Fisheries Offices at Dewas District
Air quality Noise, Soil and Water, Borrow Areas, Quarries and other construction material source	Onsite monitoring and Analysis of Field samples Design consultant and public consultation during field visit
River geo-morphology, hydrology, drainage, flood patterns.	Feasibility report, field observations
Socioeconomic Environment	Primary Census Abstract of Dewas District 2011. Official websites maintained by state Govt., and Public Consultation during the Field survey

2. Public Consultation

10. Extensive consultations were held during different stages (reconnaissance, detailed design and design review) with all stakeholders that includes local and beneficiary population,

government departments/agencies, road users and project-affected persons. This was done with intent to collect baseline information, for better understanding of the potential impacts and appreciate the perspectives/concerns of the stakeholders. Information gathered was used for integration in project design and formulating mitigation measures and environmental management plan. Detailed description of public consultation has been presented in Chapter 6.

E. Organizational Setting of Implementing Agency

11. Madhya Pradesh Road Development Corporation, Government of Madhya Pradesh is the organization responsible for construction and maintenance of roads on behalf of Government of Madhya Pradesh. MPRDC is the executing agency (EA) for this project. PIU is created within MPRDC at headquarter which is primarily the responsible unit for all ADB funded road projects. The EA capability for effective implementation of Environmental Management Plan (EMP) has been assessed and the same is presented at Chapter 7.

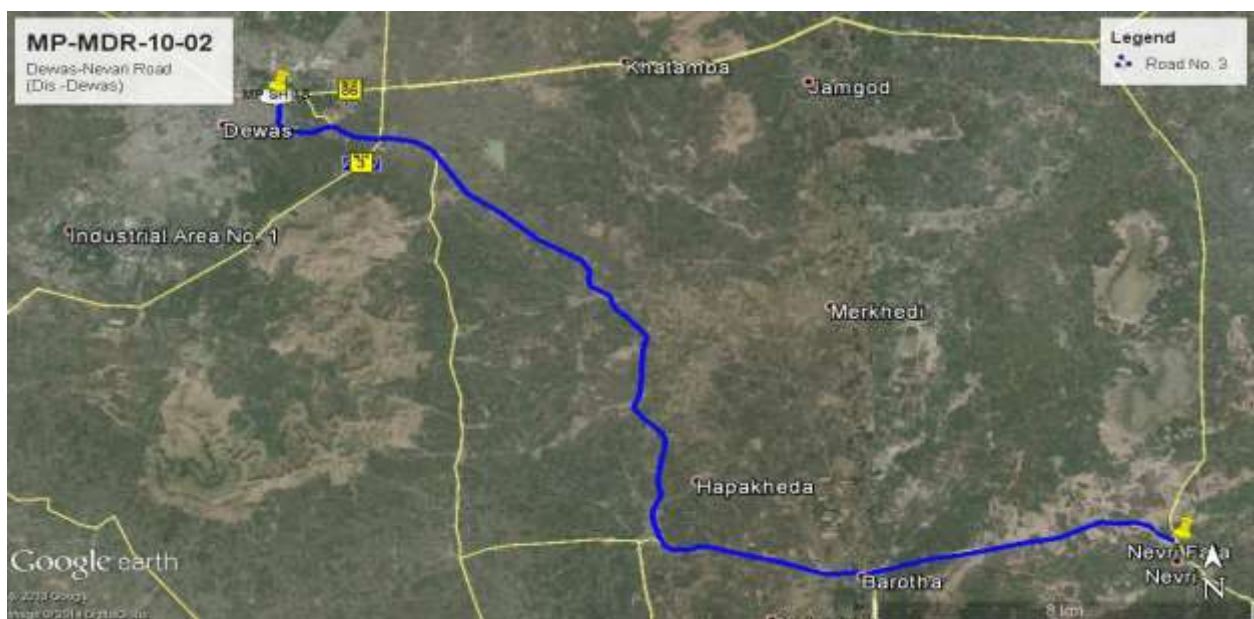


Figure 1: Location Map of Project Road

II. POLICY AND LEGAL FRAMEWORK

12. India has well defined institutional and legislative framework. The legislation covers all components of environment viz air, water, soil, terrestrial and aquatic flora and fauna, natural resources, and sensitive habitats. The environmental legislations in India are framed to protect the valued environmental components and comply with its commitment to international community under various conventions and protocols as well. Asian Development Bank has also developed interventions to guide social and environment safeguards, in their Safeguard Policy Statement, 2009. This assessment is about the applicability of above laws and regulations, and safeguards. This chapter summarizes the following:

- i. Applicability of various National and local laws and regulations at different stages of project implementations
- ii. Applicability of ADB safeguards policies and categorization of the project.

A. Country's Legal Framework and Regulatory Requirements for the Project

13. The legal framework of the country consists of several acts, notifications, rules, and regulations to protect environment and wildlife. Key policies, acts and regulations relevant for the project are provided in table 1 below.

Table 3: Summary of Relevant Environmental Legislation

Act	Objective	Responsible Institution
1. Environment (protection) Act (1986) and rules(1986)	To protect and improve the overall environment	MoEF
2. Environmental impact assessment (EIA) notification under Environmental protection Rules (2006,2009,2011) and relevant office memorandums (OM)	To provide guidance on environmental clearance requirements and clarification on related specific technical issues	MoEF
3. Wildlife protection Act (1972 and amended in 1993)	To protect wild animals and birds through the creation of national parks and sanctuaries	MoEF
4. The water (prevention and control of pollution) Act 1972 (amended 1988) and rules 1974	To provide for the prevention and control of water pollution and the maintaining or restoring of wholesomeness water.	CPCB
5. The air (prevention and control of pollution) act, 1981(amended 1987) and rules 1987	To provide for the prevention, control and abatement of air pollution, and for the establishment of boards to carry out these purposes.	CPCB and road authorities
6. Hazardous waste (management, handling and trans-boundary movement) rules 2008(amended 2009).	To protection the general public against improper handling, storage and disposal of hazardous wastes	State pollution control board

Act	Objective	Responsible Institution
7. The forest (conservation) act 1980 (amended 1988) and Rules 1981 (amended 2003)	To protect and manage forests	MoEF

1. Requirement of Environmental Clearance

14. As per provisions of Environmental Impact Assessment Notification 2006 amended (2009), and its amendments, vide notification S.O.3067(E), dated the 1st December 2009 all State Highway expansion projects, except those in hilly terrain (above 1000 m AMSL) and ecologically sensitive areas, have been exempted from Environmental Clearances.

15. Since, the project road is a major district road and not a state, the above EIA Notification, 2006 (amended till date) promulgated under Environment (Protection) Act 1986 is not applicable for the project road and hence no Environmental Clearance is required for the proposed road widening project.

2. Forests Clearance

16. As per Indian Forests Conservation Act (1980), any project requiring diversion of forests land for non-forestry purposes require forest clearance from MoEF for the same. The forestry clearance is granted through two stages process.

17. Since no diversion of forestland is involved in Project Road, no forest clearance is required for this road.

3. Permission to Withdraw Ground Water

18. As per the power Granted under Environmental Protection Act, 1986, Permission from Central Ground Water Authority is required for extracting ground water for construction purposes, from areas declared as critical or semi critical from ground water potential.

4. Required Clearances/Permissions

19. For up-gradation of the project road, required clearances/ permissions related to environment has been summarized in Table 4.

Table 4: Permissions/Clearances Required for the Subproject

S.No	Permissions/Clearances	Acts/Rules/Notifications/Guidelines	Concerned Agency	Responsibility
A	Pre-construction Stage			
1	Permission for felling of trees	Conservation Act (1980) Procedural Guidelines developed by the Department of Environment, Government of M.P.	District Forest Office/State Forest Department for trees falling in forest areas and District Authorities	MPRDC

S.No	Permissions/Clearances	Acts/Rules/Notifications/Guidelines	Concerned Agency	Responsibility
		under the orders of the Hon"ble High Court, Tree removal will be guided as per state Government rules	in non-forests areas. (Compensatory tress plantation to be made at 1:10 as per the permission granted)	
B	Implementation Stage			
2	Consent to operate Hot mix plant crushers. Batching plant.	Air (prevention and control of pollution) Act 1981.	M.P. State Pollution Control Board (To be obtained before installation)	Contractor
3	Authorization for disposal of Hazardous Waste	Hazardous Waste (Management and Handling) Rules 1989	M.P. State Pollution Control Board (to be obtained before generation)	Contractor
4	Consent for disposal of sewage from labor camps.	Water (Prevention and control pollution) Act 1974	M.P. State Pollution Control Board (before setting up the camp)	Contractor
5	Pollution under Control certificates	Central Motor and Vehicle act 1988	Department of Transport, Govt. of M.P. Authorized testing centers.	Contractor
6	Employing Labour/workers	The building other construction workers (Regulation Employment and conditions service) Act 1996	District Labour Commissioner	contractor

B. International Agreements

20. India has been playing an active role in environmental conservation since the first United Nations (UN) conference on Human Environment in Stockholm in 1972 and recognizes that protection of environment is closely linked to combating poverty. Key international agreements that India is signatory to and relevant for the project are provided below:

- a. Convention Relative to the conservation of Flora and Fauna in their Natural State (1933)
- b. International Plan Protection Convention (1951)

- c. Convention on Wetlands of International Importance, Especially as Waterfowl Habitat (Ramsar, 1971)
- d. Convention concerning the Protection of the World Cultural and Natural Heritage (Paris, 1972)
- e. Convention in International Trade in Endangered Species of Wild Fauna and Flora (Washington, 1973)
- f. Convention on Migratory Species of Wild Animals (Bonn, 1979)
- g. Convention on the Prior Informed Procedure for Certain Hazardous Chemicals and Pesticides in International Trade (PIC or Rotterdam, 1990)
- h. United Nations Framework Convention on Climate Change (Rio De Janeiro, 1992)
- i. Convention on Biological Diversity (Rio De Janeiro, 1992)
- j. Protocol to the United Nations Convention on Climate Change (Kyoto, 1997)

21. The above list of international conventions links to environmental issues anticipated under the project. However it is not anticipated that specific additional measures will be required under the project as the significance and scale of environmental impacts are very low.

C. Asian Development Bank Safeguard Policies

22. The Asian Development Bank has defined its Safeguard requirements under its "Safeguard Policy Statement 2009" (SPS). The prime objectives of these safeguard policies are to (i) avoid adverse impacts of projects on the environment and affected people, where possible; and (ii) minimize, mitigate, and/or compensate for adverse project impacts on the environment and affected people when avoidance is not possible. Since the CK Road project is likely to have potential environmental risks and impacts, it is required to comply with the safeguard requirements of the SPS and project categorization.

D. Category of the Project as per SPS

23. The project road has been evaluated considering outcome of latest ADB's Rapid Environmental Assessment Checklist (Appendix 1) for Roads and Highways. The CK Road subproject neither passes through nor is located within 10 km from any Wildlife Sanctuary, National Park, or any other environmentally sensitive or protected areas. It traverses predominantly through agricultural land and follow existing alignment. All widening is also confined to existing RoW. The majority of the activities have short-term minor, negligible, or no residual impacts. Hence, the project is categorized as Category "B" in accordance with ADB's Safeguard Policy Statement 2009

III. PROJECT DESCRIPTION

A. Rationale and Project Settings

24. This Project road starts from Mitha Talab at Dewas (SH-18) at 3-arm junction and passes through Rajoda- Barkhedi- Siroliya- Barotha and ends at Newari (Barotha Fata). The total length of the road is 26.767 km (existing) and 26.775 km (design). The alignment is single lane having width of 3.75 m only with poor stretches in most of the lengths.

25. The salient features of the Project Road is given in Table 5.

Table 5: Summary Road Components and Design Standard

Road Components	
Road Length	26.767 Km length
Alignment	Follow the existing road alignment. Except some of the locations where geometric improvements is required.
Flyovers/overpasses/ ROB	There is no Railway crossing in the alignment.
Major Bridges	No Major Bridges
Other Structures	Five minor bridges, and twenty one culverts along the Project road. (Replacement of existing structures wherever required, provision of new structure alongside existing structures wherever required)
Embankment Design	Embankment height established for 1m free board on 20 years frequency HFL Embankment height up to 3.0 m with 2H: 1V for embankment height from 3.0 m to 6.0 m with 15H: 1V. Construction of embankment of height more than 3.0 m, using borrow soil is recommended. However high embankment have been restricted within Row providing returning walls
Vertical Controls	Grade break of 0.5%, vertical curves will be provided. Length of vertical curve will be restricted to minimum 50 m
Cross-Section Elements	Carriageway: 5.5 m Cross fall will be 2.5% for pavement and 3% for paved shoulder.
Speed	Design : 80 Km/h Permissible : 65 km/h
Horizontal Controls	As per IRC: 73 – 1980 Maximum value of 7% for super elevation and 15% for side friction factor, the minimum radius for horizontal curves is 230m for design speed 80Km/hr
Structural standards	design As per IRC Codes Guidelines. Vertical Clearance 0.60 m above HFL for bridges up to 30 m length. The discharges for which the bridge has been designed are maximum flood discharge on record for a period of 50 years for minor bridges.

Source: Detailed Project Report, 2014

B. Characteristics of the Existing Road

26. The entire length of the project road runs through ghat, rolling & plain terrain and passing across several agricultural land, villages, and towns. The pavement is of flexible bituminous for the whole stretch and the visually observed condition of the pavement is fair to poor. The existing carriageway is generally 3.0 m to 3.75 m with bituminous pavement. The condition of the project road is generally poor to average. The carriageway is mostly of bituminous type, except at few sections in submergence areas where rigid pavement is noticed. The section of the road has granular shoulder of fair condition with width varying 1.0 m to 1.5 m. Table 6 presents a summary of the road configuration.

Table 6: Existing Road Configuration and Condition

Sl. No.	Existing Chainage (Km)		Length (Km)	Carriageway Width (m)	Formation Width (m)	Type of Road	Condition
	From	To					
1	0.000	26.767	26.767	3.75	6.75-7.75	BT	Poor

Source: Detailed Project Report, 2014

C. Current and Projected Daily Traffic

27. The current traffic is low on this road, which is expected to rise substantially once better road, and connectivity is provided. The current and projected average daily traffic on the project road is given current traffic is thin on this road, which is expected to rise substantially once better road, and connectivity is provided. The current and projected average daily traffic on the project road is given in Table 7. The 7-day volume count summary carried out as shown in below table.

Table 7: Summary of ADT

DAILY TRAFFIC SURVEY OF DEWAS- NEWARI ROAD

AVERAGE

Section :

DEWAS- NEWARI

Direction :

Bothways

Location: Average of all locations

Location	Motorised Traffic											Non-Motorised Traffic					Grand Total	
	Passenger Vehicles					Goods Vehicles				Agricultural		Passenger		Goods Vehicles				
	Two Wheeler	Three Wheeler	Car/Jeep	Mini Bus	Bus	Tempo / LGV	Ord. Trucks			Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Animal Drawn		Hand Cart	ADT	PC U
							2 Axle	3 Axle	M Axle					Animal Drawn	Horse Drawn			
PCU Factor	0.5	1.0	1.0	1.5	3.0	1.5	3.0	4.5	4.5	1.5	4.5	0.5	2.0	6.0	6.0	3.0		
KM 3+800	5357	27	943	32	27	405	102	72	0	56	221	180	1	1	0	5	7429	6212
KM 24+000	1106	2	159	2	8	61	65	28	1	7	56	8	0	0	0	0	1502	1421
AVG OF ALL LOCATIONS	3232	15	551	17	17	233	83	50	1	32	139	94	1	1	0	2	4466	3816

Source: Detailed Project Report, 2014.

Table 8: Summary of Projection Total traffic Volume

(Vehicle/day and PCU/day)Year	2W	3W	Car	Mini Bus	Bus	LCV	2-Axle	3-Axle	M-Axle	Tractor	Tractor with Trailer	Cycle	Cycle Rickshaw	Hand Cart	Animal Drawn	ADT	PCU'S
PCUs	1	0.5	1	1.5	3	1.5	3	4.5	4.5	1.5	4.5	0.5	2	3	6		
2014	3232	15	551	17	17	233	83	50	1	32	139	94	1	2	1	4466	3816
2015	3393	16	578	18	18	245	88	53	1	33	146	98	1	2	1	4689	4007
2020	4743	22	809	25	25	342	122	73	1	46	203	137	1	3	1	6555	5601
2025	6053	28	1032	32	32	436	156	94	1	59	260	175	1	4	1	8365	7149
2030	7726	36	1317	40	41	557	199	120	2	75	331	224	2	6	2	10677	9124

Source: Detailed Project Report, 2014.

D. Proposed Improvement

1. Alignment and Geometry

28. The entire length of the project road runs through plain & rolling terrain passing across several agricultural lands, villages and towns and the existing horizontal alignment has number of sub-standard curves which qualifies for improvement based on IRC guidelines. However these curves shall be improved following the adopted standards to the extent possible within the available ROW. Besides, the horizontal geometric design has been envisaged for maximum usage of exiting pavement in rural stretches. Vertical Alignment has been designed with respective existing road conditions.

2. Proposed ROW

29. Proposed ROW for widening of existing road is taken 25 m in open areas and 15m built-up areas as per provision in IRC 73-1980.

3. Cross Sectional Details

30. The proposed road will be Intermediate lane standard carriageway width of 5.5 m and earthen shoulder of 2.5m width either side. No median is provided for the project road. In built-up stretches where considerable commercial activity is noticed, 1.0 m wide footpath is proposed on both sides. The side drain in such stretches will be accommodated under the footpath. Minimum width of utility corridor will be 2.0 m. The provision of retaining wall is made where water pond is located next to road to minimize the requirement of ROW as well impact on water pond. The typical cross section (TCS) in built-up area, rural areas, near water pond locations, and high embankment locations are shown in Figures 2, 3 and 4.

Figure 2: Typical Cross-Section of Geometric Realigned Sections

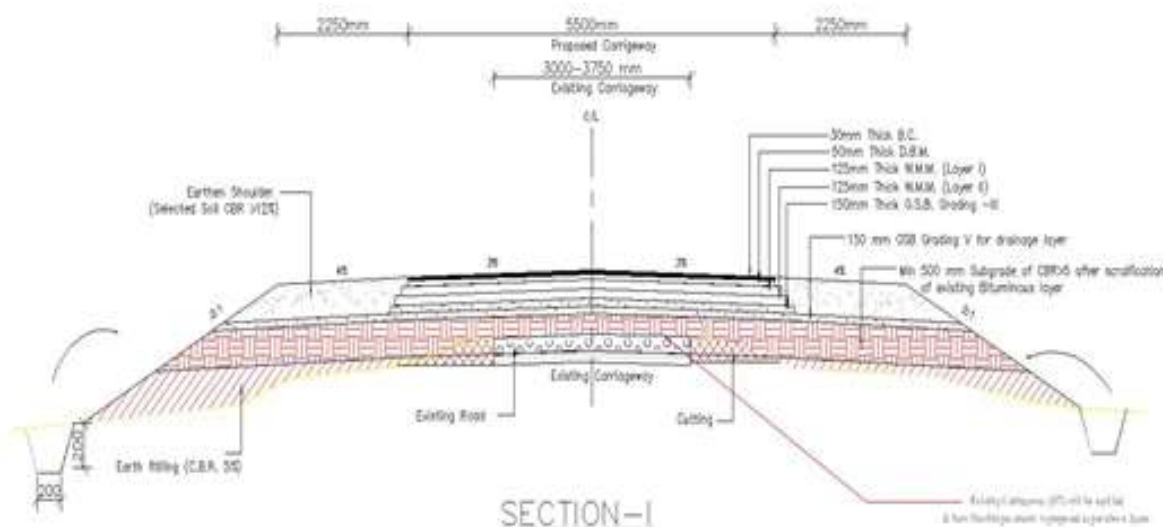


Figure 3: Typical Cross-Section in Built-Up Area

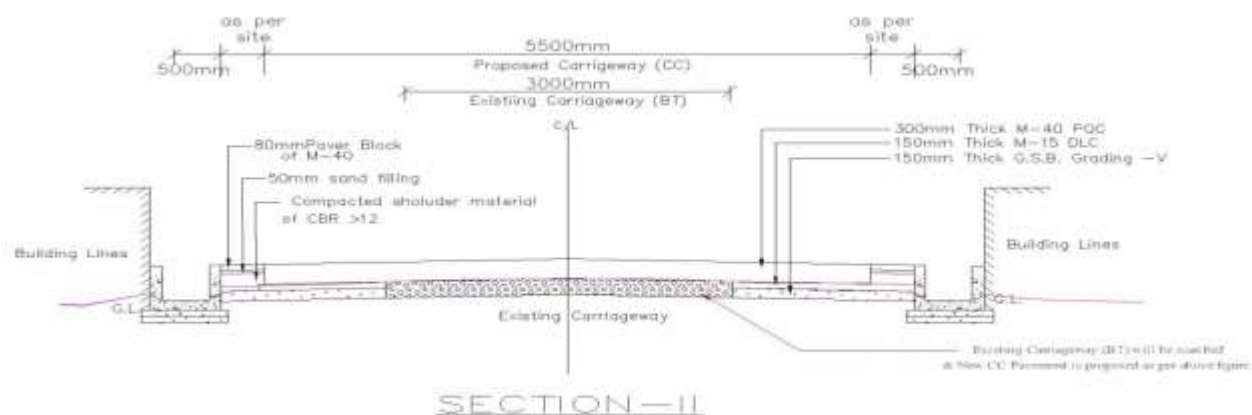
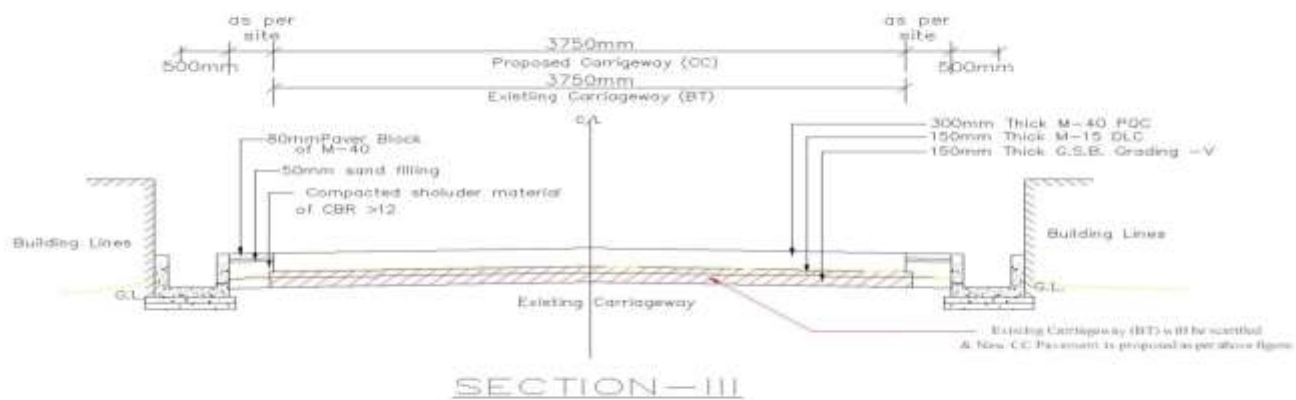


Figure 4: Typical Cross-Section in Built-Up Area



4. Widening Scheme

31. The widening is largely proposed to be concentric. However, widening is made right or left aligned as well depending on the availability of land and location of any religious/socially sensitive structures. Proposed reconstruction is either overlaying from minimum sub grade level after dismantling the existing blacktop. The existing pavement crust is in fair condition in some stretches but the ponding of water was observed frequently.

Table 9: Proposed Widening Scheme

S. No.	CHAINAGE		LENGTH (IN KM)	PAVEMENT			REMARKS	Design CBR (%)	Proposed Width	Proposed Pavement Composition					C/S Type
	FROM	TO		TYPE	CONDITION	WIDTH				BC	DBM	WMM	GSB	Sub grade	
1	0+000	4+100	4.100	BT	FAIR	4.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
7	4+100	4+850	0.750	BT	FAIR	3.0	NEW CC (Rajoda)	5.0	3.75	300 PQC	150 DLC		150	-	III
8	4+850	8+100	3.250	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
9	8+100	8+600	0.500	BT	FAIR	3.0	NEW CC (Barkhedi)	5.0	5.5	300 PQC	150 DLC		150	-	II
10	8+600	14+350	5.750	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
11	14+350	14+850	0.500	BT	POOR	3.0	NEW CC (Sirolya)	5.0	5.5	300 PQC	150 DLC		150	-	II
12	14+850	15+100	0.250	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
13	15+100	15+450	0.350	BT	FAIR	3.0	NEW CC (Sirolya)	5.0	5.5	300 PQC	150 DLC		300	-	II
14	15+450	18+700	3.250	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
15	18+700	19+050	0.350	BT	FAIR	3.0	NEW CC (Baroatha)	5.0	5.5	300 PQC	150 DLC		150	-	II
16	19+050	19+200	0.150	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
17	19+200	19+750	0.550	BT	POOR	3.0	NEW CC (Baroatha)	5.0	5.5	300 PQC	150 DLC		150	-	II
18	19+750	20+150	0.400	CC	GOOD	3.0	CC widening	5.0	5.5	300 PQC	150 DLC on widening		150	-	II
19	20+150	20+550	0.400	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I
20	20+550	26+600	6.050	BT	GOOD	3.0	Reconstruction from Base	5.0	5.5	30	50	250	300	500	I

S. No.	CHAINAGE		LENGTH (IN KM)	PAVEMENT			REMARKS	Design CBR (%)	Proposed Width	Proposed Pavement Composition					C/S Type
	FROM	TO		TYPE	CONDITION	WIDTH				BC	DBM	WMM	GSB	Sub grade	
21	26+600	26+775	0.175	BT	FAIR	3.0	NEW CC (Newari)	5.0	5.5	300 PQC	150 DLC		150	-	II
Total			26.775												

Source: Detailed Project Report, 201

5. Pavement Design

32. As per IRC 37:2012, PLATE-3 , For MSA = 5 and CBR = 5%

Table 10: Proposed Pavement Design

Sub grade	GSB	WMM	DBM	BC
500	300	250	50	30

Source: Detailed Project Report, 2014

6. Junctions Design

33. There are 17 junctions (2 major and 15 minor) existing junctions throughout the length of the road. Crossroads with paved carriageway are only considered for development of the junctions.

34. Major and minor junction improvements are kept at Grade as per the standard specification (IRC SP:41:1994 - Guidelines on Design of At-Grade Intersections in Rural and Urban Roads).

7. Improvement of Bridges

35. There is no major bridge as well as minor bridges throughout the road alignment.

8. Culverts

36. Total 21 nos of culverts exist on project road, which are proposed to Re-construction 5 no due to their physical condition, in addition to that 16 no New Construction (16 HPC) of culverts are also proposed as balancing culverts. The summary of development of culverts showed in (Table 11). The existing and proposed details are listed below.

Table 11: Summary of Development of Culverts

Types of Culverts	No. of Culverts and Proposed Development				Total
	Widening	Reconstruction	Proposed	Retained&Repair	
Slab Culverts	-	-	-	6	6
Pipe Culverts	8	5	16	-	29
VCW Culverts	-	-	-	2	2
Total	8	5	16	8	37

Source: Detailed Project Report, 2014

9. Roadside Drainage

37. Based on the hydraulic study and site conditions unlined drains are proposed in the rural section, RCC rectangular drains are proposed in the built-up section and hut drains are proposed in the high embankment section.

10. Road Furniture and other Features

38. The road furniture, traffic safety features and other facilities included in the design are as given below:

- **Road Markings:** Road markings perform the important function of guiding and controlling traffic on a highway. The markings serve as psychological barriers and signify the delineation of traffic paths and their lateral clearance from traffic hazards for safe movement of traffic. Road markings are therefore essential to ensure smooth and orderly flow of traffic and to promote road safety. The Code of Practice for Road Markings, IRC: 35-1997 has been used in the study as the design basis. The location and type of marking lines, material and color is followed using IRC: 35-1997 – “Code of Practice for Road Markings”. The road markings were carefully planned on carriageways, intersections and bridge locations
- **Cautionary, Mandatory and Informatory Signs:** Cautionary, mandatory and informatory signs have been provided depending on the situation and function they perform in accordance with the IRC: 67-2001 guidelines for Road Signs.
- **Road Humps and Rumble Strips:** The Road Humps are formed by providing rounded hump of 3.7m width (17m radius) and 0.10m height for the preferred advisory crossing speed of 25 kmph for general traffic as per the IRC: 99–1988 guidelines. The basic material for construction is bituminous concrete formed to required shape. Road humps are located at T-intersections (and cross road intersections) on minor roads or perpendicular arms about 25 m away from the inner edge of the carriageway. Proper signs boards and markings are provided to advise the drivers in advance of the situation. Road humps are extended across carriageway up to the edge of paved shoulder. Rumble Strips are formed by a sequence of transverse strips laid across a carriageway. Maximum permitted height of 15mm, provided no vertical face exceeds 6mm. These rumble device produce audible and vibratory effects to alert drivers to take greater care and do not normally reduce traffic speeds in themselves. Proper signboards and marking are proposed to advise the drivers in advance of the situation.
- **Borrow and Quarry Materials Sourcing.** Potential sources of earth for the construction of embankment and sub grade have been identified on either side of Project Road. The borrow earth, sand and quarry material will be sourced locally within a distance of about 15.-20 Km from the road. (Guidelines for Borrow Area Management are given in Appendix 2).

E. Water for Construction

39. Water for construction of the project road will be taken from ground water after obtaining necessary permissions. No public water sources will be used for road construction.

F. Construction Camps

40. One construction camp shall be set up by the contractor at a suitable location along the project corridor which will be set up in consultation with the Project Director and Madhya Pradesh State Pollution Control Board.

G. Construction Schedule

41. The road up-gradation work is planned to be completed within 24 months from the construction start date.

IV. DESCRIPTION OF THE ENVIRONMENT

A. Introduction

42. The collection of baseline information on biophysical, social and economic aspects of the project area is the most important reference for conducting Initial Environmental Examination (IEE) study. The description of environmental settings includes the characteristic of area in which the activity of the project road would occur and cover area affected by all impacts. The existing baseline line conditions has been analyzed based on primary data collection with regard to air quality, water quality, noise, soil, biodiversity and socio- economic aspects and secondary data collection from published source and various government agencies.. Efforts have been made to collect the latest information both at regional as well as local level especially along the project roads alignment. The primary survey for water, air, noise and soil was carried out during May 2014. The project road sampling locations were selected along the settlements.

43. This will help to predict likely changes in the environment due to the proposed project activities. The existing baseline data and analysis around Project Road is presented in the following sections.

B. Physical Environment

1. Topography, Physiography & Geology

44. Madhya Pradesh the second largest state of the country has a geographic area of 30.82 million hectare, which constitutes 9.37% of the land area of the country. “Madhya Pradesh” by virtue of its geographical location can be termed as “Heart of India”. The soils of state are rich and fertile. The state has a variety of soils ranging from rich clayey to gravelly. The major groups of soils found in the state can be divided in to following four categories i.e. alluvial, medium & deep black; shallow & medium black; and mixed red & black. Categorically state has two agro climatic zones namely (i) Central Plateau & Hill Region and (ii) Western Plateau & Hill Region. These two zones have been further sub-grouped and the description regarding area and its soil & geological features is given in Table 12 below:

Table 12: Geological Features of the State

Zone	Sub-group (Region)	District covered	Rainfall (mm)	Climate	Type of Soil
Central Plateau and Hill Region	1. Bundelkhand	Chatterpur, Datia, Tikamgarh	700	Dry sub humid	Mixed red & Black
	2. Madhya Pradesh Hills	Mandla, Dindori	1570	Moist sub humid	Red & Yellow
	3. Key more Plateau & Satpura Hills	Jabalpur, Panna, Satna, Rewa, Sidhi, Seoni, Katni, Balaghat, Shahdol, Anoopur, Umariya	1100	Dry sub humid	Medium Black
	4. Vindhya Plateau	Bhopal, Damoh, Raisen, Sagar, Sehore, Vidisha	1130	Dry sub humid	Shallow to Medium Black

	5. Satpura Plateau	Betul, Chhindwara, Narsinghpur	1220	Dry subhumid	Shallow to Medium Black
	6. Central Narmada Valley	Hosangabad, Harda	1300	Dry subhumid	Deep Black
	7. Gird	Morena, Bhind, Gwalior, Guna, Shivpuri, Ashoknagar, Sheopur	670	Semi-arid	Medium Black alluvial
Western Plateau and Hill Region	8. Jhabua Hills	Jhabua	988	Semi-arid	Medium to deep black
	9. Malwa & Nimar Plateau	Indore, Dhar, Ujjain, Ratlam, Dewas, Mandsaur, Rajgarh, Shajapur, Khandwa, Khargone, Neemuch, Badwani, Burhanpur	874	Semi-arid	Medium to deep black

45. Figures 5 and 6 show the geological and soil map of MP.

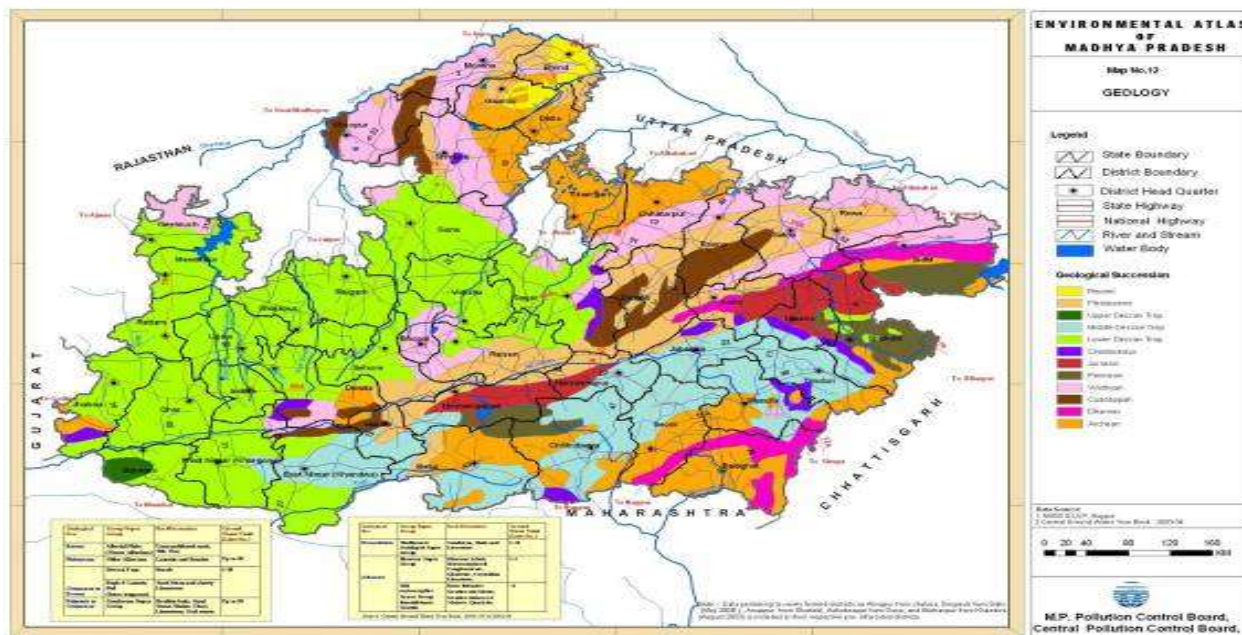


Figure 5: Geological Map of MP

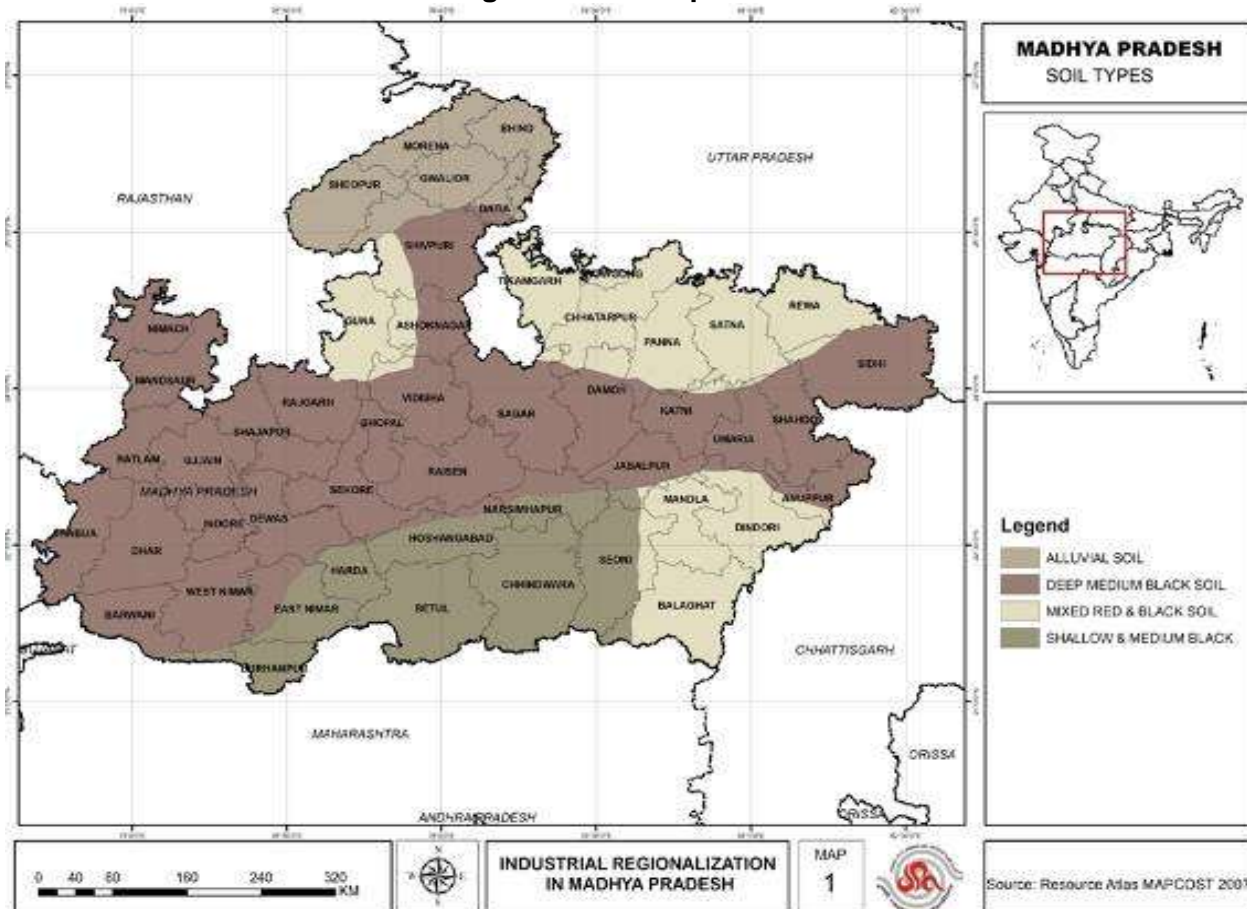
46. Geology of the study area is underlain by rocks of Bengapal group, Amagaoan group and iron ore series, belonging to Archean to middle proterozoic age, overlain unconformably by Chandrapur group. Recent to sub recent age alluvial deposits comprising gravel, sand, clay and laterite also occur in the area. Soil of various types found in the area can be broadly be placed under three groups (i) deep black soil (ii) yellow soil and (iii) red lateritic soil .The soil samples have also been collected at Ch-2+300(Dewas),Ch-13+900(Badkheda) and Ch-25+400(Barotha) Chalong the project corridor and results are presented in Table 13.

Table 13: Soil Quality Along the Project Road

S.No	Parameters	Unit	Ch-2+300 Dewas	Ch-13+900 Badkheda	Ch-25+400 Barotha
1	pH	-	8.14	8.21	8.10
2	Electrical Conductivity	umhos/cm	25.74	27.3	26.5
3	Water holding capacity	%	28	27	28
4	Nitrogen as N	mg/kg	1070.41	1056.6	1120.36
5	Potassium as K	mg/kg	144.26	146.12	148.32
6	Phosphorus as P	mg/kg	20.7	19.6	19.3

47. The results shows that all the parameters are in permissible limits.

Figure 6: Soil Map of MP



2. Seismicity

48. Madhya Pradesh falls under zone least active to moderate zone as per seismic map of India. The Figure 7 shows seismic Zone map of India.

Figure 7: Seismic Zone Map of India



Source: IS 1893 (Part 1) 2002

3. Surface and Ground Water Hydrology

a. Surface Water Hydrology

49. The project road is not crossing any perennial river. There are only few small natural streams and drains which remain dry in non-rainy season.

50. Water pond in villages serves as important common utility area. It is mainly used for bathing and cattle usages. The details of water bodies located along the project road are presented in Table 14.

Table 14: Details of Water Bodies Along the Project Road

S.no.	Pro. Chainage	Distance from Center line	Left/Right	Remarks
1	0+050	7.6	R	Pond
2	5+440	20	L	Well
3	5+445	18	R	Well
4	8+375	10	L	Hand Pump
5	8+440	20	R	Hand Pump
6	15+145	12.5	R	Hand Pump
7	15+352	15	R	Hand Pump
8	15+850	9	R	Hand Pump
9	19+750	4	L	Hand Pump
10	20+125	14	L	Well
11	21+175	8	R	Pond
12	26+400	8.7	L	Hand Pump

Source-field Survey,2014

b. Rainfall

51. Rainfall data was collected from Bhopal IMD station, which is the nearest IMD station in the project area. On an average, 1289 mm of rainfall is received annually mainly from southeast monsoon in the project area. The region is classified as heavy rainfall area. Normally rains start in June and continue up to October. Nearly 94.5 % of annual rainfall is received during June to October months. About 2.3% of the normal rainfall is received during the winter season. On an average, there are about 62.3 rainy days in a year.

c. Ground Water Hydrology

52. Ground water is the dominant water source in the area. The source of recharging of ground water is mostly from precipitation (rainfall) and from ponds. Hand pumps are commonly used to draw the water from ground in the villages. Static water levels vary along the stretch of project road. First or upper ground water aquifer lies in the range of 12 to 18 m below ground level (bgl). The ground water levels in the area show a decline of 1.2 m to 1.5 m from post monsoon to pre monsoon period.

4. Water Quality

53. Water quality along the project road has been analyzed for assessing the water environment and to evaluate anticipated impact of the project road. Ground water sources along the road alignment were examined for physio-chemical parameters as surface water sources were dried during survey period. The samples were collected and analyzed as per the procedures specified in 'Standard Methods for the Examination of Water and Wastewater' published by American Public Health Association (APHA). Samples for chemical analysis were collected in polyethylene carboys. Samples collected for metal content were acidified with 1 ml HNO₃. Samples for bacteriological analysis were collected in sterilized glass bottles. These water samples were taken as grab samples and were analyzed for various parameters and compared with the standards for drinking water as per IS: 10500. Ground water samples were collected from most commonly used hand pumps along the project road. The color of water

samples is less than <1 Hazan unit and odour is unobjectionable. Turbidity in surface water samples was found to be less than 1 NTU (Nephelometric Turbidity Unit). The ground water samples have been collected at three location and result are given in Table 15.

Table 15: Water Quality in the Project Road Area

S. No.	Parameter	Unit	Method no.	Requirement as per IS-10500-2012		Location		
				Desirable Limit	Permissible limit	Ch-8+375 Badhkheda	Ch-15+145 Siroliya	Ch-26+400 Barotha
1	pH	-	4500	6.5-8.5	No Relaxation	7.61	8.09	7.92
2	Turbidity	NTU	2130	5	10	4.1	1.4	2.9
3	Conductivity	Umhos/cm	2510	-	-	911	920	899.13
4	Alkanity	mg/lit	2320	200	600	140.67	141.99	141.86
5	Total Dissolve Solid (TDS)	mg/lit	2540	500	2000	378	239	479
6	Total Hardness as CaCO ₃	mg/lit	2340	300	600	194	128	120
7	Ca Hardness as CaCO ₃	mg/lit	3500	-	-	128	82	71
8	Mg Hardness as CaCO ₃	mg/lit	2340	-	-	66	46	49
9	Chloride as Cl	mg/lit	4500	250	1000	3.92	4.79	4.15
10	Sulphate as SO ₄	mg/lit	4500	200	400	39.86	40.36	38.47
11	Iron as Fe	mg/lit	3500	0.3	1	0.30	0.39	0.32
12	Nitrates as NO ₃	mg/lit	4500	45	100	11.12	11.67	9.8
13	Fluorides as F	mg/lit	4500	1.0	1.5	0.087	0.077	0.068
14	Phosphates as P	mg/lit	3500	-	-	<0.1	<0.1	<0.1
15	Coliforms	No. per 100ml	IS:15185	Absent	100	Absent	Absent	Absent

Source: Field monitoring, Aug,2014

54. The water quality meets the permissible limit of water quality as per IS: 10500.

5. Climatology

55. The climate of the project area is characterized by intensely hot dry summer and well distributed rainfall, in south-west monsoon season and winter. Generally, the project area experiences the following four seasons in a year:

- The summer season (also known as pre-monsoon season) starts around Holi festival in March but the mercury rises to the peak in May and first week of June with the mean daily maximum temperature at about 40°C, and the mean daily minimum at about 26°C.
- The rainy season starts around mid - June and continues up to September.
- The winter season starts around the last week of November and continues up to February.
- The intervening period October and November, is the Post-monsoon season or retreating monsoon period.
- The mean daily maximum temperature varies from 27.3°C to 42.0°C, while the mean daily minimum temperature varies from 13.2°C to 28.3°C. Data collected from IMD indicates that May is hottest month.
- Relative humidity is highest during July to September months (85 to 87% at 8:30 hr and 76 to 78% at 17:30 hr) and lowest during April and May months (39% at 8:30 hr and 23% at 17:30 hr).

6. Ambient Air Quality

56. Ambient air quality with respect to area along the project road form baseline information. The study area represents mostly rural/residential environment. The sources of air pollution in the region are vehicular traffic; dust arising from unpaved road and domestic fuel burning. The prime objective of the baseline air quality study is to establish the existing ambient air quality along the project road. This will also be useful for assessing the conformity to standards of the ambient air quality specified by CPCB due to the construction and operation of the project road. The baseline status of the ambient air quality has been established through a scientifically designed ambient air quality monitoring network. The Ambient Air Quality (AAQ) has been monitored at 3 locations (Siroliya, Barotha and Newari) along the project road for Particulate Matter (PM_{2.5}), Particulate Matter (PM₁₀), Sulphur Dioxide (SO₂), Oxides of Nitrogen (NO_x); and Carbon monoxides (CO) using standard analysis technique (Table 16).

Table 16: Techniques Used for Ambient Air Quality Monitoring

Sl. No.	Parameter	Technique	Minimum Detectable Limit (ug/m ³)
1.	Particulate Matter (PM _{2.5})	Gravimetric Method	1.0
2.	Particulate Matter (PM ₁₀)	Gravimetric Method	1.0
3.	Sulphur dioxide	Modified West and Gaeke	5.0
4.	Nitrogen Oxide	Modified Jacob & Hochheiser	5.0
5.	Carbon Monoxide	Non Dispersive Infrared Spectroscopy (NDIR)	1

57. Ambient air quality monitoring results for PM_{2.5}, PM₁₀, SO₂, NO_x and CO concentrations are given in Table 17 and summarized below. The monitored values are

compared with National Ambient Air Quality Standards prescribed by Central Pollution Control Board (CPCB) for residential, rural and other areas. The Ambient air quality levels meet the National air quality standards for rural, residential and industrial area all along the project road.

Table 17: Ambient Air Quality Along the Project Road

Location	Period	PM _{2.5}	PM ₁₀	SO ₂	NO ₂	CO
		µg/m ³	µg/m ³	µg/m ³	µg/m ³	mg/m ³
A. Prescribed Standard		60	100	80	80	4
B. Monitored Result						
Siroliya	24 hrs	20.15	41.23	18.11	22.35	Not Detected
Barotha	24 hrs	20.75	48.32	19.12	23.84	Not Detected
Newari	24 hrs	18.10	37.16	16.94	21.34	Not Detected

Source: Field monitoring, Aug,2014

7. Noise Measurements

58. During the study period, preliminary reconnaissance survey was undertaken to identify the major noise generating sources in the area. The noise at different noise generating sources has been identified based on the Industrial, commercial and residential activities, traffic and noise at sensitive areas. Sound Pressure Level (SPL) measurements were undertaken at four locations. Table 18 gives the noise levels along the road.

Table 18: Noise Levels Along the Project Road

Locations	Day Time dB(A)	Night Time dB(A)	Prescribed Standards dB(A)	
			Day Time	Night Time
Rajoda	49.83	41.76	55	45
Siroliya	49.45	41.74	55	45
Newari	49.12	41.84	55	45

Source: Field monitoring, Aug,2014

C. Ecological Resources

1. Forests and habitat types

59. The Project road passes through some reserved & protected forest, however, there will be no need for acquiring forest land for the project road as all construction will be done within the existing right of way. The road passes mainly through agricultural areas, towns and some forests which are mainly manmade. Hence, overall the project road is mainly located in modified habitat areas as defined in the ADB SPS.

2. Trees Along the Project Road

60. There is total 94 trees cutting involved in the project. The common trees found along the road are Neem, babool etc.



Figure 8: Road Measurement



Figure 9: Tree Measurement

61. Summary of tree along the project corridor are as given in Table 19.

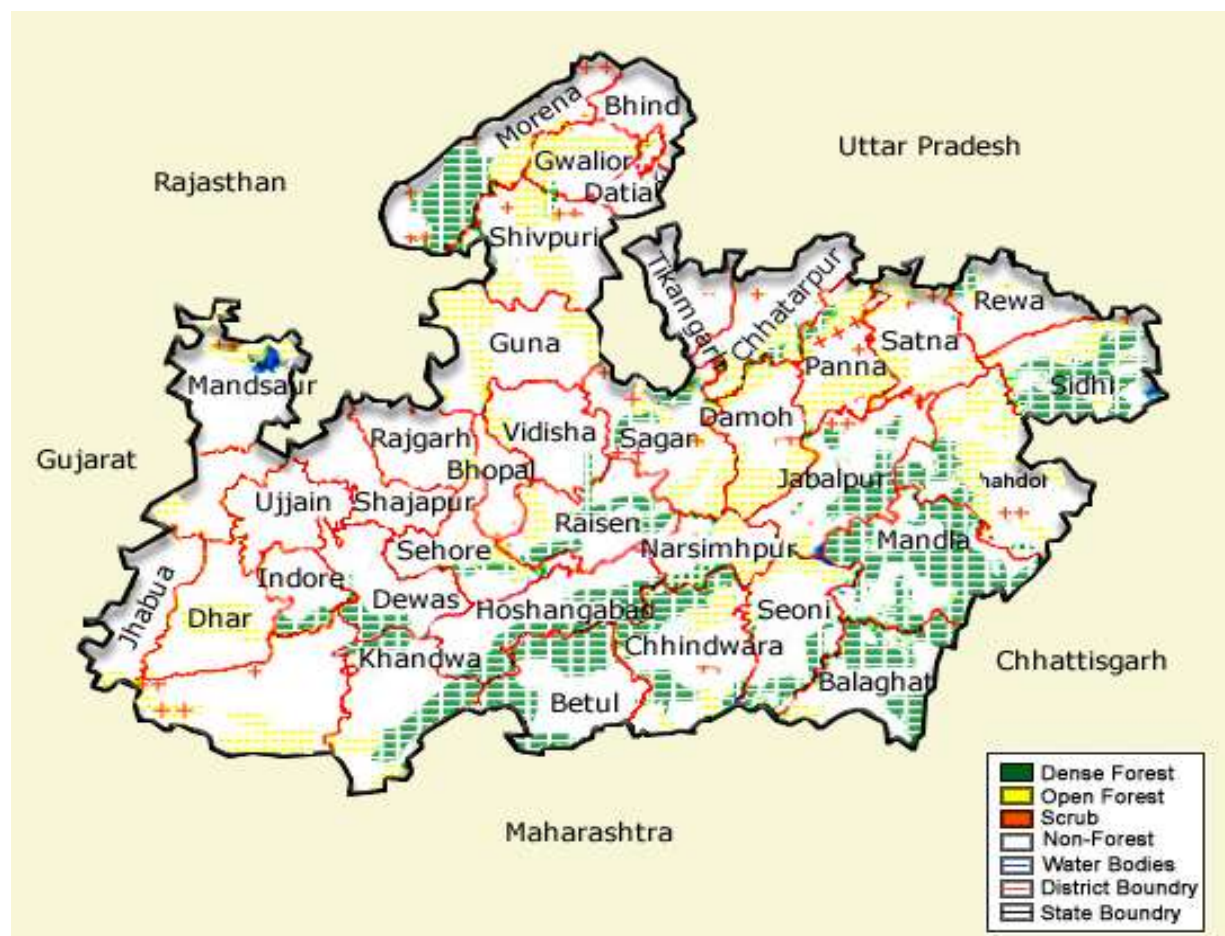
Table 19: List of Trees within Proposed Corridor

Side	Girth in m				Total No. of Trees	Major Species Babool & Neem
	0.3 to 0.6m	0.6 to 0.9m	0.9 to 1.2m	>1.2m		
Left	13	12	7	22	54	
Right	6	15	6	13	40	
Total	19	27	13	35	94	

Source: Field monitoring, Aug, 2014

3. Wildlife and Protected Areas

62. There is no wildlife Sanctuary, national park or bio-reserve within 10 km from the project. The Protected Areas/Wildlife Sanctuaries of MP State are presented in figure 10..



Source: State Forest Department, Govt. of MP

Figure 10: Protected Areas/Wildlife Sanctuaries of MP State

4. Aquatic Ecology and Fisheries

63. There is no river crossed by the project road. Natural drains will be crossed by suitable bridges and natural course of water bodies will not be affected by the widening of the project road. Therefore, aquatic biology is not an issue for the project road.

5. Rare or Endangered Species

64. No rare or endangered species found in the area along the project road.

6. Fauna and Wild life

65. The project road traverses mainly through agricultural fields and during field survey no wild animals were spotted. However in discussion with the Forestry Department and during the public consultations, it was found that common fauna in the study area are, Chital (Axis axis), langur, deer, jungle cat, fox, monkey, hare, peacock, and snakes.

D. Economic Development and Social and Cultural Resources

1. Social and Cultural Resources

66. The growth of development activities in an area is bound to create its impact on the socio-economic aspects of the local population. The impacts may be positive or negative depending upon the nature of the development activities. To assess the impacts of project road on the socio-economic environment, it is necessary to study the baseline socio-economic status of the area. Baseline environmental conditions along the project road with respect to demographic and socio-economic conditions are discussed in subsequent sections:

2. Transportation

67. Good transportation facilities are available on the project road. People along the project road use their own transport facilities such as motor cycles, moped, etc. There are only few buses ply on the project road due to poor road conditions.

3. Agricultural Development

68. Kharif is the major cropping season in the area along the road. Kharif crops are usually sown with the first rain in June. The major Kharif crop in the district is paddy. Rabi is only a minor cropping season and major crops during the rabi season are pulses and oilseeds. Wheat is a minor crop in the area.

4. Mineral Development

69. There is no mine and mining activities along the project road.

5. Socio-economic Conditions of Madhya Pradesh

70. Madhya Pradesh was established on 1 November 1956. Madhya Pradesh comprised 51 districts; by 2011 census, it had 51 districts, 232 Taluks 370 Towns and 55842 villages. Madhya Pradesh has a population of 72,597,565 (2011 census). The State ranked number 6th among all the states and UTs. HDI rank 26th (2005) The total area is 308252 km. Population density 236/km² (610/sq mi). Literacy 70.60% (2011)

71. The land area share is 4.11% of India. The population of Madhya Pradesh increased from 18,615,000 in 1951 to 72,597,565 in 2011. The population growth rate was 24.3% during 1991-2001, higher than the growth rate of 20.3% in the proceeding decade. The decadal growth rate of Madhya Pradesh was also lower than the country growth of 21.3%. The population density is 236 per sq. km lower than the density rate of 324 per sq. km for all India. It is one of the more sparsely populated state in India, ranking 6th. The sex ratio of 930 females for 1000 male is lower than the all India sex ratio of 933. Child population sex ratio (0-6 years) is 975 girls for 1000 boys much higher than the all India ratio of 927. The literacy rate for the population age 7 and above is 70.60% for males 80.5% for females 60% of the total population. Madhya Pradesh ranks 6th among 35 states of India and territories.

72. In Madhya Pradesh, 72.36% of the population lives in rural areas and about 27.63% of the population lives in urban area. 20.8% of the population is (tribal) schedule tribes, 15.6% schedule caste.

6. Dewas District Profile

73. Dewas District in Ujjain Revenue Division, is situated on the Malwa plateau in the West-central part of Madhya Pradesh. Dewas is primarily an industrial district, with an area of 7,020 km². The district is bounded by Ujjain district in the north, Indore district in the west, West-Nimar district in the south-west, East Nimar district in the south, Hoshangabad district in the South East, Sehore district in the east and Shajapur district in the North-East. The tropic of cancer passes through the district near Nemawar village, south of Khategaon town. The district has a population of 15.63 lakhs as of 2011. Dewas has a population density of 223 per sq km, which is less than the average state population density of 236 per sq km. Urbanization in Dewas is comparable with the state average, with 28.9% of population living in urban areas, in contrast to average MP urban population of 27.6%. As of 2011, gender ratio of the district stands at 942 females per 1000 male population, whereas child sex ratio (0-6 years) is lower at 907 girls per 1000 boys.

Table 20: Demographical Profile of Dewas

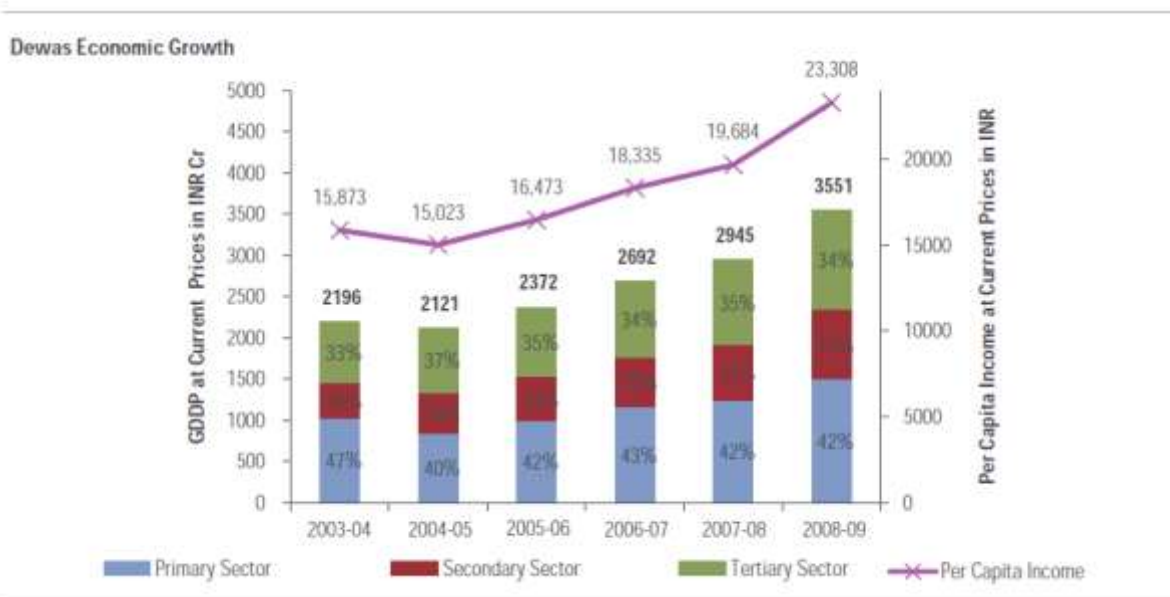
Particular	Unit	Dewas
Population Growth Rate	%	19.53
Child Population	No.	229339
Population Density (no. of persons)	per km ²	223
Sex Ratio (no. of females/males)	per '000	942
Scheduled Caste population	%	18.67
Scheduled Tribe population	%	17.43
Level of Literacy	%	70.53

- a. **Density, 2011:** The initial provisional data released by census India 2011, shows that density of Dewas district for 2011 is 223 people per sq. km. In 2001, Dewas district density was at 186 people per sq. km. Dewas district administers 7,020 square kilometers of areas.
- b. **Level of Literacy:** As of 2011, the literacy rate in the district (70.53 percent) is on par with state average of 70.63 percent. There are 3,051 schools in the district with private sector participation being around 28 percent, which is higher than state **average** of 17% private sector participation, indicating higher affordability and urbanization in the district. Dewas has many good schools for education, up to HSC level. For higher education, there are a few colleges, but students prefer to move to Indore because of its close proximity, advanced facilities and options for higher education and various professional courses to choose from.
- c. **Population Growth Rate:** There was change of 19.53 percent in the population **compared** to population as per 2001. In the previous census of India 2001, Dewas District recorded increase of 26.50 percent to its population compared to 1991.
- d. **Sex Ratio, 2011:** With regards to Sex Ratio in Dewas, it stood at 942 females per 1000 males compared to 2001 census figure of 930. The average national sex ratio in India is 940 as per latest reports of Census 2011 Directorate. In 2011 census, child sex ratio is 918 girls per 1000 boys compared to figure of 930 girls per 1000 boys of 2001 census data.

- e. **Child Population, 2011:** In census enumeration, data regarding child under 0-6 age were also collected for all districts including Dewas. There were total 229,339 children under age of 0-6 against 231,195 of 2001 census. Of total 229,339 male and female were 119,566 and 109,773 respectively. Child Sex Ratio as per census 2011 was 918 compared to 930 of census 2001. In 2011, Children under 0-6 formed 14.67 percent of Dewas District compared to 17.67 percent of 2001. There was net change of -3 percent in this compared to previous census of India.

74. **District Economy:** The district economy had registered a growth rate of 10.09 percent CAGR between 2003-04 and 2008-09 as against the state growth rate of 9.07% during the last five years. Tertiary and Primary sectors are the major contributors of the district economy, contributing 42 and 34 percent respectively to the district income, while growing at 8 and 10.39 percent CAGR Respectively , over the past 5 years. In absolute value terms, however, the secondary sector has grown at a faster rate of 14 percent. The district per capita income is INR 23,308, which is comparable to the state average of INR 24,709.

Figure 11: Dewas Economic Growth



75. **Agriculture and Allied Sector:** Total geographical area of Dewas district is 7020 km². Forest area is 29.43% of total land in the district whereas area under cultivation is 55.3% of total district land. Also, 60.8% of cultivated land is dual cropped which is much high in comparison to state average of 38%. The type of soil in Dewas is deep fertile & well drained. Deep soil constitutes 51.81%, Medium deep soil constitutes 17.95% and Shallow soil constitutes 65.66 percent of total soil available in Dewas. The total area irrigated by canals is 67.6 km² of the total area sown of 3,884 km². The total area irrigated by bore wells is 931 km², and by open wells 659 km². The total area under assured irrigation from various sources is 1,936 km² which is 50% of the net sown area. Hence, almost 50% of the sown area in the district is rain-fed. Soyabean is cultivated on 76.26% of agriculture land, Gram is cultivated on 28.14% of agriculture land, and wheat is cultivated on 13.8% of total agriculture land. Potato, Onion and

Garlic are other major crops grown in Dewas. There are 2,76,410 cattle, 94,130 buffaloes and 1,25,090 goats present in Dewas.

76. **Industry:** Dewas is an industrial city of the state. It has many mid-sized and small industries. The largest companies include Kirloskars, Arvind Mills, S Kumars, Tata - Cummins, Gajra Gears, Gabriel India Ltd, Ranbaxy Labs, Steel Tubes and the Bank Note press. Rapid industrialization took place in the late 70s and early 80s, but due to inadequate infrastructure, the pace has been slower since the late 80s. There are still large companies delivering substantial profits, however. Dewas is known as the Soya capital of India and is a major part of the soya bean processing industry in the country. Secondary sector in Dewas grew at 14 percent CAGR over the last five years, and it contributes 24% to Dewas' GDDP.

77. Major industries are Mechanical, Metal, Agro based, Textile based, Pharmaceutical and Electrical based. Vicinity of Indore to Dewas serves as major catalyst for industrial development in Dewas. Some of the key exportable products from the district include Soya De-Oiled Cake and Soya Products, Fabrics, Automobile Parts, Pharma products, General Engg. Items , Turbo charger, Machinery spares , cigarette filters, etc

78. Between 2006-07 and 2011-12, Small Scale Industries category received investments worth INR 37 Crores, generating incremental employment of 4,040. Metal based and textile industries alone constitute 49% of the total investment in SSI segment in 2010-11. Besides these, Engineering, Agro and Paper based industries constitute another important SSI segments in Dewas.

79. In recent years, some industries have closed their operations due to a shortage of sufficient infrastructure to support growth. The main factor is the shortage of water, as the water table has significantly reduced due to excessive usage in the previous decades. Due to its high location above mean sea level and at one corner of the plateau, constant wind flows in the region making it perfectly suited for harvesting wind energy. MP wind farms have chosen an ideal location for planting more than 100 large wind mills on a hill some 13 km from Dewas. It generates around 15 megawatts of power. A few private companies have financed these to get uninterrupted power supply. Based on discussions with District Industries Officials, the following have been identified as industry segments with potential for growth - Automobile, & general engineering, Electrical, Electronics, Food Products, Soya based products and Textile industries.

80. **Service Sector:** Services sector contributes about 34 percent to GDDP. The sector grew at 10.39 percent between 2004-05 and 2008-09. Hospitality segment constitutes 35.29% of total services product, and has grown at 9.2 percent between 2004-05 and 2008-09. Communication sector saw a health growth rate of 16.1% between 2004-05 and 2008-09, indicating the living standard development of district. Storage and transport segments are other fast growing services segments in Dewas.

81. Overall healthcare reach at the district level is slightly less than the state average. Healthcare accessibility, in terms of number of PHCs and SHCs per lakh population, in the district is 1.41 and 11.52 units per lakh population respectively in comparison with the state average of 1.6 and 11.9 units per lakh population respectively. Dewas offers logistical support for development of trade and services in the district. Dewas Junction is a Standard Broad Gauge Railway Station which belongs to Ratlam Division of Western Railway (India) Zone. Dewas Junction lies on Indore Junction BG - Ujjain Junction branch line, and it has one line originating and going towards Maksi Junction which connects Nagda /Bhopal Junction WR-CR link line. There are regular trains plying to Mumbai, Delhi, Kolkata, Chennai and other major

cities. All trains, including superfast and express trains, stop at the station. The electrification of the Indore-Ujjain section is underway and expected to be finished soon.

82. Dewas is also well connected to major cities in state and Central India through extensive network of national and state highways. NH3 Agra Mumbai National highway (A.B. Road) passes through the town. Based on discussions with District Industries Officials, it was ascertained that the district has potential for the following activities in the sector sector DTP Work, Internet cafes and Online Service, Two wheeler Auto mobile services, Electric Motor repairing Service, Four wheeler repairing service, Beauty Parlor, Tailoring Service and Transport.

83. **Current Employment Scenario in the District:** Work participation rate in the district (47.01 percent) is relatively higher than the state average of 31.7 percent. Typical migration for livelihood in Dewas is inbound. Unskilled labour from Khandwa and Khargone migrate for agriculture, industrial and construction jobs. Outbound migration is typically of Dewas students towards Indore for higher studies. Dewas has 166 slum pockets and 49,309 slum population.

84. **Incremental Manpower Requirement in the District:** Incremental manpower requirement in the district of Dewas has been estimated based on several parameters such as investments into various sectors in the district for the past 5 years, national level benchmarks on industrial growth across sectors, national inclusion targets for sectors such as banking and healthcare, employment generation potential of various sectors based on labour elasticity and market based insights from discussions with industries in Dewas. According to the estimates, in the next 5 years, Dewas is expected to witness a incremental manpower requirement of 55,000 in secondary and services sector. Retail segment in tertiary sector will be the largest employment generator in the district, at 45 percent of total employment generated by tertiary sector, followed by banking, communication and education.

7. Socio-Economic Conditions along the Project Road

85. Social screening survey was carried out in order to understand socio-economic features along the project road. The purpose of the survey was carried to identify structures falling in ROW and to assess the physical and social and cultural impacts. In this regard, the relevant information were gathered by interview with peoples and the self-assessment of the issues involved. Socio-economic conditions, such as, household, population growth, population density, sex ratio, occupational pattern, amenities available in the settlements located along the project road have been compiled from census records.

8. Archaeological and Historical Monuments

86. No archaeological and historical monument is located along the project road.

9. Sensitive Receptors

87. During the environmental and social screening survey, number of sensitive receptors such as school, temple etc. is located within the existing RoW. However no structure is going to be affected by the proposed road improvement, the list of these structures are presented.

Table 21: Sensitive Receptors Along the Project Road

S. No	Chainage	Length of structure along the road	Distance from centre of existing roads	Left or right	Type – Temple ,school , hospital ,community building etc.	Remarks
1	0+490	3m	8.4m	R	Temple	
2	0+540	2.5m	4.5m	R	Temple	
3	0+640	1.3m	7.4m	L	School	
4	4+075	10.99m	16.2	L	School	
5	4+080	3m	6.36m	R	Temple	
6	4+605	3m	7.4m	R	Temple	
7	5+975	6m	14.7m	L	Temple	
8	6+325	6.5m	13.4m	L	Temple	
9	8+375	5m	16.4m	L	Temple	
10	9+000	5.6m	15.2m	L	Temple	
11	14+445	4.5m	6m	L	Temple	
12	14+455	5m	7.2m	L	Temple	
13	14+550	5m	6.5m	L	Temple	
14	15+310	35.7m	10m	R	School	
15	16+552	5.5m	7.7m	R	Temple	
16	16+590	6m	15.4m	R	Temple	
17	20+225	5.5m	4.4m	L	Temple	
18	23+400	20m	7.6m	L	Temple	

V. ANTICIPATED ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

88. Environmental impacts have been assessed considering present environmental setting of the project area, nature, and extent of the proposed activities. Suitable approach and methodology was adopted to ascertain likely impacts both during design and construction and operation stage. Valued Environmental Components were identified during initial site visit followed by its detailed investigation during later stage of the study.

A. Impact on Physical Environment Design Stage

1. Natural Hazard

89. The proposed project road traverses through seismic zone II means low to moderate seismic risks. Therefore, the project road will not have any significant impact on the seismic stability of the area.

90. Relevant IS codes shall be adopted while designing the civil structures to sustain the earthquake of highest magnitude in Seismic zone II.

2. Road Widening, Utilities shifting and Safety Planning

91. The entire road section has enough ROW availability. Therefore, the proposed road improvement work will be undertaken along the existing alignment and within available land. Road widening may affect various utilities located along the road. Certain structures belonging to encroachers and squatters may require shifting. The road widening and increase traffic may damage drainage system and create safety concern to people residing along the road and will require due design considerations at planning stage. Low road levels in habitat areas may accumulate domestic waste discharged by habitat occasionally and damage the road.

92. Widening planning (left aligned, right aligned or centric) shall be made considering minimum affect to trees, utilities, community structure, damage to drainage system, safety of habitat located along the road. Pavement design selection will have adequate provisions of drainage in habitat areas. Road level shall be raised above the neighboring areas with provision of adequate side drains to evacuate the rain water and domestic discharges (drained by habitats occasionally) to prevent damage to road and rain water entry to habitats" houses and embankment stabilization. Provision of adequate cross drainage structure shall also be made to ensure natural flow of rainwater across the road.

93. Adequate safety provisions like crash barriers at accident prone areas, rumble strips in habitat areas to regulate speed, retro-reflective warning sign boards nears school, hospital, religious places (Preferably PCC boards with retro- reflective paints to avoid its theft) shall be made. All utilities requiring shifting shall be largely made before start of construction and without causing any affecting any essential supplies to habitat like water supply.

3. Terrestrial Ecology

94. There is no national park, wildlife sanctuaries or any other similar eco-sensitive areas within 10 km distance of the project area. No tree will be cut as trees are not falling in proposed widening scheme.

B. Construction Stage

1. Air Quality

95. The potential sources of air pollution during the construction phase of the project are: (i) dust from earth works (during site preparation), (ii) emissions from the operation of construction equipment and machines, (iii) fugitive emissions from vehicles plying on the road, (iv) fugitive emissions during the transport of construction materials, (v) air emissions other than dust arise from combustion of hydrocarbons particularly from the hot mix plants, and (vi) localized increased traffic congestion in construction areas. Most of the emissions will be in the form of coarse particulate matter, which will settle down in close vicinity of construction site. Installation of crusher unit will also lead to air pollution. Hot mix plant will generate carbon monoxide (CO), un-burnt hydrocarbon, sulphur dioxide, particulate matters, and nitrogen oxides (NO_x) emissions. This may affect the air quality of nearby areas especially due to emission discharge from low height stack. However, this will be a temporary phase. In addition the scale of construction works are relatively small and expected traffic increase in future is not very high. Hence, overall no significant impact is envisaged for air pollution.

96. Mitigation Measure. Following measures are proposed to minimize the dust and emission generation.

- Road design and pavement roughness shall be as per IRC specifications.
- Geometric adjustment shall be made if required and technically safe, to minimize cutting of trees. Undertake additional plantation as feasible on borrow areas, sensitive locations to increase green cover as improve aesthetics. Preference shall be given to pollutant absorbing trees for plantation.
- Vehicles delivering loose and fine materials like sand and aggregates shall be covered.
- Loading and unloading of construction materials shall be made at designate locations in project area with provisions of water fogging around these locations.
- Storage areas should be located downwind of the habitation area.
- Water shall be sprayed on earthworks periodically
- Regular maintenance of machinery and equipment. Vehicular pollution check shall be made mandatory.
- Explore sourcing “ready-mix” asphalt and crushed rocks/gravel to avoid or minimize the need to establish hot mix and rack crushing plants
- Mixing plants and asphalt (hot mix) plants shall be located at least 1 km downwind of the human settlements. The asphalt plants, crushers and the batching plants shall be sited at least 500m in the downwind direction from the nearest settlement and after securing a No-Objection Certificate (NOC) from the MP Pollution Control Board (MPPCB). Hot mix plant shall be fitted with stack of adequate height as may be prescribed by CPCB to ensure enough dispersion of exit gases.
- Bitumen emulsion and bitumen heaters should be used to the extent feasible.
- Only crushers licensed by PCB shall be used.
- LPG should be used as fuel source in construction camps instead of wood. Tree cutting shall not be allowed for fuel wood.
- Regular water sprinkling of unpaved haulage roads.
- Mask and other PPE shall be provided to the construction workers.

- Diesel Generating (DG) sets shall be fitted with stack of adequate height as per Central Pollution control Board (CPCB) Standards (Height of stack = height of the building + $0.2 \sqrt{\text{KVA}}$).
- Low sulfur diesel shall be used in DG sets as well as construction machineries.

97. Air quality monitoring should be carried out during construction phase. The baseline levels of PM_{2.5} already exceed the prescribed standards. Hence for this parameter the monitoring will be targeted at ensuring that the level doesn't exceed the baseline level. For other parameters monitoring will be carried out to ensure that their levels don't exceed the prescribed standards.

2. Noise

98. Noise level may increase temporarily in the close vicinity of various construction activities, maintenance workshops and vehicles and earthmoving equipment. These construction activities are expected to generate noise levels in the range of 80 – 95 dB(A) (at a distance of about 5 m from the source).

99. Although this level of noise is higher than the permissible limit for ambient noise level for residential/commercial levels but will occur only intermittently and temporary. This noise level will attenuate fast with increase in distance from noise source. Impact due to noise during construction activities will be minimal to inhabitants since most of the built-up areas are located at safe distance from the road.

100. Along the project road, few schools are located, which may experience increased noise levels due the construction and operation of the project road. However, plantation and boundary wall along the schools will work as noise barrier. After up-gradation of project road improved road conditions will also help in reduction of noise levels. Therefore, anticipated impact of noise levels will be insignificant.

101. **Mitigation Measures.** All equipment shall be fitted with silencers and will be properly maintained to minimize its operational noise. Noise level will be one of the considerations in equipment selection, which will favor lower sound power levels. Stationary noise making equipment shall be placed along uninhabited stretches.

102. The timing for construction activities shall be regulated such that all noise generating construction activities happen after school hours. The provision of temporary noise barrier(Barricading) shall be made near identified sensitive locations or near the noise source during construction. Plantation along the boundary wall shall be made at start of construction itself.

103. Protection devices (ear plugs or ear muffs) shall be provided to the workers operating near high noise generating machines. Construction equipment and machinery shall be fitted with silencers and maintained properly. Noise measurements should be carried out to ensure the effectiveness of mitigation measures and develop a mechanism to record and respond to complaints on noise. Since the baseline noise levels already exceed prescribed standards the target for the operational stage monitoring will be to ensure that the noise levels do not exceed baseline levels.

3. Impact on Land and Soil

a. Loss of Productive Soil and Change in Land Use

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

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

b. Soil Erosion

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

107. **Mitigation Measures.** Following mitigation measures are proposed for prevention of soil erosion:

- Bank protection measures shall be taken at erosion prone areas. The protection measures may include use of geo-textiles matting, bio (vegetative) – turfing
- Provision of side drain to guide the water to natural outfalls.
- Stone pitching wherever necessary.
- When soil is spread on slopes for permanent disposal, it shall be buttressed at the toe by retaining walls.
- Side slopes of the embankment shall not be steeper than 2H:1V. Turfing of embankment slopes shall be done along the stretch.
- Shrubs shall be planted in loose soil area.
- In rural stretches, longitudinal side drains shall be intercepted by drains serving as outlet channels to reduce the erosion.
- IRC: 56 -1974 recommended practice for treatment of embankment slopes for erosion control shall be taken into consideration.
- Soil erosion shall be visually checked on slopes and high embankment areas. In case soil erosion is found, suitable measures shall be taken to control the soil erosion further including bio-turfing.
- While planning or executing excavations, the Contractor will take all adequate precautions against soil erosion as per MoRTH 306.
- The earth stockpiles to be located downwind and provided with gentle slopes to prevent soil erosion.

4. Borrow Areas and Quarries

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

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

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

111. **Mitigation Measures.** Borrow pits shall be selected from barren land/wasteland to the extent possible. Borrow areas should not be located on cultivable lands except in the situations where land owners desires to level the land. The top soil shall be preserved and depth shall be restricted to the desired level.

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

113. The depths in borrow pits to be regulated so that the sides shall not be steeper than 25%. To the extent possible, borrow areas shall be sited away from inhabited areas. Borrow areas shall be leveled with salvaged material or other filling materials which do not pose contamination of soil. In addition, it shall be converted into fishpond in consultation with fishery department and if desired by land owner/community. The borrow shall be Rehabilitated following the broad guidelines given at Appendix 2.

114. Aggregates will be sourced from existing licensed quarries. Copies of consent/ approval/ rehabilitation plan for a new quarry or use of existing source will be submitted to EO, PIU. The contractor will develop a Quarry Redevelopment plan, as per the Mining Rules of the state and submit a copy of the approval to EA if new quarries are opened.

5. Compaction and Contamination of Soil

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

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

117. **Mitigation Measures.** Fuel and lubricants shall be stored at the predefined storage location and away from drainage channels.. The storage area shall be paved with gentle slope

to a corner and connected with a chamber to collect any spills of the oils. Construction vehicles and equipment will be maintained and refueled in such a fashion that oil/diesel spillage does not contaminate the soil.

118. All efforts shall be made to minimize the waste generation. Unavoidable waste shall be stored at the designated place prior to disposal. To avoid soil contamination at the wash-down

119. And re-fuelling areas, "oil interceptors" shall be provided. Oil and grease spill and oil soaked materials are to be collected and stored in labeled containers (Labeled: WASTE OIL; and hazardous sign be displayed) and sold off to SPCB/ MoEF authorized Waste Oil Recycler.

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

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

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

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

- The existing bitumen surface can be utilized for paving of cross roads, access roads, and paving works in construction sites and camps, temporary traffic diversions, an haulage routes. All excavated materials from roadway, shoulders, drains, cross drainage should be used for backfilling embankments, filling pits, and landscaping. Unusual debris material should be suitably disposed off at pre designated disposal locations, with approval of the concerned authority.
- The bituminous wastes shall be disposed in secure landfill sites only in environmentally accepted manner. For removal of debris, wastes and its disposal MoRTH guidelines should be followed.

123. The locations of dumping sites should be selected with following considerations.

- Unproductive/wastelands shall be selected for dumping sites.
- Away from residential areas and located at least 1000 m downwind side of these locations,
- Dumping sites do not contaminate any water sources
- Dumping sites have adequate capacity equal to the amount of debris generated.
- Public perception and consent from the village Panchayats about the location of debris disposal site shall be obtained before finalizing the location.

6. Groundwater

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

125.

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

7. Surface Water Bodies

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

128. **Mitigation Measures.** To prevent siltation of road side ponds, provision of retaining Wallis made along the road for the ponds located next to the road. As enhancement measures, efforts shall be made to increase the water holding capacity of the ponds (other than those affected) in the region by using the bed material as borrow earth. Following measures shall be followed additionally:

- Bridge construction activity including piling is recommended during non-monsoon (October to End of May) period.
- Check dams must be created during construction to catch the silt or debris generated from construction activities across the water channels
- All chemicals and oil shall be stored away from water and concreted platform with catchment pit for spills collection.
- All equipment operators, drivers, and warehouse personnel will be trained in immediate response for spill containment and eventual clean-up.
- Readily available, simple to understand and preferably written in the local language emergency response procedure, including reporting, will be provided by the contractors.
- Silt fencing and/or brush barrier shall be installed along drainage path, erosion prone areas for collecting sediments before letting them into the water body. Silt/sediment should be collected and stockpiled for possible reuse as surfacing of slopes where they have to be re-vegetated.
- All wastes arising from the construction should be disposed in an environmentally accepted manner so as not to block the flow of water in the channels. The

wastes should be collected, stored and transported to the approved disposal sites.

- No vehicles or equipment should be parked or refueled near water bodies, so as to avoid contamination from fuel and lubricants
- Substructure construction should be limited to the dry season.
- Construction camps shall be located away from habitation (at least 1 Km Away) and water bodies. Sewage from labour camps will be treated through septic tanks. No untreated/treated sanitary wastewater shall be discharged into surface water bodies as these are used for bathing and washing purpose.
- The borrow areas may also be converted into ponds with the concurrence of the land owners. Fisheries activity can be encouraged in such ponds through institutional support from concerned department.

8. Hydrology and Drainage

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

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

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

132. IRC: 34-1970: Recommendations for road construction in waterlogged area and IRC: 75 and MORT&H guidelines for Design of High Embankments shall be referred.

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

9. Impact on Biological Environment

a. Terrestrial Ecology

134. There is no national park, wildlife sanctuaries or any other similar eco-sensitive areas within 10 km distance of the project area. 94 trees need to be cut due to proposed widening/reconstruction however additional plantation is suggested along the road. Tree species selected for plantation must be suitable for local climatic conditions and be equal to or better in sequestering carbon than the trees removed/be good for sequestering carbon (only for roads where there is no tree cutting). Necessary advice maybe sought from the local Forestry office in the selection of tree species.

b. Aquatic Ecology

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

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

10. Socio-Economic Impact

137. Project Road will have both positive and negative impact on socioeconomic aspects as narrated below.

a. Positive Impacts

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

b. Anticipated Negative Impacts

139. The other impacts are expected due to sitting and operation of construction camp during construction.

11. Labour and Construction Camp

140. Construction workers expected to be about 150 per day per package are likely to be employed during construction. Most of the workers will be employed locally. However, some may be from nearby areas. This will cause additional burden on local resources. However, this impact will be temporary and will not have the potential for changes in the demographic scenarios of the area. The outside workers will be housed at the construction camp, which is expected to one per package. Poor sitting and improper management of construction camp may lead to several adverse impacts on environment viz. (i) loss of vegetation due to use of wood as fuel source for cooking (ii) deterioration in nearby surface water bodies" quality (iii) compaction and contamination of soil due to uncontrolled disposal of solid waste (iv) Poor sanitation may result to transmission of communicable diseases among the workers and the host communities. This includes the possible spread of sexually transmitted disease, diseases from improper handling and supply of foodstuffs, poor water supply, and insect-borne diseases.

141. **Mitigation measures.** Construction camp shall be sited at such locations so as to utilize the existing infrastructure. No productive land should be utilized for construction camp. All sites must be graded, ditched and rendered free from depressions to avoid water stagnation. Accommodation and ancillary facilities including recreational facility for workers shall be erected

and maintained to standards and scales approved by the resident engineer. All camps should maintain minimum distance of 1000 m from habitation and water bodies.

142. All construction camps shall be provided sanitary latrines and urinals with provision of septic tanks attached with soak pits or mobile toilets fitted with anaerobic digestion system. Storm water drains shall be provided for the flow of used water outside the camp. Drains and

143. Ditches shall be treated with bleaching powder on a regular basis. Garbage bins must be provided in the camp and regularly emptied and disposed off in a hygienic manner. LPG cylinders shall be provided as fuel source for cooking to avoid any tree cutting.

144. The Contractor will ensure the following:

- The good health and hygiene of all workers to prevent sickness and epidemics. These include the HIV/AIDS prevention program to reduce the risk and transfer of HIV virus between and among the workers and community, promote early diagnosis and assist affected individuals. Activities under the program include monthly information, education, and consultation communication campaigns to workers, drivers, delivery crew, and communities on the risk, dangers, and impacts of STD and HIV/AIDS. Contractor will also provide first aid facilities at the camp and organize regular health check-up camps as well.
- Availability of safe drinking water and sufficient supply of suitable and hygienically prepared food at reasonable price is available to the workers.
- Adoption of all precautions to protect the workers from insect and pest to reduce the risk to health. This includes the use of insecticides, which should comply with local regulations.
- Prohibition on supply or availability of alcoholic liquor or prohibited drugs at the camp.
- Regular health check-up and immunization camps shall also be organized for the workers and nearby population.

12. Safety

145. The road construction activities may create various unsafe situations. This will require attention to the following safety aspects viz. (i) safety of construction workers, (ii) safety of road users including pedestrians and cyclists (iii) safety to cattle; (iv) safety of local community (iv) unsafe/ hazardous traffic conditions due to construction vehicle movement need to be considered during design and construction stage and (v) conduct of safety audit.

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

safety audit or periodic review shall be made to assess the effectiveness of safety measures adopted during construction.

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

C. Impacts During Operation Stage

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

1. Air Quality

149. It is expected that the levels of dust (PM_{2.5} and PM₁₀) will be reduced significantly due to the improved road surface. Vehicular emissions will be the principle source of pollution during operation stage. The subproject road is mostly located in vast open agricultural land, which will provide adequate dispersion dynamics of gaseous pollutants. Moreover, majority of the traffic on the subproject will be diverted traffic from the existing highways.

150. **Mitigation Measures.** Plantation is one of the preferred solutions to check air pollution. Plants serve as a sink for pollutants, reduce the spread of dust. Tree plantation along roadsides and other places shall include pollution absorbent species. Awareness signboards shall be installed at prominent location to educate drivers for good driving and vehicle maintenance practices.

2. Noise

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

152. **Mitigation Measures.** Effective traffic management and good riding conditions shall be maintained to reduce the noise level throughout the stretch. Speed limitation and honking restrictions may be enforced near sensitive locations. Increased plantation along the road and boundary wall will also work as noise barrier. Since most of the schools buildings are away from the road the impact of noise is expected to be insignificant. Since improved road conditions and multi-layered plantation will be helpful in attenuation of noise levels, the effectiveness of these measures shall be monitored. If noise levels are still found higher than the baseline levels particularly near sensitive receptors, appropriate noise barriers shall be fixed.

4. Land and Soil

153. The better access can lead to conversion of agriculture land for residential and commercial purposes close to roads and especially in rural and urban area.

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

5. Soil Erosion

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

156. **Mitigation measures.** Embankment stabilization shall be check periodically during operation stage and suitable stabilization measures shall be taken wherever any erosion is identified. Borrow areas will also be rehabilitated following the guidelines given at Appendix 2.

6. Groundwater

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

7. Surface Water Bodies

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

8. Hydrology and Drainage

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

9. Impact on Biological Environment

a. Terrestrial ecology

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

161. **Mitigation Measures.** Arrangement shall be made to ensure a minimum of survivability of the tree plantation. The tree survivability audit shall also be conducted at least once a year for three years during the operation stage to assess the effectiveness of the programme.

b. Aquatic Ecology

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

10. Safety

163. Important issues related with safety during operational phase are monitoring of emergencies and establishing procedures to carry out rescues during sudden emergency such as accidents.

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

D. Climate Change Impacts and Risks

1. Climate Change Mitigation

165. The Transport Emissions Evaluation Model for Projects (TEEMP)¹ developed by Clean Air Asia² was utilized to assess the CO₂ gross emissions with and without the project improvements. The main improvement from the project that was considered for the model is better surface roughness which was translated into impacts on traffic speed and hence fuel consumption. The model also allows for the inclusion of impacts related to traffic congestion with and without project through provisions for inserting data on the traffic numbers, lane width, number of lanes and volume/capacity saturation limit.

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

- (i) The road will rehabilitate 26.767 km of major district road;
- (ii) The existing road having Single lane of 3-3.75m carriageway width will be improved to a Intermediate lane road with 5.5m carriageway width.
- (iii) Road roughness will decrease from the general condition of 16 m/km to 2.5m/km;
- (iv) Construction will take place over a period of 24 months in 2015 and road operations will begin in 2017.
- (v) The design life of the road is 20 years. Hence the midpoint of the design life is After 10 years or 2025.
- (vi) Other improvements include the repair or reconstruction of damaged culverts, introduction of lined longitudinal and cross drains for the road and removal of irregularities on the existing vertical profile and road safety appurtenances.

167. The traffic forecast data was taken from the traffic studies and economic analysis for the road disaggregated into vehicle types and annual average daily traffic. Key vehicle categories considered for the road and the annual average daily traffic in 2014 (baseline scenario) without project and in 2030 with the project is given in the table below.

Table 22: Annual Average Daily Traffic for Different Vehicle Categories

S.No.	Vehicle Category	2014 project	(without project)	(with project)
1	2-wheeler	3232		7726
2	3-wheeler/auto rickshaw	15		36
3	Car/jeep/taxi/van	554		1317
4	Light Commercial Vehicle (LCV)	233		557
5	Minibus and standard bus	34		81
6	Heavy commercial vehicle (HCV)	305		727
Total		4373		10444

168. Maximum capacity or saturation limit of the road was considered as 2.0. Emission factors were taken from the CBCP/MOEF (2008) Draft Report on Emission Factor Development for Indian Vehicles, the Automotive Research Association of India, and C. Reynolds et.al (2011) Climate and Health Relevant Emissions from in-Use Indian for three-wheelers rickshaw as follows:

Table 23: CO2 Emission Factors

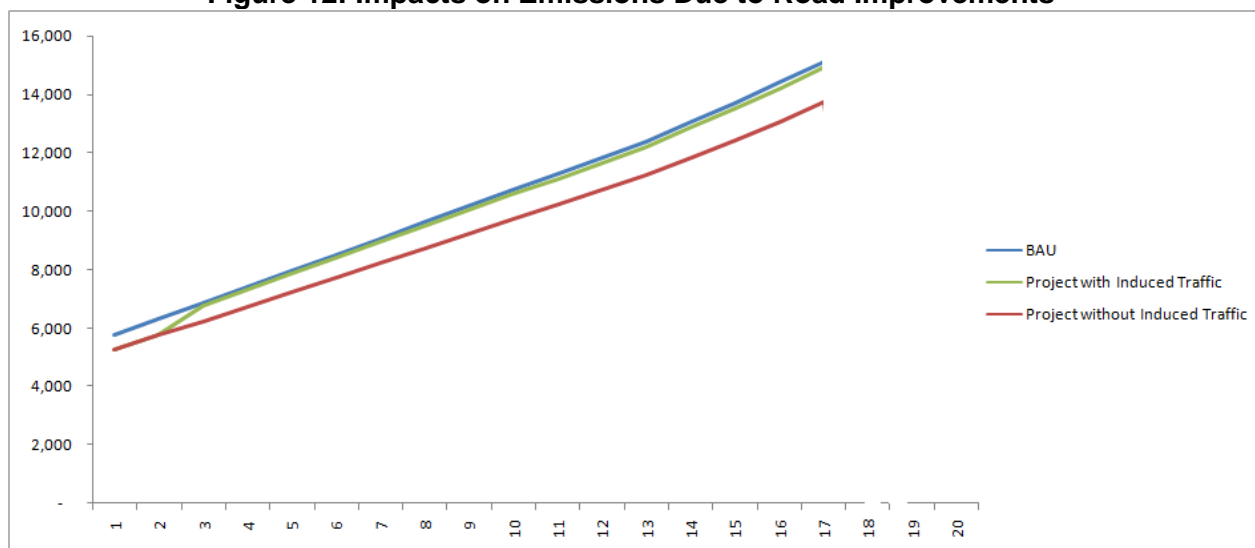
Vehicles	Gas/Petrol	Diesel
2- Wheel	2.28 kg/l	
3- Wheel		2.63 kg/l
Cars	2.59 kg/l	2.68 kg/l
LCV		3.21 kg/l
Bus		3.61
HCV		3.50

169. Emissions from road construction were also calculated using estimates of the total quantity of materials that will be used to rehabilitate the road which is 60 tons of steel, 500 tons of cement and 1600 tons of bitumen.

170. Estimated carbon emissions. The proposed roads upgrading the surface roughness and road capacity have implications on CO2 emissions. Improved roughness results to higher speed and lesser emissions while increase road users increases emissions. These factors are further affected by traffic congestion once the volume/capacity saturation limit, assumed in this exercise equal to 2.0, is reached.

171. CO2 emissions from the use the manufacturing of materials used for the road upgrading was estimated at 693 tons.

172. The figure below presents the impacts on emissions due to road improvements. TotalCO2 emission at business-as-usual scenario was estimated at 26,600 tons for the entire project life and without- and with- induced traffic are 23,890 and 29,532 respectively. These values are below the 100,000 tons per year threshold set in the ADB SPS 2009. Therefore it is not necessary to implement options to reduce or offset CO2 emissions under the project.

Figure 12: Impacts on Emissions Due to Road Improvements

173. The design life of the roads is 20 years.

Table 24: Project CO2 Emissions Intensity Indicators

Details	CO ₂		
	Business-As- Usual	Project (without Induced Traffic)	Project (with Induced Traffic)
Tons/km	2789.51	2550.52	2747.45
Tons/year	10239.13	9361.91	10084.76
Tons/km/year	164.09	150.03	161.61
g/pkm	108.20	98.93	98.91
g/tkm	49.81	45.54	45.53

2. Climate Risks and Adaptation needs

174. Climate risks were identified following both top down and bottom up approaches. Under the top down approach changes of key climate parameters, mainly temperature and precipitation were projected for 2050 using an ensemble of Global Climate Models (GCMs). Given the projected variations of temperature and precipitation the project roads were screened for 9 types of climate risks:

- a. Landslide triggered by increased precipitation
- b. Fire
- c. Flood
- d. Drought
- e. Tsunami
- f. Cyclone wind
- g. Cyclone surge
- h. Sea level rise
- i. Coastal erosion

175. Climate risk maps based on information from the GCMs were created for the project area using Geographic Information System (GIS) maps. After overlaying the road locations on the climate risk maps low to medium risks identified for the project roads were flooding, landslides triggered by precipitation, coastal erosion and tsunamis.

176. The overall climate change risk level identified from the above exercise is low. The key risk identified is flooding (increased storminess). Bridges and road embankments are the main project components that will be prone to flooding. Increase in temperature may also affect road safety.

177. Under the bottom up approach the flood prone areas in the project road were identified based on field surveys for the engineering design.

178. Key engineering measures taken to address the risk of flooding in the design are: increase in road embankment height in flood prone areas/sections, improvement and provision of lined longitudinal and cross drains and new culverts, improvement and new construction of minor and major bridges. Bridge heights have been designed to have a height of 0.6m above HFL for minor bridges and 0.9m above HFL for major bridges. Flood return period of 50 years for minor bridges and 100 years for major bridges have been considered.

E. Cumulative and Induced Impacts

179. According to the ADB Environment Safeguards Sourcebook¹ cumulative impact is described as: “The combination of multiple impacts from existing projects, the proposed project, and anticipated future projects that may result in significant adverse and/or beneficial impacts that cannot be expected in the case of a stand-alone project.” The sourcebook also describes induced impacts as: “Adverse and/or beneficial impacts on areas and communities from unintended but predictable developments caused by a project, which may occur at later or at a different location.

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

181. In terms of environment safeguard issues the improved road surface is expected to result in less dust and noise due to traffic plying on the damaged roads. However, the increased traffic due to the improved road will generate more air pollution due to vehicle exhaust and noise. The smoother road conditions will also result in increase of traffic speeds, hence creating more risks for accidents amongst traffic users as well as the local communities in the project area.

182. For addressing the impacts of air pollution and noise, regular maintenance of the road surface, maintenance and monitoring of newly planted trees and installation of noise barriers where necessary have been included in the EMP for implementation during operation stage. For addressing safety related impacts, regular maintenance of the road furniture include safety

¹ Environment Safeguards, A Good Practice Sourcebook, Draft Working Document, December 2012

related furniture, enforcing rules against encroachment of structures and sensitive structures (schools, temples etc.) inside the ROW and implementation of the emergency response system has been included in the EMP for implementation during operation stage,

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

VI. PUBLIC CONSULTATION AND INFORMATION DISCLOSURE

184. Meaningful consultations were held early and throughout the project development stage to allow the incorporation of relevant views of the stakeholders in the final project design, mitigation measures, implementation issues, and enhance the distribution of benefits. All the five principles of information dissemination, information solicitation, integration, co-ordination, and engagement into dialogue were incorporated in the consultation process. The analysis of environmental impacts likely from the project was strengthened and modified based on opinions of all those consulted, especially in the micro level by setting up dialogues with the village people from whom information on site facts and prevailing conditions were collected. The requirement of public consultation during the implementation of the project has been proposed as part of the mitigation plan.

A. Objectives of the Public Consultation

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

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

B. Methodology for Consultations

187. Consultation with the stakeholders, beneficiaries, and community leaders were carried out using standard structured questionnaires as well as unstructured questionnaires. Questionnaire survey/ discussions were designed to obtain background information and details of general environmental issues that concern people in the project area. In addition, environmental issues were discussed with relevant organizations, government officials, beneficiaries, community leaders and experts. In addition, personal discussions with officials, onsite discussion with affected stakeholders, and reconnaissance visits have also been made to the project area. Public consultations have been carried out at four locations during initial surveys as shown in Table 25. The total numbers of participants in the consultations are 33 out of which 10 or only 30.30% are male.

Table 25: List of Public Consultation and Date

Sr. No.	Village/Town Name	Date of Consultation	Chainage	No of participants		
				M	F	T
1	Rajoda	31/08/2014	3+850	3	7	10
2	Siroliya	31/08/2014	14+450	4	5	9
3	Barotha	01/08/2014	18+950	3	11	14
			Total	10	23	33

Table 26: Outcome of the Consultations

Sr. No.	Date and Location	Issues Discussed	Measures Taken	Participant
1	Date: 31/08/2014 Village: Rajoda Chainage- 3+800	<ul style="list-style-type: none"> • Drainage Problem • Road Safety Issue • Drinking Water Problem. 	<ul style="list-style-type: none"> • Proposed widening and strengthening of the road will provide better level of services in terms of improved riding quality and smooth traffic flow. • There will be considerable reduction in the number of accident and level of pollution. • Accessibility to social health and educational infrastructure will increase through all-weather road. • Generation of employment during construction phase of the road. • The discussion generate considerable awareness of the project • As the proposed road shall be an widened one, it shall provide an efficient public transportation system besides ensuring reduction in congestion level <p>The non-title holders shall also be compensated as per ADB guidelines.</p> <ul style="list-style-type: none"> • Drainage system is mention in built-up area and earthen drainage for rural area. • Road safety features like traffic signs, Overhead Sign Boards, Road Illumination, Delineators, pavement marking, pedestrian path and rumble strips has been included in the design . • Proper Rehabilitation measures will be taken for Project Affected Household's and compensation will be as per market rate. 	Total Participants-10
2	Date: 31/08/2014 Village: Siroliya Chainage- 14+450			Total Participants-9
3	Date: 01/09/2014 Village: Rajoda Chainage. 18+950			Total Participants-14
				Total Participants-33

1. Project Stakeholders

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

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

2. Consultation with Government Departments

189. Various officials consulted during IEE preparation included PWD Officials, State pollution control board for Air, Noise and Water quality information, IMD for the climatic data, statistical officer for Population and demographic profile, Panchayat department for village level information, Survey of India for the toposheet requirement, Revenue department for the land record information, PHQ officers for hand pump relocation and quality assessment, MPSEB offices for electric pole shifting etc.

190. These departments helped to provide various project related data and information which helped preparation of reports and data analysis.

3. Consultation with Local People and Beneficiaries

191. The informal consultation generally started with explaining the project, followed by an explanation to potential impacts. Participant's views were gathered with regard to all aspects of the environment which may have direct or indirect impact on local people. Key Issues discussed are:

- Awareness and extent of the project and development components;
- Benefits of the project for the economic and social upliftment of community;
- Labour availability in the project area or requirement of outside labour involvement;
- Local disturbances due to project construction work;
- Necessity of tree felling etc. at project sites;
- Impact on water bodies, water logging and drainage problem if any;
- Environment and health
- Flora and fauna of the project area
- Socio-economic standing of the local people

192. The project has immense acceptability among the local people. They perceive that in addition to providing all weather connectivity, the subproject road will bring positive socioeconomic changes in the area. Local people mainly discussed on the issues related to flooding, rehabilitation, resettlement, and road safety issues. The list of participants views, and outcome of the consultations have been summarized in Table 27.

193. The Details of Participants and Public Consultation photographs are attached in Appendix 8. In addition information on the GRM procedures and formats in local language i.e. Hindi was shared with the local people as provided in Appendix 9.

194. Most of the people interviewed were well aware of the environmental conditions in and around their villages. A major percentage was ignorant about any deterioration in the air and noise quality due to expansion of existing highway. However, their major concern was related to the loss of fertile agricultural land. The villagers are quite enthusiastic about the proposed project as it will give fillip to rural economy and present them many employment opportunities during construction of project road. Overall positive approach towards the project is observed.

C. Results of Consultation with Local People

195. Most of the people interviewed strongly support the project. The people living in the entire project area expect the different project elements to facilitate transport, employment, tourism, boost economic development and thereby provide direct, or indirect, benefits to them.

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

196. It is observed from the interview survey that there is increased environmental awareness among the people. It can also be seen from Table 6.3 that about most of the persons are in the opinion that an environmental condition of the area is not good due to bad conditions of road specifically for air & noise.. Poor road condition and vehicular emissions are the major sources they feel responsible for this. People are not fully aware about presence of archaeological, historical and cultural sites. There is no major history of natural disasters in the region and local people have mixed response about natural disasters. Overall, the general environmental awareness in the region are good and people have increased environmental awareness. Table 26 shows the result of public opinion survey carried out in the region.

Table 27: Peoples' Perception About Environmental Scenario

Sr. No.	Question asked about	No. of people interviewed	Positive response (%)	Negative response (%)	No response (%)
1	Water quality of rivers, ponds, wells, and canals	33	70	30	0
2	Noise quality of the area	33	80	20	0
3	Air quality of the area	33	70	20	10
4	Archaeological sites	33	20	50	30
5	Natural disaster	33	75	15	10
6	Rare species of animals and birds found	33	10	80	10
7	Cultural sites i.e. market, melas	33	80	10	10

Note: Positive response shows that the people have awareness regarding environmental scenario.

D. Conclusion and Recommendation

197. Overall, most of the people interviewed strongly support the project. The people living in the entire project area expect the different project elements to facilitate transport, employment, tourism, boost economic development and thereby provide direct, or indirect, benefits to them. Construction camps may, however, put stress on local resources and the infrastructure in nearby communities. In addition, local people raised construction-process related grievances with the workers. This sometimes leads to aggression between residents and migrant workers. To prevent such problems, the contractor should provide the construction camps with facilities such as proper housing, health care clinics, proper drinking water and timely payment. The use of local laborers during the construction will, of course, increase benefits to local peoples and minimize these problems. Wherever possible, such people should be employed.

198. The following are the Consultants' initial findings in regard to likely positive and negative impacts.

1. Positive Impacts

- The improved road: will reduce travel times, fuel consumption and emissions from base traffic volumes
- Drainage conditions will be considerably improved: this because of the provision of improved side drains, culverts and causeways;
- Economic development and access will be stimulated
- Health, Agricultural and Education facility will improve

2. Negative Impacts

- Minor deteriorations in the present minimum levels of air, water and noise quality may be expected during construction- but this should be short term and localized– in order to minimize the impacts, the mitigation measures recommended
- During construction the traffic will slow and messy.

199. On the basis of available information, field visits over the entire length of the project road, discussions with the project authorities; other discussions amongst the project team, NGOs, local people and various governmental officials, it has been concluded that overall:

- All elements of the projects will be beneficial;
- All negative impacts, during and post construction, including those deemed “Significant” can be properly mitigated; and
- No comprehensive, broad, diverse or irreversible adverse impacts have been identified.

VII. ENVIRONMENTAL MANAGEMENT PLAN AND GRIEVANCE REDRESS MECHANISM

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

A. Environmental Management Plan

201. The Project Road specific Environment Management Plan has been formulated which consists of a set of mitigation; monitoring and institutional measures applicable to design, construction and operation stages of the project (Appendix 3). The components of this EMP includes (i) mitigation of potentially adverse impacts (ii) monitoring of impacts and mitigation measures during project implementation and operation (iii) institutional capacity building and training (iii) compliance to statutory requirements (iv) integration of EMP with project planning, design, construction and operation.

B. EMP Implementation Schedule

202. The EMP provided in Appendix 3 provides measures. However, specific mention is made for location specific measures. The package specific EMP costs are separately assessed. These EMP will form part of bidding document as well. The construction period for Project Road is considered as 24 months from the date of start of construction.

C. Emergency Response Plan

203. Assessment of nature, type and extent of project activities establishes that this project may have only one environmental emergency i.e. accidents on paved roads and consequent spillage due to damage of oil tank of the vehicle. It is suggested to develop a communication and response system to minimize the response time. The project authorities shall be prepared to counteract against such emergency either by developing in-house capabilities or by associating with any competent agency.

D. Environmental Monitoring Plan (EMoP)

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

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

205. A comprehensive monitoring plan has been prepared for all stages of the project and provided as Appendix 4. This includes parameters to be measured, methods to be used, sampling locations, frequency of measurements, detection limits, cost and responsibility for implementation and supervision. The monitoring programme is designed for monitoring during construction and operation stages with details on budget and responsible agencies:

- Construction Stage: (three years of construction period)
- Monitoring to be carried out by construction supervision consultant (CSC). The costs to form part of CSC budget.
- Six Monthly monitoring by external agency to be arranged by PIU ADB from Project cost budget. This report will be directly submitted by agency to MPRDC.

206. Monitoring Programme and schedule for Key Performance Indicators (Physical, biological and environmental management components identified as of particular significance) are given in the following section:

1. Ambient Air Quality (AAQ) Monitoring

207. Ambient air quality parameters recommended for road transportation developments are Fine Particular Matter (PM_{2.5}), Respirable Particular Matter (PM₁₀), Carbon Monoxide (CO), Oxide of Nitrogen (NO_x) and Sulphur Dioxide (SO₂). These are to be monitored at designated locations starting from the commencement of construction activities. Data should be generated twice in a week at all identified locations in accordance to the National Ambient Air Quality Standards (Appendix 5). The locations and environmental parameters to be monitored are detailed out in the Environmental Monitoring Plan (Appendix 4).

2. Water Quality Monitoring

208. The physical and chemical parameters recommended for analysis of water quality relevant to road development project are pH, total solids, total dissolved solids, total suspended solids, and oil & grease. The monitoring of the water quality is to be carried out at all identified locations in accordance to the Indian Standard Drinking Water Specification – IS 10500 (Appendix 6). The locations, duration and the pollution parameters to be monitored are detailed in the Environmental Monitoring Plan (Appendix 4).

3. Noise Levels Monitoring

209. The measurements for monitoring noise levels would be carried out at designated locations in accordance to the ambient Noise Standards formulated by Ministry of Environment and Forests (MoEF) as given (Appendix 7). Noise level would be monitored on a twenty-four hours basis. Noise should be recorded at “A” weighted frequency using a slow time response mode of the measuring instrument. The measurement location, duration and the noise pollution parameters to be monitored and the responsible institutional arrangements are detailed in the Environmental Monitoring Plan (Appendix 4).

4. Tree Plantation

210. The 75% survival rate of re-plantation shall be monitored for three years of the operation phase. If the survival rate is found below 75%, additional compensatory plantation shall be carried out by agency responsible for plantation and maintenance. The survival rate monitoring shall be again taken up after 1 year again. This cycle should continue until the 75% survival rate

is achieved. Since tree plantation would be made through forest department, monitoring would be carried out through MPRDC.

5. Soil Erosion and Drainage Congestion

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

E. Institutional Setting and Proposed Implementation Arrangement

212. The Executing Agency for the project will be GoMP through MPRDC. MPRDC is wholly owned by GoMP and has been equipped with adequate capacity to implement the project. The implementation arrangements basically follow the ongoing MPSRSP-II. A General Manager (GM) at MPRDC headquarter has been designated as person in charge for project implementation. The Environmental and Social cell (ESC) at MPRDC headquarters, reporting to the General Manager, will be responsible for ensuring compliance with environmental and social safeguards of project roads. This cell currently has only one officer to cover both social and environment safeguards. To support this officer, two more social safeguard officers and one environmental safeguard officer will be appointed or recruited. This will allow the ESC to have a total of four officers, 2 for social safeguards and 2 for environment safeguards.

213. MPRDC has ten division offices (Bhopal, Jabalpur, Sagar, Gwalior I, Gwalior 2, Ujjain, Indore I, Indore II, Rewa I, and Rewa II) acting as Project Implementation Units (PIUs). Each PIU is headed by a Divisional Manager (Tech.) who is responsible for project implementation at the field level. Each PIU will be responsible for one to two contracts depending on the location of the sub projects, and one project manager will be assigned for each contract package. The project manager will be delegated adequate technical and administrative authority for expeditious project implementation. In each PIU one of the Assistant Engineers or Managers under the Divisional Manager will be appointed as the social and environment safeguards focal person. MPRDC will engage Construction Supervision Consultants to act as the engineer for the construction contracts. An environmental specialist from the CSC will provide technical support to MPRDC and the PIU for implementation of environment safeguards under the project. The engineer will be responsible for approving plans, engineering drawings, release of payments to contractor etc. while the CSC environmental specialist or environmental officer will be responsible for providing recommendations to “the engineer” for approving activities specific to environment safeguards. Environmental awareness and EMP implementation training will be held for MPRDC staff, contractors and CSC.

214. Six monthly monitoring reports will be prepared by the CSC environmental specialist to report on compliance with construction contracts, effectiveness of mitigation measures, and complaints (also known as project performance monitoring), and the state and health of nearby environmental resources (also known as ambient environmental monitoring).

215. Monitoring during operation shall be conducted for five years (once a year basis) as part of CSC contract and budget as this project will have a five year performance based maintenance works to be implemented by the contractor. Thereafter it will be done on an as needed basis depending on the design or change in project activity.

216. The detailed responsibilities of MPRDC, PIUs, CSC, Contractor, and ADB are provided:

1. MPRDC's Responsibilities

- Ensure that Project complies with ADB's SPS and GOI's laws and regulation
- Ensure that the project complies with all environment safeguard requirements as given in this EARF
- Prepare IEE reports including EMP as may be required and hire an
- Environmental consultant as required
- Prepare the Rapid Environmental Assessment screening checklist and forward this checklist to ADB for evaluation and confirmation of the project category;
- Based on the confirmation of the environmental categorization of the subprojects, prepare TORs to conduct IEE studies including preparation of EMP and
- Environmental Monitoring Plan in accordance with the environmental policy principles and safeguard requirements under the ADB SPS;
- Ensure that the preparation of environmental studies will be completed with meaningful consultations with affected people and other concerned stakeholders,
- including civil society throughout the project preparation stages as required by the ADB SPS
- Undertake initial review of the IEE and EMP reports to ensure its compliance with the Government's and ADB's requirement;
- Review the budgetary needs for complying with the Government's and ADB's requirements on environment safeguards
- Obtain necessary consents or permissions (e.g. environment permission, forest clearance) from relevant Government Agencies to minimize risks to the environment and mitigate environmental impacts associated. Also ensure that all necessary regulatory clearances will be obtained prior to commencing any civil work of the subproject;
- Submit to ADB the final IEE including EMP reports with consent letter for disclosure of the report on the ADB website
- Ensure that the EMP which includes required mitigation measures and monitoring requirements forms part of bidding document after seeking concurrence from ADB. EMP items may be included in the Bill of Quantities (BOQ) as necessary. For example if a subproject is required to construct noise barriers, the costs will need to be included in the BOQ;
- Ensure that contractors have access to the IEE report including EMP of the subprojects;
- Organize training and awareness programs on implementation of environment safeguards for relevant staff of MPRDC, PIU, CSC and contractors
- Ensure that contractors understand their responsibilities to mitigate environmental problems associated with their construction activities
- Ensure and Monitor that the EMP including Environmental Monitoring Plan will be properly implemented;
- In case of unanticipated environmental impacts during project implementation stage arrange to prepare and implement an updated EMP

- to account for such impacts after seeking concurrence from ADB. The updating shall be carried out after due consultation with the stake holders;
- In case during project implementation a subproject needs to be realigned, review the environmental classification and revise accordingly, and identify whether supplementary IEE study is required. If it is required, prepare the TOR for undertaking supplementary IEE and hire an environment consultant to carry out the study;
- Ensure that construction workers work under safe and healthy working environment in accordance with the World Bank EHS guidelines relating to occupational health and safety;
- Ensure effective implementation of Grievance Redress Mechanism to address affected people's concerns and complaints, promptly, using understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people;
- Submit semi-annual monitoring reports for all sub-projects on the implementation of EMPs to ADB for disclosure on the ADB website.
- Ensure proper implementation of corrective action plan if identified in the monitoring report; and
- Disclose information as defined in this EARF.

2. PIU Responsibilities

- Ensure that Project complies with ADB's SPS and GOI's laws and regulations
- Ensure that the project complies with all environment safeguard requirements a given in this EARF
- Obtain necessary consents or permissions (e.g. forest clearance, no objection certificate) from relevant Government Agencies. Also ensure that all necessary regulatory clearances will be obtained prior to commencing any civil work of the subproject;
- Ensure that contractors have access to the IEE report including EMP of the subprojects;
- Ensure that contractors understand their responsibilities to mitigate environmental problems associated with their construction activities
- Participate in training and awareness programs on implementation of environment safeguards and organize further on the job or subject specific training for the contractor during project implementation as necessary with the support of the CSC environmental specialist
- Conduct regular on site monitoring to ensure proper implementation of the EMP including Environmental Monitoring Plan;
- Verify and approve monitoring checklists and/or reports that will be prepared and submitted by the CSC
- In case of unanticipated environmental impacts during project implementation stage, identify the need to prepare and implement an updated EMP to account for such impacts after seeking concurrence from ADB.
- Ensure that construction workers work under safe and healthy working environment in accordance with the World Bank EHS guidelines relating to occupational health and safety;

- Ensure effective implementation of Grievance Redress Mechanism in accordance with the steps given in figure 1 to address affected people's concerns and complaints, promptly, using an understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people;
- Ensure timely submission of semi-annual monitoring reports for all sub-projects on the implementation of EMPs to MPRDC for further submission to ADB for disclosure on the ADB website; and
- Ensure proper implementation of corrective action plan if identified in the monitoring report

3. CSC Responsibilities

- Ensure that Project complies with ADB's SPS and GOI's laws and regulations
- Ensure that the project complies with all environment safeguard requirements as given in this EARF
- Provide necessary technical advice and support to the PIU and/or contractor to obtain consents or permissions (e.g. forest clearance, no objection certificate)
- from relevant Government Agencies. Also ensure that all necessary regulatory clearances will be obtained prior to commencing any civil work of the subproject;
- Ensure that contractors have access to the IEE report including EMP of the subprojects;
- Ensure that contractors understand their responsibilities to mitigate environmental problems associated with their construction activities
- Closely coordinate and communicate with the contractor to facilitate implementation of all mitigation measures identified in EMP
- Conduct training and awareness programs on implementation of environment safeguards for MPRDC, PIU and the contractors during the pre-construction stage and further organize on the job or subject specific training for the contractor during project implementation as necessary
- Conduct regular on site monitoring to ensure proper implementation of the EMP including Environmental Monitoring Plan;
- Prepare monitoring checklists and/or reports based on the site monitoring and submit them to the PIU for approval
- In case of unanticipated environmental impacts during project implementation stage, upon the advice from the PIU and/or MPRDC prepare an updated EMP to account for such impacts after seeking concurrence from ADB.
- Ensure that construction workers work under safe and healthy working environment;
- Facilitate effective implementation of the Grievance Redress Mechanism in accordance with the steps given in figure 1 to address affected people's concerns and complaints, promptly, using an understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people;

- Prepare semi-annual monitoring reports for all sub-projects on the implementation of EMPs for submission to PIU and MPRDC and further submission to ADB for disclosure on the ADB website

4. Contractor's Responsibilities

- Ensure that adequate budget provisions are made for implementing all mitigation measures specified in the EMP
- Participate in training and awareness programs on implementation of environment safeguards
- Identify further needs for conduction of on the job or subject specific training during project implementation by the CSC or MPRDC or PIU.
- Obtain necessary environmental permission etc. from relevant agencies as specified by EARF for project road works, quarries, hot-mix plant etc. prior to commencement of civil works contracts
- Implement all mitigation measures as given in the EMP in the contract documents
- Ensure that all workers, site agents, including site supervisors and management participate in training sessions organized by the PIU, MPRDC or CSC.
- Ensure compliance with environmental statutory requirements and contractual obligations
- Respond promptly to grievances raised by the local community or any stakeholder and implement environmental corrective actions or additional environmental mitigation measures as necessary.
- Based on the results of EMP monitoring, cooperate with the PIU and CSC to implement environmental corrective actions and corrective action plans, as necessary.

5. ADB's Responsibilities

- Review REA checklist and endorse or modify the project classification proposed by the MPRDC;
- Review IEE reports, including this environmental assessment and review framework, and disclose draft and final reports through ADB's website as required;
- Issue subproject's approval based on the respective IEE reports;
- Monitor implementations of environment safeguard requirements under the project through due diligence missions;
- Provide assistance to MPRDC, if required, in carrying out its responsibilities for implementing environment safeguards and for building capacity for safeguard compliance;
- Review and approve semi-annual environmental monitoring reports submitted by MPRDC and disclose them on the ADB website
- Monitor MPRDC's commitments under EARF

F. Institutional Capacity Building

217. To ensure that all parties clearly understand their role and responsibilities for implementing environment safeguards under the project, the following training and awareness programme is proposed:

- Awareness programme on environmental issues associated with construction and improvement of road projects and legislative compliance requirements.
- **Target audience:** designated engineers from field units, contractor's
- **Faculty:** Environmental Expert and Environment Expert of CSC.
- **No of Programmes:** Minimum one per contract package

- EMP and EMoP implementation requirements, its benefits and roles of different level and functions.
- **Target audience:** designated engineers from field units, contractor's officials, and key workers, other officials of MPRDC associated for the project.
- **Faculty:** EE and Environment Expert of CSC.
- **No of Programmes :** Minimum one per contract package

G. Grievance Redress Mechanism

218. Grievances related to the implementation of the project, particularly regarding the environmental management plan will be acknowledged, evaluated, and responded to the complainant with corrective action proposed. The outcome shall also form part of six monthly compliances report to ADB. Complaints maybe lodged verbally directly to the contractor or CSC or PIU at the site level. To the extent possible efforts will be made by the contractor, CSC or PIU to address these complaints immediately on site. Only those complaints that cannot be addressed immediately at the site level will be submitted to the Grievance Redress Committee (GRC). Necessary assistance for completing the complaint form or lodging a written complaint will be made to illiterate complainants by the respective receiver of the complaint. Grievance Redress Committee (GRCs) should be established at the MPRDC state level and PIU level to assure accessibility for APs .The GRCs are expected to resolve the grievances of the eligible persons within a stipulated time. The decision of the GRCs is binding, unless vacated by the court of law. The GRC will be constituted at MPRDC level and at the PIU level.

219. The State level GRC will comprise of the following:

- a. General Manager, MPRDC, Bhopal
- b. Superintended Engineer, PWD, Bhopal
- c. DGM, MPRDC, Bhopal
- d. Manager (Environment & Social) , MPRDC, Bhopal

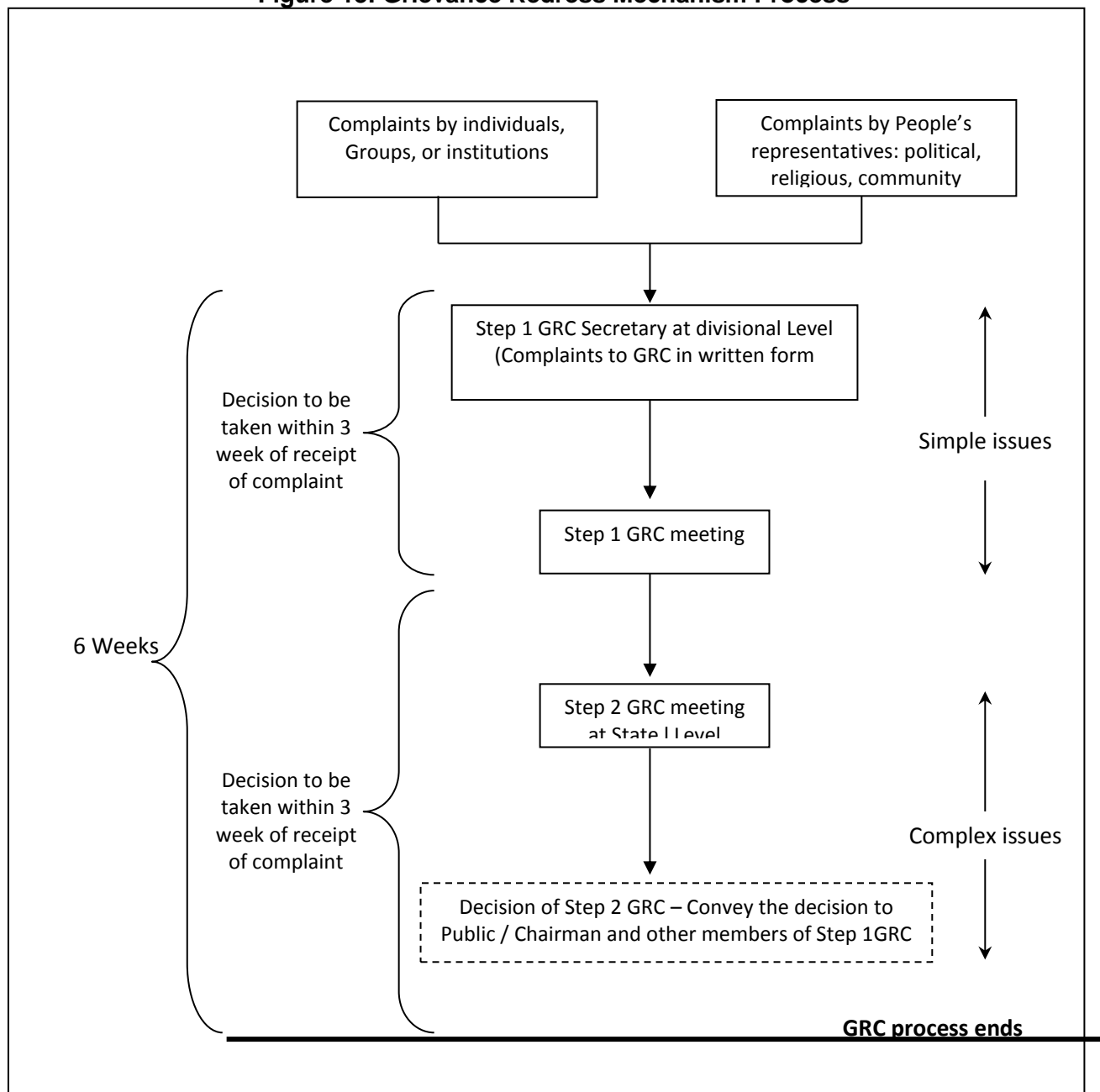
220. The PIU level GRC will comprise of the:

- a. Divisional Manager
- b. A representative from local NGOs or a local person of repute and standing in the society, elected representative from Zila Parisad /District Council.
- c. Two representatives of affected persons including vulnerable groups and women in the committee.

221. The GRC will continue to function, for the benefit of the APs, during the entire life of the project including the five year maintenance period. The following flow chart defines the process

of GRM. The details of GRM, procedures and formats in local language i.e. Hindi are provided in Appendix 9.

Figure 13: Grievance Redress Mechanism Process



H. Cost for Environmental Management Plan, Training and Environmental Monitoring

222. The cost of environment management, monitoring & Training programme is given in Table 28.

Table 28: EMP, Training and Monitoring Costs

	Parameters / Components	Parameter to be monitored	Guidelines	Unit Cost (Rs)	Total Cost (Rs)
1	Ambient Air Monitoring: 3 times in a year for 3 years or construction period at 3 sites & Five years during operation/ defect liability period ,once in a year at three sites	PM10, PM2.5, SO ₂ , NO _x & CO	High Volume samplers to be used and located 50 m from the construction site	9000	378000
2	Water Monitoring: 3 times in a year for 3 years or construction period At 3 locations	pH, BOD, COD, TDS, TSS, DO, Total coliform, Conductivity, Oil & Grease	Analyze as per the standard methods for examination of water and waste water	5000	135000
3	Noise Monitoring: 3 times in a year for 3 years or construction period , 3 locations & Five years during operation/ defect liability period ,once in a year at three sites	Noise levels on dB (A) scale	Using an integrated noise level meter kept at a distance of 15 m from the construction site	3000	12600
	Total Monitoring Cost				639000
4.	Opening, running and restoration of stone quarry/sand extraction pits along the entire project length		IRC Code of Practice and MoSRT&H manual	LS	Engineering cost
5.	Gabion walls (above height 4 m) along elevated embankment		IRC Code of Practice and MoSRT&H manual	LS	Engineering cost
6.	Dust Suppression along the entire project length Three tankers in a days for 240 Days		IRC Code of Practice and MoSRT&H manual	Rs2000/- per day per tanker	1440000
7.	Solid Waste management during entire project period		As per MoEF guidelines	3000 month /	10800

	Parameters / Components	Parameter to be monitored	Guidelines	Unit Cost (Rs)	Total Cost (Rs)
8.	Erosion Control Measures (Turving / Pitching / Seeding & Mulching) Provision of Cross drainage & side drainage structures General Borrow area management and maintenance of haul roads related to borrow areas Air/noise pollution control measures in construction equipment Management and disposal of scarified waste bituminous material Provision of Informatory Signs Bus shelters Construction of Speed Humps Management of quarries Redevelopment of Borrow Areas Construction Camp Management Costs Safety measures for workers		As per IRC Guidelines	Shall be included in contractor's quoted rates	Engineering cost
	Total Mitigation Cost (B)				1548000
8.	Training, Three training sessions during construction period.		As per modules developed by MPRDC	50000 per session	150000
	Total Training Cost (C)				150000
	Total Environmental Cost (A+B+C)				2337000/-

VIII. CONCLUSIONS AND RECOMMENDATIONS

223. The assessment of environment impacts for the sub-project shows that there are no significant, long term impacts. Most impacts are short term and limited to the construction stage. Key conclusions on the environmental implications of the project are given in the paragraphs below.

A. Environmental Gains Due to Proposed Work Justifying Implementation

224. The project entails various impacts on the project setting. There are many impacts bearing benefits to the area against the limited number and magnitude of negative impacts. These include the following: (i) the project will substantially improve the transport efficiency on the roads. (iii) the project once implemented will improve the overall environmental conditions with better roads, fuel efficiency and environmental protection measures (iv) will reduce traffic congestion particularly at junctions hence, air pollution due to idling of the vehicles.

B. Potential Impacts and Mitigation

225. The finding of IEE indicates that project is unlikely to cause any significant adverse environmental impacts. While some of the impacts are negative, there are many bearing benefits to the area. Most of the impacts are likely to occur during construction stage and are temporary in nature. Anticipated minor impacts will be mitigated through the implementation of mitigation measures summarized in the Environmental Management Plan.

226. Factors contributing to minimal impacts include, widening of the project road confined within the available RoW, presence of no sensitive environmental issue like wildlife sanctuary, national park, bio reserve, with 10 km from the project road and most of water body crossed by the road are non-perennial in nature except one which is already bridged. There is no tree cutting .However; some of the impacts are unavoidable. These impacts with mitigation measures are indicated below:

- Air Pollution due to construction activities and operation of hot mix plant will be controlled through adoption of dust suppression measures and provision of high stack for good dispersion of gaseous emission from hot mix plant.
- Noise levels may increase during the construction phase due to operation of construction machineries. All the construction equipment and DG set will be well maintained and fitted with silencers.
- Waste materials generated during construction phase may contaminate soil, surface and ground water resources. Waste shall be segregated and reused or disposed of in environmentally acceptable manner.
- Along the project stretch, few religious structures are located. Appropriate design options are exercised to minimize the loss of such structures.
- The social issues are addressed through Social Safeguards, Due Diligence reports prepared as per SPS of ADB.

C. Irreplaceable Resources

227. The project does not pass through any protected areas, or eco sensitive areas. The construction material will also be sourced from identified and approved sources. As such, there are no environmental sensitive resources found in the project area, which is likely to be affected due to the project.

D. Post IEE Surveillance and Monitoring

228. While an IEE is meant to provide a comprehensive understanding of the environment\ status of the area under the study, post IEE surveillance is the means to ensure that the significant impacts identified are adequately mitigated as per the proposed mitigation plan. A detailed monitoring plan has been provided as part of the Environmental Management Plan. Air, water quality, noise, soil erosion, and tree survival rate monitoring and reporting along with the follow up actions in case of deviation from the norms have been detailed out. The frequency has been set in consideration of the likely impacts.

E. Public Consultations

229. The project received support and consent from most of local people. The local people did not perceive any adverse impact due to the proposed project. Environmental awareness and likewise concern were found generally low. People, however expressed the desire of minimizing the tree cutting.

F. Recommendations

230. Effective EMP implementation is essential for elimination or minimization of the identified impacts. The MPRDC 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.

231. MPRDC needs capacity building and practical exposure. Adequate training shall be imparted as proposed under environmental management plan to enhance the capability of concerned EA officials.

APPENDIX 1: RAPID ENVIRONMENTAL ASSESSMENT CHECKLIST

Instructions:

ROADS AND HIGHWAYS

- (i) The project team completes this checklist to support the environmental classification of a project. It is to be attached to the environmental categorization form and submitted to the Environment and Safeguards Division (RSES), for endorsement by Director, RSES and for approval by the Chief Compliance Officer.
- (ii) This checklist focuses on environmental issues and concerns. To ensure that social dimensions are adequately considered, refer also to ADB's (a) checklists on involuntary resettlement and Indigenous Peoples; (b) poverty reduction handbook; (c) staff guide to consultation and participation; and (d) gender checklists.
- (iii) Answer the questions assuming the "without mitigation" case. The purpose is to identify potential impacts. Use the "remarks" section to discuss any anticipated mitigation measures.

Country / Project Title:	India: Madhya Pradesh District Connectivity Sector Project: Subproject : Dewas-Newari Road
Sector Division:	Transport Sector

Screening questions	Yes	No	Remarks
A. Project Siting			
Is the project area adjacent to or within any Of the following environmentally sensitive Areas?			
Cultural heritage site		X	No archaeologically protected monument or cultural heritage site is located within the road.
Protected area		X	No Forest & protected area is located close to road , however widening/reconstruction will be done within row
Wetland		X	No protected or classified wet land is located close to the
Mangrove		X	Project road is not located in coastal area.
Estuarine		X	No estuarine is located in the project vicinity.
Buffer zone of protected biodiversity		X	No such area is located in the project vicinity.
Special area for protecting biodiversity		X	No such area is located in the project vicinity
B. Potential Environmental Impacts			
Encroachment on precious ecology e.g Sensitive or protected areas?		X	There is no National Parks, Wild Life Sanctuaries or any other similar eco-sensitive areas in and around the project area. 94 trees need to be cut.
Alteration of surface water hydrology of waterways crossed by roads, resulting in increased sediment in streams affected by increased soil erosion at construction site?		X	The proposed alignment is crossing only small natural drains. All drainage courses will be maintained to avoid alteration in surface water hydrology so that water courses are not affected. The temporary soil stockpiles will be designed so that runoff will not induce Sedimentation of waterways. Silt fencing during construction will be provided.

Deterioration of surface water quality due to silt runoff and sanitary wastes from worker- based camps and chemicals used in construction?		X	Adequate sanitary facilities including Soak pits treatment facilities will be provided at construction camps, which will be set-up away from habitat and water bodies. No harmful ingredients are likely to be used in the construction activities. Surface water quality is not impacted due to construction. Measures like embankment slope stabilization, RCC retaining walls are proposed to prevent siltation of ponds located next to the road due to surface runoff.
Increased local air pollution due to rock crushing, cutting and filling works, and chemicals from asphalt processing?		X	Localized air pollution level is likely to increase for short duration during construction period due to construction vehicle movement and asphalt processing. The asphalt mixing plant (hot mix plant) will be located away from habitat areas with Adequately high stack for effective dispersion of likely emissions Dust. separation measures like spraying of water on unpaved vehicle movement areas are proposed to minimize the dust generation.
Risks and vulnerabilities related to occupational health and safety due to physical, chemical biological, and radiological hazards during project construction and operation?		X	Workers may get exposed to dust and noise during construction activities. However the exposure levels are likely to be short and insignificant. Workers will be provided requisite PPEs to minimize such exposure and associated harmful occupational health effects. Traffic on the road is expected to be low and as such, no occupational health hazard is anticipated during operation phase.
Noise and vibration due to blasting and other civil works?		X	No blasting is involved. No significant noise generation is expected during construction activities except normal construction equipment operational noise. These noise levels will be impulsive in nature and its impact will be confined within few meters of either side of the road. All stationary noise making sources equipment like DG set, compressors will be installed with acoustic enclosures. There are few noise sensitive locations especially schools close to the alignment where noise level may increase due to increased traffic during operation stage. Provision of no horn zone will be made wherever noise level is likely to increase beyond the prescribed ambient noise levels
Dislocation or involuntary resettlement of people		X	The project road will be widened within existing RoW. The project affected persons are also expected to be very less. This aspect will be addressed as per Govt. rules and ADB's Social Safeguard Policies (SPS09) separately in a Resettlement Plan.
Dislocation and compulsory resettlement of people living in right of-way?		X	No displacement of people involved.
Disproportionate impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?		X	No such impact is anticipated

Other social concerns relating to inconveniences in living conditions in the project areas that may trigger cases of upper respiratory problems and stress?	X		No such social concern is expected. Concern may arise during construction stage due to increase in ambient air pollution level, which is expected to be localized and temporary in nature. This aspect will be effectively controlled with the proposed dust suppression and other mitigation measures. As such people at large are supportive of project and are least bothered about above air pollution concern as well.
Hazardous driving conditions where construction interferes with existing roads?	X		Hazardous driving condition may arise around bridge construction areas and at locations of road interface with non-project roads. To minimized the impact suitable traffic management plan will be designed and implement by the contractor to prevent any hazardous driving condition in above situations.
Poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases from workers to local populations?	X		Proper provisions for sanitation (sewage treatment), health care (drinking water supply) and periodic health check-ups) and solid waste disposal through composting facilities will be made at each construction camp. Awareness will be created amongst the workers about hygiene and health protection.
Creation of temporary breeding habitats for mosquito vectors of disease?		X	No such condition is anticipated. Each borrow area will be rehabilitated as per pre agreed used and rehabilitation plan
Accident risks associated with increased vehicular traffic, leading to accidental spills of toxic materials and loss of life?	X		Adequate safety measures will be adopted to avoid accidents during construction and operation stages. Measures, like signage, speed control, crash barriers will be taken close to sensitive locations such as schools, temples or hospitals.
Increased noise and air pollution resulting from traffic volume?	X		Increase in noise and air pollution is expected during construction phase but is likely to be confined within few meters of either side of the road. Adequate mitigation measures will be adopted to minimize the same. During operation phase vehicular traffic will be the main, source of air and noise pollution. Improved road conditions, extensive plantation including multi-layered plantation along the road will reduce the noise and air pollution impact. Moreover, most of the road stretch passes through open agricultural land, which will provide adequate dispersion to vehicular emission.
Increased risk of water pollution from oil, grease and fuel spills, and other materials from vehicles using the road?	X		This possibility is minimal but cannot be ruled out. Controlled construction activities and proper drainage system will reduce this possibility. Provision is made for adequate signage and crash barriers near water bodies, which will minimize the possibilities of accidental water pollution.
Social conflicts if workers from other regions or countries are hired?		X	Most of the workers will be hired locally.

Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and Sanitation systems)?		X	Most of the workers will be hired locally. One construction camp is proposed per package with expected workers population of only 60-70. This is unlikely to cause any significant burden on social infrastructure and services
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?		X	The construction material aggregate from approved quarries, borrow earth, bitumen) will be sourced from nearby and approved sources. No explosive or chemicals are likely to be used. Bitumen waste if any generated during construction will either be recycled or disposed off in a controlled manner
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		X	No such impacts are anticipated. Adequate awareness will be created amongst people and workers through information disclosure, safety signage and public consultation about safety aspects.
Based on above assessment and the project is categorized as 'B'			

APPENDIX 2: GUIDELINES FOR BORROW AREAS MANAGEMENT

A. Selection of Borrow Areas

1. Location of borrow areas shall be finalized as per IRC: 10-1961 guidelines. The finalization of locations in case of borrows areas identified in private land shall depend upon the formal agreement between landowners and contractor. If, agreement is not reached between the contractor and landowners for the identified borrow areas sites, arrangement for locating the source of supply of material for embankment and sub-grade as well as compliance to 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.

- The borrow area should not be located in agriculture field unless unavoidable i.e. barren land is not available.
- The borrow pits preferably should not be located along the roads.
- The loss of productive and agriculture soil should be minimum.
- The loss of vegetation is almost nil or minimum.
- The Contractor will ensure that suitable earth is available.

B. Contractor's Responsibility

2. 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 approved by the Engineer. It shall be ensured that the sub-grade material when compacted to the density requirements shall yield the design CBR value of the sub-grade. Contractor shall begin operations keeping in mind following;

- a. Haulage of material to embankments or other areas of fill shall proceed only when sufficient spreading and compaction plants is operating at the place of deposition.
- b. 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 shall make consequent deficit of material arising there from.
- c. Where the excavation reveals a combination of acceptable and unacceptable 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 unacceptable materials. The acceptable material shall be stockpiled separately.
- d. 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 are siting of temporary buildings or structures.

C. Borrowing from Different Land-Forms**1. Borrow Areas located in Agricultural Lands**

- a. The preservation of topsoil will be carried out in stockpile.
- b. 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).
- c. Borrowing of earth will be carried out up to a depth of 1.5m from the existing ground level.
- d. Borrowing of earth will not be done continuously throughout the stretch.
- e. Ridges of not less than 8m widths will be left at intervals not exceeding 300m.
- f. Small drains will be cut through the ridges, if necessary, to facilitate drainage.
- g. The slope of the edges will be maintained not steeper than 1:4 (vertical: Horizontal).
- h. The depth of borrow pits will not be more than 30 cm after stripping the 15 cm topsoil aside.

2. Borrow Areas located in Elevated Lands

- a. The preservation of topsoil will be carried out in stockpile.
- b. 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).
- c. 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

3. Borrow Areas near River Side

- a. The preservation of topsoil will be carried out in stockpile.
- b. 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).
- c. 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.

4. Borrow Areas near Settlements

- a. The preservation of topsoil will be carried out in stockpile.
- b. 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).
- c. 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.
- d. 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/SPCB guidelines.

5. Borrow Pits along the Road

3. Borrow pits along the road shall be discouraged and if deemed necessary and permitted by the Engineer; following precautions are recommended

- a. The preservation of topsoil will be carried out in stockpile.
- b. 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).
- c. Ridges of not less than 8m widths should be left at intervals not exceeding 300m.
- d. Small drains shall be cut through the ridges of facilitate drainage.
- e. 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.
- f. 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.

6. Rehabilitation of Borrow Areas

- a. 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 floor to approximately the access road level.
- b. Re-development plan shall be prepared by the Contractor before the start of working line with the owners will require and to the satisfaction of owner. The Borrow Areas shall be rehabilitated as per following;
- c. Borrow pits shall be backfilled with rejected construction wastes and will be given a vegetative cover. If this is not possible, then excavation sloped will be smoothed and depression will be filled in such a way that it looks more or less like the original round surface.
- d. 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 an Environment Expert of Supervision Consultant will certify the post use redevelopment.
- e. 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.

APPENDIX 3: ENVIRONMENTAL MANAGEMENT PLAN FOR DEWAS-NEWARI ROAD

Environmental Issue/Component	Remedial Measure	Reference laws /guidelines	to	Location	Monitoring indicators	Monitoring Methods	Mitigation Costs	Institutional Responsibility	
								Implementation	Supervision
A. Pre-construction and Design Stage									
1. Alignment									
1.1 Pavement damage and inadequate drainage provisions in habitat areas	<ul style="list-style-type: none">Construction of concrete pavement in habitat areas considering alignment level and drainageRaise road level above the nearby areas with provision of adequate side drains to evacuate the rain water and domestic discharges (drained by habitats occasionally) to prevent damage to road and rain water entry to habitats' houses.Provision of adequate no. of cross drainage structures based on drainage pattern around the alignment	Design requirement		All habitat areas throughout the alignment	Design of both cross & side drains ,no. of slab/box culverts ,no & size of Hume pipes	Review of detail design documents & drawings	Included in construction cost	Design Consultant	MPRDC (SQC)
1.2 Safety along the proposed alignment	<ul style="list-style-type: none">Make provisions of crash barriers at accident prone areas as identified in the road safety studiesProvision of rumble strips in habitat areas to regulate speed.Provision of retro-reflective warning sign boards nears school, hospital, religious places and forests areas	Design requirement		Places where height of embankment is more than 3.0 m.	No. of accident &Vehicle collision	Field observation ,interview of locals	Included in construction cost	Design Consultant	MPRDC (SQC)

	<ul style="list-style-type: none"> ▪ Provision of proper side walks/pedestrian zone along the road near habitat areas, school, hospital, religious places and forests ▪ Compliance with norms specified in IRC codes for state highway for curvature and grading ▪ Provision of safety kerb at all bridges ▪ The design should attempt to equalize cut and fill. ▪ Minimize the cutting in hill areas. Incorporate slope stabilization measures to prevent any land slide situation. 							
2. Natural Hazards								
2.1 Protection for damage from Earthquake	<ul style="list-style-type: none"> • Design considering relevant IRC guidelines for earthquakes in bridges 		Throughout the stretch	Incorporation of IRC guidelines for earthquake in bridge design	Review of bridge design	Project preparation Cost	Design Consultant	MPRDC (SQC)
2.2 Protection of road embankment in Flood prone Areas	<ul style="list-style-type: none"> • Raise embankment height above the HFL levels in the flood prone areas. • Provision of adequate balancing culverts. • Improvement in existing culverts/ Bridges to increase their carrying capacity. 	IRC:34 Recommendations for road construction in waterlogged area and IRC: 75 and MORT&H guidelines for Design of High Embankments	All the existing culverts/bridges .	Design of both cross & side drains , no. of slab/box culverts ,no & size of Hume pipes		Included in construction cost	Design Consultant	MPRDC (SQC)

3. Shifting of utility structures								
3.1 Disruption of utility services to local community	<ul style="list-style-type: none"> ▪ All telephone and electrical poles/wires and underground cables should be shifted before start of construction ▪ Necessary permission and payments should be made to relevant utility service agencies to allow quick shifting and restoration of utility services ▪ Local people must be informed through appropriate means about the time of shifting of utility structures and potential disruption of services if any 	Project requirement	Throughout the corridor	Utility shifting plan Complaints from local people Status of local utility services	Interaction with concerned utility authorities and local public	Included in construction	Contractor/SQ C	MPRDC (SQC)/CSC
B. Construction Stage								
1. Air Quality								
1.1 Dust Generation due to construction activities and transport, storage and handling of construction materials	<ul style="list-style-type: none"> ▪ Transport, loading and unloading of loose and fine materials through covered vehicles. ▪ Paved approach roads. ▪ Storage areas to be located downwind of the habitation area. ▪ Water spraying on earthworks, unpaved haulage roads and other dust prone areas. ▪ Provision of PPEs to workers. 	MORT&H Specifications for Road and Bridge works Air (P and CP) Act 1974 and Central Motor and Vehicle Act 1988	Throughout project corridor.	PM10 level measurements Dust pollution or complain of locals	Standards CPCB methods Observations Public consultation	Included in project cost	Contractor	MPRDC (SQC)/CSC

1.2 Emission of air pollutants (HC, SO ₂ , NO _x , CO etc) from vehicles due to traffic congestion and use of equipment and machinery	<ul style="list-style-type: none"> • Regular maintenance of machinery and equipment. • Batching, asphalt mixing plants and crushers at downwind (1km) direction from the nearest settlement. • Only crushers licensed by the PCB shall be used • DG sets with stacks of adequate height and use of low sulphur diesel as fuel. • Ambient air quality monitoring • Follow traffic management plan as given in Section 8. 	The Air (Prevention and Control of Pollution) Act, 1981 (Amended 1987) and Rules 1982	Asphalt mixing plants, crushers, DG sets locations	Monitoring of ambient air quality & checking PUC certificates	Standards CPCB methods	Included in project cost	Contractor	MPRDC (SQC)/CSC
2. Noise								
2.1 Noise from construction vehicle, equipment and machinery.	<ul style="list-style-type: none"> • All equipment to be timely serviced and properly maintained. • Bottlenecks to be removed. • Construction equipment and machinery to be fitted with silencers and maintained properly. • Only IS approved equipment shall be used for construction activities. • Timing of noisy construction activities shall be done during night time and weekends near schools and selected suitable times near temples when there are no visitors, concurrent noisy operations may be separated to reduce the 	Legal requirement Noise Pollution (Regulation and Control) Rules, 2000 and amendments thereof + Clause No 501.8.6. MORT&H Specifications for Road and Bridge works	Throughout project section especially at construction sites, residential and identified sensitive locations.	Noise levels Measurements Complaints from local people	As per Noise rule, 2000 Consultation with local people	Included in Project Cost Plantation cost is separate	Contractor	MPRDC (SQC)/CSC

	<p>total noise generated, and if possible re-route traffic during construction to avoid the accumulation of noise beyond standards. Else provision of temporary noise barrier at sensitive locations or near sources.</p> <ul style="list-style-type: none"> • Time regulation near residential, built up and forest areas construction shall be restricted to daylight hours. • Initiation of multi layered plantation, to serve as mitigation option for operation phase • Honking restrictions near sensitive areas • PPEs to workers • Noise monitoring as per EMoP. 							
3. Land and Soil								
3.1 Land use Change and Loss of productive/top soil	<ul style="list-style-type: none"> • Non-agricultural areas to be used as borrow areas to the extent possible. • If using agricultural land, top soil to be preserved and laid over either on the embankment slope for growing vegetation to protect soil erosion. 	Project requirement	Throughout the project section and borrow areas	Borrow pit locations Top soil storage area	Review borrow area plan, site visits	Included in construction cost	Contractor	MPRDC (SQC)/CSC
3.2 Slope failure and Soil erosion due to Construction activities, earthwork, and cut and fill, stockpiles etc.	<ul style="list-style-type: none"> ▪ Bio-turfing of embankments to protect slopes. ▪ Slope protection by providing frames, dry stone pitching, masonry retaining walls, planting of grass and trees. ▪ The side slopes of all cut and fill areas will be graded and covered with stone pitching, grass and shrub as per design 	IRC: 56 -1974 recommended practice for treatment of embankment slopes for erosion control Clause No. 306 and 305.2.2 MORT&H Specifications for Road and Bridge works Guidelines IX	Throughout the entire project road especially along hilly areas	Occurrence of slope failure or erosion issues	Review of design documents and site observation	Included in Construction cost	Design consultant and Contractor,	MPRDC (SQC)/CSC

	<p>specifications. Care should be taken that the slope gradient shall not be greater than 2:1.</p> <ul style="list-style-type: none"> ▪ The earth stockpiles to be provided with gentle slopes to prevent soil erosion. 	for Soil erosion						
Environmental Issue/Component	Remedial Measure	Reference to laws /guidelines	Location	Monitoring indicators	Monitoring Methods	Mitigation Costs	Institutional Responsibility	
							Implementation	Supervision
3.3 Borrow area management	<ul style="list-style-type: none"> ▪ Non-productive, barren lands, upland shall be used for borrowing earth with the necessary permissions/consents. ▪ Depths of borrow pits to be regulated and sides not steeper than 25%. ▪ Topsoil to be stockpiled and protected for use at the rehabilitation stage. ▪ Transportation of earth materials through covered vehicles. ▪ IRC recommended practice for borrow pits (IRC 10: 1961). ▪ Borrow areas not to be dug continuously. ▪ To the extent borrow areas shall be sited away from habitated areas. Borrow areas shall be leveled with salvaged material or other filling materials which do not pose contamination of soil. Else, it shall be converted into fishpond in consultation with fishery department and landowner/community. Rehabilitation of the 	IRC Guidelines on borrow areas and for quarries (Environmental Protection Act and Rules, 1986; Water Act, Air Act) + Clause No. 305.2.2 MORT&H Specifications for Road and Bridge works Guidelines V for Borrow Areas management	Borrow sites location	Existence of borrow areas in inappropriate unauthorized locations. Poor borrow area management practices. Incidents of accidents. Complaints from local people.	Review of design documents and site observation	Included in Construction cost	Design consultant and Contractor,	MPRDC (SQC)/CSC

	borrow areas as per Guidelines for redevelopment of Borrow Areas.							
3.4 Quarry Operations	<ul style="list-style-type: none"> Aggregates will be sourced from existing licensed quarries. Copies of consent/ approval / rehabilitation plan for a new quarry or use of existing source will be submitted to EO, MPRDC. The contractor will develop a Quarry Redevelopment plan, as per the Mining Rules of the state and submit a copy of the approval to EA. 	Clause No. 111.3 MORT&H Specifications for Road and Bridge works Guidelines VI for Quarry Areas Management	Quarry area locations	Existence of licenses for all quarry areas from which materials are being sourced Existence of a quarry redevelopment plan	Review of design documents, contractor documents and site observation	Included in Construction cost	Contractor	MPRDC (SQC)/CSC
3.5 Compaction of soil and impact on quarry haul roads due to movement of vehicles and equipment	<ul style="list-style-type: none"> Complaints from local people. Construction vehicles, machinery, and equipment to be stationed in the designated ROW to avoid compaction. Approach roads/haulage roads shall be designed along the barren and hard soil area to reduce the compaction. Transportation of quarry material to the dumping site through heavy vehicles shall be done through existing major roads to the extent possible to restrict 	Design requirement	areas, Haulage roads and construction yards.	Location of approach and haulage roads Presence of destroyed/compacted agricultural land or land which has not be restored to its original condition	Site observation	Included in construction cost	Contractor	MPRDC (SQC)/CSC

	<p>wear and tear to the village/minor roads.</p> <ul style="list-style-type: none"> Land taken for construction camp and other temporary facility shall be restored to its original conditions. 							
3.6 Contamination of soil due to leakage/ spillage of oil, bituminous and non bituminous debris generated from demolition and road construction	<ul style="list-style-type: none"> Construction vehicles and equipment will be maintained and refueled in such a fashion that oil/diesel spillage does not contaminate the soil. Fuel storage and refueling sites to be kept away from drainage channels. Unusable debris shall be dumped in ditches and low lying areas. To avoid soil contamination Oil-Interceptors shall be provided at wash down and refueling areas. Waste oil and oil soaked cotton/ cloth shall be stored in containers labeled 'Waste Oil' and 'Hazardous' sold off to MoEF/SPCB authorized vendors Non-bituminous wastes to be dumped in borrow pits with the concurrence of landowner and covered with a layer of topsoil conserved from opening the pit. Bituminous wastes will be disposed off in an identified dumping site approved by the State Pollution Control Board 	Design requirement	Fuelling station, construction sites, and construction camps and disposal location.	Quality of soil near storage area Presence of spilled oil or bitumen in project area	Site observation	Included in construction cost.	Contractor	MPRDC (SQC)/CSC

4. Water Resources								
4.1 Sourcing of water during Construction	<ul style="list-style-type: none"> Requisite permission shall be obtained for abstraction of groundwater from Central Groundwater Authority Arrangements shall be made by contractor that the water availability and supply to nearby communities remain unaffected. 	-	Throughout the Project section	Approval from competent authority Complaints from local people on water availability	Checking of documentation Talk to local people	Included in construction cost	Contractor	MPRDC (SQC)/CSC
4.2 Disposal of water during construction	Provisions shall be made to connect road side drains with exiting nearby ponds otherwise make provision of water harvesting pits intermittently.	Clause No. 1010 EP Act 1986 MORT&H Specifications for Road and Bridge works	Throughout the Project section	Design of road side drains Existence of proper drainage system for disposal of waste water	Standards methods Site observation and review of documents	Included in construction cost	Contractor	MPRDC (SQC)/CSC
4.3 Alteration in surface water hydrology due to embankment	<ul style="list-style-type: none"> Existing drainage system to be maintained and further enhanced. Provision shall be made for adequate size and number of cross drainage structures esp. in the areas where land is sloping towards road alignment. Road level shall be raised above HFL level wherever road level is lesser than HFL. 	Design requirement, Clause No 501.8.6. MORT&H Specifications	Near all drainage channels, river crossings etc.	Design of road side drains	Review of design documents Site observation	Included in construction cost	Contractor	MPRDC (SQC)/CSC
Environmental Issue/Component	Remedial Measure	Reference laws to	Location	Monitoring indicators	Monitoring Methods	Mitigation Costs	Institutional Responsibility	

		/guidelines					Implementation	Supervision
4.4 Siltation in water bodies due to construction activities/ earthwork	<ul style="list-style-type: none"> ▪ Embankment slopes to be modified suitably to restrict the soil debris entering water bodies. ▪ Provision of Silt fencing shall be made at water bodies. ▪ Silt/sediment should be collected and stockpiled for possible reuse as surfacing of slopes where they have to be re-vegetated. ▪ Earthworks and stone works to be prevented from impeding natural flow of rivers, streams and water canals or existing drainage system. 	Design requirement , Clause No 501.8.6. MORT&H Specifications for Road and Bridge works (CP and CP) and worldwide best practices	Near all water bodies, river embankment slopes.	Siltation of rivers, streams, ponds and other water bodies in project area	Field observation	Include in construction cost	Contractor	MPRDC (SQC)/CSC
4.5 Deterioration in Surface water quality due to leakage from vehicles and equipment's and waste from construction camps.	<ul style="list-style-type: none"> ▪ No vehicles or equipment should be parked or refueled near water-bodies, so as to avoid contamination from fuel and lubricants. ▪ Oil and grease traps and fuelling platforms to be provided at re-fuelling locations. ▪ All chemicals and oil shall be stored away from water and concreted platform with catchment pit for spills collection. ▪ All equipment operators, drivers, and warehouse personnel will be trained in immediate response for spill containment and eventual clean-up. Readily available, 	The Water (Prevention and Control of Pollution) Act, 1974 and amendments thereof.	Water bodies, refuelling stations, construction camps.	Water quality of ponds, streams, rivers and other water bodies in project Presence of oil floating in water bodies in project area	Conduction of water quality tests as per the monitoring plan Field observation	Included in construction cost	Contractor	MPRDC (SQC)/CSC

	<p>simple to understand and preferably written in the local language emergency response procedure, including reporting, will be provided by the contractors</p> <ul style="list-style-type: none"> Construction camp to be sited away from water bodies. Wastes must be collected, stored and taken to approved disposal site only. Water quality shall be monitored periodically 							
5. Flora and Fauna								
5.1 Vegetation loss due to site preparation and construction activities and	<ul style="list-style-type: none"> Minimize tree cutting to the extent possible. Roadside trees to be removed with prior approval of competent authority. Compensatory plantation at 1:10 basis and additional plantation as per the IRC guidelines in consultation with Forest Department. Regular maintenance of all trees planted. Provision of LPG in construction camp as fuel source to avoid tree cutting, wherever possible. Plantation of trees on both sides of the road. Integrate vegetation management (IVM) with the carriage way completely clear of vegetation. From the edge of the road to the boundary of ROW, 	Forest Conservation Act 1980 + IRC SP: 21 and IRC SP:66	Throughout project corridor	ROW width Number of trees for felling Compensatory plantation plan Number of trees replanted	Review of relevant documents – tree cutting permit, compensatory plantation plan Field observations	Road side plantation cost is included in project costs.	Relevant agency specialized in afforestation	MPRDC (SQC)/CSC

	<p>vegetation structured with smaller plants near the line and larger trees further away to avoid costly and provide habitats for a wide variety of plants and animals. Additional plantation near river banks to check erosion as part of compensatory plantation.</p> <ul style="list-style-type: none"> ▪ In the event of design changes during the construction stages additional assessments including the possibility to save trees shall be made by the EA. ▪ Road side Plantation Strategy as per IRC specifications including manuring. ▪ Control use of pesticides/ fertilizers 							
6. Construction Camps								
6.1 Impact associated with location	<ul style="list-style-type: none"> ▪ All camps should maintain minimum distance from following: <ul style="list-style-type: none"> # 500 m from habitation # 500 m from forest areas where possible # 500 m from water bodies where possible # 500 m from through traffic route where possible ▪ The average distance between two camps should be 50 km 	Design Requirement	All construction camps	Location of campsites and distance from habitation, forest areas, water bodies, through traffic route and other construction camps	On site observation Interaction with workers and local community	Included in construction cost	Contractor and EO	MPRDC (SQC)/CSC
Environmental Issue/Component	Remedial Measure	Reference to laws /guidelines	Location	Monitoring indicators	Monitoring Methods	Mitigation Costs	Institutional Responsibility	
							Implementation	Supervision

7. Management of Construction Waste/Debris

7.1 Selection of Dumping Sites	<ul style="list-style-type: none"> ▪ Unproductive/wastelands shall be selected for dumping sites. ▪ Away from residential areas and water bodies ▪ Dumping sites have adequate capacity equal to the amount of debris generated. ▪ Public perception and consent from the village Panchayats has to be obtained before finalizing the location. 	Design Requirement and MORT&H guidelines	At all Location of Dumping Sites	dumping sites Public complaints	Field survey and interaction with local people	Included in construction cost.	Contractor.	MPRDC (SQC)/CSC
7.2 Reuse and disposal of construction and dismantled waste	<ul style="list-style-type: none"> ▪ The existing bitumen surface shall be utilized for paving of cross roads, access roads, and paving works in construction sites and camps, temporary traffic diversions, and haulage routes. ▪ All excavated materials from roadway, shoulders, verges, drains, cross drainage will be used for backfilling embankments, filling pits, and landscaping. ▪ Unusable and non-bituminous debris materials should be suitably disposed off at pre-designated disposal locations, with approval of the concerned authority. The bituminous wastes shall be disposed in secure landfill sites only in environmentally accepted manner. For removal of debris, wastes and its disposal 	MORT&H guidelines	Throughout the project corridor	Percentage of reuse of existing surface material Method and location of disposal site of construction debris	Contractor records Field observation Interaction with local people	Included in construction cost.	Contractor.	MPRDC (SQC)/CSC

	<p>MOSRTH guidelines should be followed.</p> <ul style="list-style-type: none"> Unusable and surplus materials, as determined by the Project Engineer, will be removed and disposed off-site. 							
8. Traffic Management and Safety								
8.1 Management of existing traffic and safety	<ul style="list-style-type: none"> Temporary traffic diversion shall be planned by the contractor and approved by the 'Engineer'. The traffic control plans shall contain details of diversions; traffic safety arrangements during construction; safety measures for night time traffic and precautions for transportation of hazardous materials. Traffic control plans shall be prepared in line with requirements of IRC's SP 55 document'. The Contractor will ensure that the diversion/detour is always maintained in running condition, particularly during the monsoon to avoid disruption to traffic flow. On stretches where it is not possible to pass the traffic on the part width of existing carriageway, temporary paved diversions will be constructed. Restriction of construction activity to only one side of the existing road. The contractor shall 	Design requirement and IRC SP:55	Throughout the project corridor especially at intersections.	Traffic management plan Safety signs on site Number of traffic accidents	Review traffic management plan Field observation of traffic management and safety system Interaction with people in vehicles using the road	Included in construction cost.	Contractor	MPRDC (SQC)/CSC

	<p>inform local community of changes to traffic routes, and pedestrian access arrangements with assistance from "Engineer".</p> <ul style="list-style-type: none"> ▪ Use of adequate signages to ensure traffic management and safety. <p>Conduct of regular safety audit on safety measures</p>							
8.2 Pedestrians, animal movement	<ul style="list-style-type: none"> ▪ Temporary access and diversion, with proper drainage facilities. ▪ Access to the schools, temples and other public places must be maintained when construction takes place near them. ▪ Fencing wherever cattle movement is expected. ▪ To avoid the need for cattle underpasses, some of the proposed culverts near habitations may be widened to facilitate cattle movement. 	<p>Design requirement and IRC: SP: 27 -1984 Report Containing Recommendations of IRC Regional Workshops on Highway Safety IRC:SP: 32 -1988 Road Safety for Children (5-12 Years Old) IRC:SP: 44 -1994 Highway Safety Code IRC: SP: 55 -2001 Guidelines for Safety in Construction Zones The Building and other Construction workers Act 1996 and Cess Act of 1996 Factories Act 1948</p>	<p>Near habitation on both sides of schools, temples, hospitals, graveyards, construction sites, haulage roads, diversion sites.</p>	<p>Road signage & drainage as per IRC guideline Complaints from local people</p>	<p>Field observation Interaction with local people</p>	<p>Included in construction cost.</p>	<p>Contractor</p>	<p>MPRDC (SQC)/CSC</p>
8.3 Safety of Workers and accident risk from construction activities	<ul style="list-style-type: none"> • Contractors to adopt and maintain safe working practices. • Usage of fluorescent and retroreflectory signage, in local language at the construction sites • Training to workers on safety procedures and precautions. 		<p>Construction sites</p>	<p>Availability of Safety gears to workers Safety signage Training records on safety Number of safety related accidents</p>	<p>Site observation Review records on safety training and accidents Interact with construction workers</p>	<p>Included in construction cost</p>	<p>Obligation of Contractor</p>	<p>MPRDC (SQC)/CSC</p>

9. Site restoration and rehabilitation

9.1 Clean-up Operations, Restoration and Rehabilitation	<ul style="list-style-type: none"> Contractor will prepare site restoration plans, which will be approved by the 'Engineer'. The clean-up and restoration operations are to be implemented by the contractor prior to demobilization. All construction zones including river-beds, culverts, road-side areas, camps, hot mix plant sites, crushers, batching plant sites and any other area used/affected by the project will be left clean and tidy, at the contractor's expense, to the satisfaction of the Environmental officer. All the opened borrow areas will be rehabilitated and 'Engineer' will certify in this regard. 	Project requirement	Throughout the project corridor, construction camp sites and borrow areas	Clean and restored camp sites Presence/absence of construction material/debris after completion of construction works on construction site	Site observation Interaction with locals Issue completion certificate after restoration of all sites are found satisfactory	Included in construction cost.	Contractor	MPRDC (SQC)/CSC
C. Operation stage								
1. Air quality								
1.1 Air pollution due to due to vehicular movement	<ul style="list-style-type: none"> Roadside tree plantations shall be maintained. Regular maintenance of the road will be done to ensure good surface condition Vehicular air pollution will be managed and monitored. Ambient air quality monitoring. If monitored parameters are above the prescribed limit, suitable control measures must be taken. Technological and behavioral changes Road signs shall be provided reminding the motorist to properly 	Environmental Protection Act, 1986; The Air (Prevention and Control of Pollution) Act, 1981	Throughout the Corridor	Ambient air quality (PM10, CO, NOx) Survival rate of trees planted	As per CPCB requirements Site inspection	Included in Operation/Maintenance cost	MPRDC (SQC)	

	maintain their vehicles to economize on fuel consumption and protect the environment.							
2. Noise								
2.1 Noise due to movement of traffic	<ul style="list-style-type: none"> • Effective traffic management and good riding conditions shall be maintained to reduce the noise level throughout the stretch and speed limitation and honking restrictions may be enforced near sensitive locations. • The effectiveness of the multilayered plantation should be monitored and if need be, solid noise barrier shall be placed. • Create awareness amongst the residents about likely noise levels from road operation at different distances, the safe ambient noise limits and easy to implement noise reduction measures while constructing a building close to the road. 	Noise Pollution (Regulation and Control) Rules, 2000 and amendments thereof	Sensitive receptors	locations.	Noise levels Noise monitoring as per noise rules ,2000 Discussion with people in sensitive receptor sites	Included in Operation/ Maintenance cost	MPRDC (SQC)	
3. Land and Soil								
3.1 Soil erosion at embankment during heavy rain fall.	<ul style="list-style-type: none"> • Periodic checking to be carried to assess the effectiveness of the stabilization measures viz. turfing,stone pitching, river training structures etc. • Necessary measures to be followed wherever there are failures 	Project requirement	At bridge locations and embankment slopes and other probable soil erosion areas.	Existence of soil erosion sites Number of soil erosion sites	On site observation	Included in Operation/ Maintenance cost	MPRDC (SQC)	
4. Water resources/Flooding and Inundation								
4.1 Siltation	<ul style="list-style-type: none"> • Regular checks shall be made for soil erosion and turfing conditions of river training structures for its effective maintenance. 	Project requirement	Near surface Water bodies	Water quality	Site observation	Included in Operation/ Maintenance cost	MPRDC (SQC)	
4.2 Water logging due to blockage of drains, culverts or	<ul style="list-style-type: none"> • Regular visual checks and cleaning of drains shall be done along the 	Project requirement	Near surface Water	Presence of flooded areas or areas with water	Site observation	Included in Operation/ Maintenance	MPRDC (SQC)	

streams	alignment to ensure that flow of water is maintained through cross drains and other channels/streams. • Monitoring of water borne diseases due to stagnant water bodies		bodies	stagnation		cost		
4.3 Road inundation due to choking of drainage channels	• MPRDC will ensure that all drains (side drains and all cross drainages) are periodically cleared especially before monsoon season to facilitate the quick passage of rainwater and avoid flooding.	Project requirement	Flood prone sections	Incidents of flooding and road inundation with details on chainage the stretch particularly in rolling topography	Field observation Interaction with local community	Operation/ Maintenance cost	MPRDC (SQC)	
5. Flora								
5.1 Vegetation	• Planted trees, shrubs, and grasses to be properly maintained. • The tree survivalist audit to be conducted at least once in a year to assess the effectiveness	Forest Conservation Act 1980	Project tree plantation sites	Minimum of 70% of tree survival	Records and fields observation s	Operation and Maintenance Cost	MPRDC (SQC)	
6. Maintenance of Right of Way and Safety								
6.1 Accident Risk due to uncontrolled growth of vegetation	• Efforts shall be made to make shoulder completely clear of vegetation. • Regular maintenance of plantation along the roadside • Invasive plant not to be planted near the road.	Project requirement	Throughout the Project route	Presence of and extent of vegetation growth on either side of road Accident data	Visual inspection Accident records	Included in operation/ Maintenance cost	MPRDC (SQC)	
6.2 Accident risks associated with traffic movement.	• Traffic control measures, including speed limits, will be enforced strictly. • Further encroachment of squatters within the ROW will be prevented. • No school or hospital will be allowed to be established beyond the stipulated planning line as per relevant local law • Monitor/ensure that all safety provisions included in design and construction phase are properly maintained • Highway patrol unit(s) for	IRC:SP:55	Throughout the Project route	Police records on accident Condition and existence of safety signs, rumble strips etc. on the road Presence/absence of sensitive receptor structures inside the stipulated planning line as per relevant local law	Review accident records Site observation s	Included in operation/ Maintenance cost	MPRDC (SQC)	

	round the clock patrolling. Phone booths for accidental reporting and ambulance services with minimum response time for rescue of any accident victims, if possible. • Tow-away facility for the break down vehicles if possible.							
6.3 Transport of Dangerous Goods	<ul style="list-style-type: none"> • Existence of spill prevention and control and emergency responsive system • Emergency plan for vehicles carrying hazardous material 	Throughout the project stretch	Status of emergency system – whether operational or not		Review of spill prevention and emergency response system Spill accident records	Included in operation/ Maintenance cost.	MPRDC (SQC)	

Notes: EA: Executing Agency, MPRDC: Madhya Pradesh Road Development Corporation, SQC: Supervision Quality Controller, EO: Environmental Officer, IRC: Indian Road Congress

a. The “Project engineer” or “the engineer” is the team of Construction Supervision Consultants (CSC) responsible for approving the plans, engineering drawing, release of payments to contractor etc. on behalf of the employer (MPRDC). It is usually the team leader of the CSC that takes the responsibility of signing approval documents on behalf of the CSC team.

b. The “environmental officer” is the environmental specialist under the CSC who is responsible for providing recommendations to the CSC team leader for approving activities specific to environment safeguards on behalf of “the engineer”.

APPENDIX 4: ENVIRONMENTAL MONITORING PROGRAMME

Environmental Components	Monitoring			Location	Frequency	Institutional Responsibility	
	Parameters	Special Guidance	Standards			Implementation	Supervision
Air	PM2.5, PM10, SO ₂ , NO _x , CO	As per CPCB guidelines	The Air (Prevention and Control of Pollution) Rules, CPCB, 1982	At sites where hot mix plant / batching plant is located	3 times in a year for 3 years or construction period at 3 sites & once in year for five years at 3 sites during operation/defect liability period	Contractor through approved monitoring agency	PIU, MPRDC, SC
Water	pH, BOD, COD, TDS, TSS, DO, Total coliform, Conductivity, Oil & Grease	Grab sample collected from source and analyze as per standard methods for examination of water and wastewater	Water quality standards by CPCB	river tributaries, roadside ponds and ground water at construction camp sites	Once during preconstruction stage 3 times in a year for 3 years or construction period At 3 locations	Contractor through approved monitoring agency	PIU, MPRDC, SC
Noise Levels	Noise level for day and night on dB(A) scale	In free field at 1m distance from the equipment to be monitored	Noise standard by CPCB	At equipment yards, camp and villages along the alignment.	3 times in a year construction period , 3 locations & once in a year for 5 years at 3 sites during operation/defect liability period.	Contractor through approved monitoring agency	PIU, MPRDC, SC

Environmental Components	Monitoring			Location	Frequency	Institutional Responsibility	
	Parameters	Special Guidance	Standards			Implementation	Supervision
Soil quality	Monitoring of NPK & heavy metals and grease		As per IRC code of practice	Ad hoc if accident / spill locations involving bulk transport of carrying hazardous materials		- PIU through an approved agency	PIU, MPRDC
Road side plantation	Monitoring of felling of trees	It should be ensured that the marked trees are felled only	As given in the IEE report	All along the corridor	During the felling of trees	Forest department	PIU, MPRDC
	Survival rate of trees, success of revegetation	The number of trees surviving during each visit should be compared with the number of saplings planted	The survival rate should be at least 75% below which re plantation should be done	At locations of compensatory afforestation	Every year for 3 years	PIU	PIU, MPRDC

APPENDIX 5: NATIONAL AMBIENT AIR QUALITY STANDARDS

Concentration in Ambient Air				
Sl.No.	Pollutant	Time Weighted Average	Industrial Residential, Rural & Other Areas	Ecologically Sensitive Area (Notified by Central Government)
1	Sulphur dioxide (SO ₂) (µg/m ³)	Annual Average*	50	20
		24 hours	80	80
2	Oxides of Nitrogen (NO _x) (µg/m ³)	Annual Average*	40	30
		24 hours	80	80
3	Particulate Matter (Size Less Than 10 µm or PM ₁₀) (µg/m ³)	Annual Average*	60	60
		24 hours	100	100
4	Particulate Matter (Size Less Than 2.5 µm or PM _{2.5}) (µg/m ³)	Annual Average*	40	40
		24 hours	60	60
5	Ozone O ₃ (µg/m ³)	Annual Average*	100	100
		8 hours	180	180
6	Lead (Pb) (µg/m ³)	Annual Average*	0.5	0.5
		24 hours	1.0	1.0
7	Carbon Monoxide (CO) (mg/m ³)	8 hours	2	2
		1 hours	4	4
8	Ammonia (NH ₃) (µg/m ³)	Annual Average*	100	100
		24 hours	400	400
9	Benzene (C ₆ H ₆) (µg/m ³)	annual	5	5
10	Benzo (a) Pyrene (BaP) particulate phase only (µg/m ³)	annual	1	1
11	Arsenic (As) (µg/m ³)	annual	6	6
12	Nickel (Ni) (µg/m ³)	annual	20	20

Note:

* Annual arithmetic mean of minimum 104 measurements in a year taken twice a week 24 hourly at uniform interval.

** 24 hourly or 8 hourly or 1 hourly monitored values, as applicable shall comply 98% of the time in a year. However 2% of the time, it may exceed but not on two consecutive days.

APPENDIX 6: INDIAN STANDARD DRINKING WATER SPECIFICATION-IS 10500:1991

S.no.	parameters	Essential standard	Relaxed standard
1.0 physical standard			
1.1	Color	10	50
1.2	Taste	Agreeable	Agreeable
1.3	Odour	Unobjectionable	Unobjectionable
1.4	Ph	6.5-8.5	6.5-8.5
1.5	Turbidity	10	25
1.6	Tds	500	1500(treatment)
1.7	Total hardness	300	600
2.0 inorganic parameter			
2.1	Ca(mg/l)	75	200
2.2	Mg (mg/l)	30	100
2.3	Fe (mg/l)	0.3	1
2.4	Mn (mg/l)	0.1	0.5
2.5	Cl (mg/l)	250	1000
2.6	So ₄ (mg/l)	150	400<30mg/l
2.7	No ₃ (mg/l)	45	45
2.8	F (mg/l)	0.6-1.2	1.5
2.9	Free cl (mg/l)	0.2	0.5
3.0 heavy metal			
3.1	Hg (mg/l)	0.001	0.001
3.2	Cd (mg/l)	0.01	0.01
3.3	Se (mg/l)	0.01	0.01
3.4	As (mg/l)	0.05	0.05
3.5	Pb (mg/l)	0.1	0.1
3.6	Zn (mg/l)	5	10
3.7	Cr+6 (mg/l)	0.05	0.05
3.8	Cu (mg/l)	0.05	1.5
4.0 other parameter			
4.1	Phenol compound	0.001	0.002
4.2	Cn	0.05	0.05
4.3	Anionic detergent	0.2	1.0
4.4	Mineral oil	0.01	0.03
4.5	pesticides	absent	absent
5.0 microbiological			
5.1	Mean probale number	50 without treatment	
	Of	500 outdoor bathing	
	Total coliforms	5000 with treatment	
	(number /100ml)		
6.0 radiological parameter			
6.1	Gross alpha (□ross	10 ⁻⁶	
6.2	Gross beta (□ross	10 ⁻⁷	

Note: A-Desirable or essential

B-Relax able under certain circumstances such as no alternate source being available.

APPENDIX 7: AMBIENT AIR QUALITY STANDARDS IN RESPECTS OF NOISE

Area code	Category of area	Leq. Limit in dB(A)	
		Day time	Night time
A	Industrial area	75	70
B	Commercial area	65	55
C	Residential area	55	45
D	Silence zone	50	40

Note: 1. Day time shall mean from 6.00 a.m. to 10.00 p.m.

2. Night time shall mean from 10.00 p.m. to 6.00 a.m.

3. Silence zone is defined as an area comprising not less than 100 meters around hospitals, educational institutions and courts. The silence zones are zones, which are declared as such by the competent authority.

4. Mixed categories of areas may be declared as one of the four above-mentioned categories by the competent authority.

APPENDIX 8: DETAILS OF PARTICIPANTS AND CONSULTATION PHOTOGRAPHS



(Public Consultation at Siroliya)



(Public Consultation at Barotha)

Public Consultation no. 1

Date and Time: 31/08/2014 (12:10 PM)

Location: **Rajoda**

Name of Facilitators: 1. Deepak Birla 2.Gaurav Mishra.







Reporting of Public Consultation:

Public Consultation no. _____

Date and time: 3/08/14 12:10 Location: Rajaula.

Name of Facilitators: 1. Deepak 2. Guman.

Attendance Sheet

Name of the participant	Male	Female	Signature
पवन चौधरी	✓		
सपना		✓	सपना
कमला		✓	कमला
शम्भुनाथ	✓		
उर्मिला		✓	उर्मिला
ता.रा.भवाई		✓	गोरा
सम्पत बाब		✓	
निर्मला		✓	
शमेश्वर		✓	
केलाश	✓		केलाश

Signature of Facilitators

1. Deepak

2. Guman

Public Consultation no. 3

Date and Time: 01/08/2014 (02:00 PM)

Location: **Barotha**

Name of Facilitators: 1. Akhilesh Birla 2. Gaurav Mishra

Reporting of Public Consultation:

Public Consultation no.

Date and time: 01/08/14 02:00 Location: Barotha

Name of Facilitators: 1. Akhilesh 2. Gaurav

Attendance Sheet

Name of the participant	Male	Female	Signature
मोकूल बाई		✓	
राज कुंवर		✓	
संजु बाई		✓	ताई
चिंता बाई		✓	चिंता
लक्ष्मी बाई		✓	
कृष्णा बाई		✓	
ललिता		✓	ललिता
तेज बाई		✓	तेज
पुनिया बाई		✓	
विना बाई		✓	विना
संगीता बाई		✓	संगीता
इरी बांकर	✓		
सुमेश	✓		सुमेश
संतोष	✓		संतोष

Signature of Facilitators

1. 2. 

APPENDIX 9: GRM PROCEDURES AND FORMATS IN HINDI**सहमति पत्र**

(व्यक्तिगत रूप से हस्ताक्षर करने हेतु)

यह सहमति पत्र दिनांक2014 को श्री/श्रीमति
निवासी(जिन्हे बाद में प्रथम पक्ष कहा जायेगा) एवं मध्य प्रदेश
रोड डेवलपमेंट कारपोरेशन की तरफ से श्री.....(पद) .
.....(जिन्हे बाद में द्वितीय पक्ष कहा जायेगा) के मध्य हस्ताक्षरित किया गया।

गवाहों/साक्षी की उपस्थिति में यह दस्तावेज निष्पादित किया गया है।

- 1- यह कि प्रथम पक्ष दुकान का स्वामी/किरायेदार/अतिक्रमणधारी /फेरी वाला है। तथा वह अपनाव्यवसाय पिछलेवर्षों से इस स्थान पर चला रहा है। दुकानदार इस दुकान का पट्टेदार है/नहीं है। प्रस्तावित सड़क के निर्माण के दौरान व्यवसाय का स्वामी/पट्टेदार का व्यवसाय तथा आमदनी सड़क निर्माण के दौरान बाधित होने की आशंका है। यह कालावधि 30 दिन से अधिक नहीं होगी।
- 2- यह कि प्रथम पक्ष ने मध्य प्रदेश जिला कनेक्टिविटी क्षेत्र परियोजना (MPDCSP) की आवश्यकताओं के तहत आयोजित सार्वजनिक लोक सहमति में भाग लिया है, रोड निर्माण से प्राप्त होने वाले लाभ को समझ लिया है एवं रोड निर्माण हेतु सहमति दे दी है।
- 3- यह कि प्रथम पक्ष द्वारा अपनी मर्जी से ग्राम.....तहसीलमें MPDCSP अंतर्गत रोड निर्माण विकास हेतु आपनी आजीविका में संभावित अस्थायी व्यवधान को देखते हुये भी सहमति प्रदान की है।
- 4- यह कि प्रथम पक्ष रोड निर्माण से होने वाले अस्थायी आजीविका व्यवधान के खिलाफ किसी भी प्रकार के मुआवजे का दावा नहीं करेगा।
- 5- यह कि द्वितीय पक्ष को अस्थायी आजीविका व्यवधान संबंधित सहमति स्वीकार है।

- 6- यह कि द्वितीय पक्ष निर्माण कार्य के दौरान रोड के समीप स्थित सभी व्यवसायिक इकाईयों को नुकसान से बचाने के लिये सभी संभव सावधनियां पूर्वक कार्य करेगा।
- 7- यह कि प्रथम पक्ष द्वारा द्वितीय पक्ष को यह आश्वासन दिया जाता है कि वह MPDCSP अंतर्गत रोड निर्माण को किसी प्रकार का नुकसान नहीं पहुँचायेगा, ना ही सार्वजनिक वाहनों के आवागमन में व्यवधान पैदा करेगा एवं ना ही ऐसे कार्यों में शामिल होगा।
- 8- यह कि दोनों पक्ष MPDCSP अंतर्गत प्रस्तावित इस रोड निर्माण हेतु सहमत है।
- 9- यह कि हस्ताक्षरित किये जाने की तारीख से यह सहमति पत्र प्रभावी होगा।
- साक्षी/गवाहों की उपस्थिति में दोनों पक्षों ने उपर लिखित तारीख को इस पत्रक को हस्ताक्षरित किया है।

हस्ताक्षर प्रथम पक्ष

द्वितीय पक्ष की ओर से अधिकृत
(मोहर सहित)

गवाह

गवाह

1- हस्ताक्षर.....

1- हस्ताक्षर.....

नाम —.....

नाम —.....

पूरा पता —.....

पूरा पता —.....

2-हस्ताक्षर.....

2. हस्ताक्षर.....

नाम —.....

नाम —.....

पूरा पता —.....

पूरा पता —.....

(गवाह/साक्षी में गांव के सरपंच, ग्राम पंचायत के सदस्य, डी.पी.आर. कंसलटेंट के प्रतिनिधि, गैर शासकीय संगठनों के प्रतिनिधि तथा ग्राम के बुजुर्ग/वरिष्ठ नागरिकों को शामिल किया जा सकता है)

शिकायत निवारण तंत्र

- 5.1 सड़क निर्माण परियोजना से संबंधित विशेष शिकायत निवारण तंत्र (GRM) स्थापित किया जायेगा जिसके तहत विस्थापित व्यवसायिक इकाईयों, संबंधित शिकायतों, सामाजिक तथा पर्यावरण संबंधित शिकायतों का निराकरण करने की सुविधापरियोजना स्तर पर प्रदान की जायेगी, यह तंत्र सामाजिक तथा पर्यावरण संबंधी समस्या, शिकायत या शकाओं के निवारण में सहायक सिद्ध होगा। यह परियोजना प्रभावित व्यक्तियों की शंकाओं तथा समस्या निराकरण करने के उद्देश्य से निर्मित किया गया है। GRM का उद्देश्य शासन की निवारण प्रक्रिया को नज़र अंदाज करना नहीं है बल्कि जन साधारण को निर्माण से होने वाले लाभ को बताना तथा पारदर्शिता के साथ समस्या तथा शंकाओं का निवारण करना है।
- 5.2 निवारण प्रक्रिया (RP) यह तंत्र प्रभावी तरीके से जन साधारण/लोक सामान्य को इस कार्य के लाभ बतलाते हुए सार्वजनिक सहमति प्राप्त करेगा शिकायत निवारण सहमति (GRC) एक समय सीमा में समस्या निवारण कार्य करेगी। कमेटी का निर्णय मा. न्यायालय के आदेश पूर्व बाध्यकारी होगा इस समिति को MPRDC के प्रबंध संचालक की अध्यक्षता में गठित किया जायेगा। PIU स्तर पर प्रबंधक (PM) पुर्नवास अधिकारी, NGO के प्रतिनिधि, समाज के प्रतिष्ठित व्यक्ति, जन प्रतिनिधि, जिला परिषद प्रतिनिधि, कमजोर तबके के व्यक्ति तथा 2 महिला प्रतिनिधि शामिल होंगे जो परियोजना कार्य पूर्ण होने तक पदस्थ रहेंगे।
- 5.3 शिकायत निवारण समिति द्वारा शिकायत के 3 सप्ताह के दौरान प्रतिक्रिया करेगी। निर्माण कार्य के पूर्व समस्त शिकायतों व शंकाओं का समाधान कर लिया जायेगा।

शिकायत निवारण समिति की बैठक 3 सप्ताह में कम से कम एक बार अवश्य होगी, माननीय न्यायालय के तहत स्वामित्व अधिकारी से संबंधित विवादों के अलावा यह समितित समस्त पुर्नवास स्थानारतण, मुआवजे के भुगतान तथा अन्य सहायता हेतु चरण बद्ध कार्य करेगी।

शिकायत निवारण प्रक्रिया तंत्र



अनुलग्न 1

(B) शिकायत का प्रकार

- घर की दीवार और छत को कंपन/विस्फोट/भारी वाहनों के कारण नुकसान
- उपयोग में आ रही सड़क, पुलिया, नहरो को नुकसान
- सड़क के उपयोग में आ रहे अवरोध
- निजी संपत्ति को नुकसान
- विस्फोट के कारण निजी या सार्वजनिक जल स्रोतों में जल स्तर की कमी या जल में प्रदूषण
- व्यावसायिक इकाई को/ व्यावसायिक परिसर में नुकसान
- दूषित जल का जमाव या बाढ़
- घरों के समीप (सॉलिड) कचरे को फेंकना
- मूर्तियां अथवा स्मारकों को नुकसान होने का भय
- विस्थापना की स्थिति में वैकल्पिक भूमि या अधिग्रहित भूमि के मुआवजे के लिये अनुरोध पत्र
- भूमि स्वामित्व के अधिकार संबंधित किसी प्रकार का विवाद