pMINUTES OF ENVIRONMENTAL PUBLIC HEARING OF M/S. MAHARASHTRA STATE ROAD DEVELOPMENT CORPORATION LIMITED IN RESPECT OF PROPOSED EXPRESSWAY CONNECTOR TO HINDU HRUDAYSAMRAT BALASAHEB THACKERAY MAHARASHTRA SAMRUDDHI MAHAMARG FROM JALNA TO NANDED 179.772 KM (IN NANDED DISTRICT – 159.900 TO 179.722 KM I.E. JAITAPUR TO TUPPA) WAS HELD ON 06TH OCTOBER 2022 AT 11.00 AM AT NIYOJAN BHAVAN, COLLECTOR OFFICE, NANDED, TQ. & DIST. NANDED.

The Environmental Public Hearing of M/s. Maharashtra State Road Development Corporation Limited in respect of proposed Expressway Connector to Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg from Jalna to Nanded 179.772 KM (In Nanded District – 159.900 to 179.722 KM i.e. Jaitapur to Tuppa) was held on 06thOctober, 2022 at 11.00 AM at the Niyojan Bhavan, Collector Officer, Nanded, Tq. & Dist. Nanded.

The Notice regarding the Environmental Public Hearing was published in Local Marathi News Paper in Dainik Sakal & in English National Newspaper Times of India on dated 02/09/2022 are hereby attached as **Annexure – I.**

The Environmental Public Hearing was held on 06thOctober, 2022 at 11.00 AM at Niyojan Bhavan, Collector Office, Nanded under the Chairmanship of Shri. Abhijeet Raut, District Magistrate, Nanded, Shri. Dilip Khedkar, Regional Officer, Maharashtra Pollution Control Board, Aurangabad, Member & Shri. Rajendra U. Patil, Sub- Regional Officer, Maharashtra Pollution Control Board, Nanded worked as convener of Public Hearing panel was formed as per MPCB Office Order No. BO/JD(WPC)/PH/B- 2209214-FTS-0151 dtd. 28/09/2022 are hereby attached as **Annnexure – II.**

The member of public hearing panel environmentalist group, other participant villagers, agriculturist, the representative of project proponent, chairman & convener of said were present for the said public hearing. The attendance data sheet for the participants/public present during the said public hearing are attached as **Annexure-III**

- **Purpose & Procedure:-**

First of all, the convenor of the Environmental public hearing committee warmly welcomed the Hon District Magistrate, Nanded & Chairman of Environmental Public Hearing Committee, Regional Officer, Maharashtra Pollution Control Board Aurangabad & Member of Environmental Public Hearing Committee, Villagers and other dignitaries who were present for the said public hearing & with kind permission of Hon'ble Chairperson of Environmental Public Hearing Committee on dtd 06.10.2022 the convenor of the public hearing panel explained the nature & procedure for conducting the Environmental Public Hearing in respect of M/s. Maharashtra State Road Development Corporation Limited for proposed Expressway Connector to Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg from Jalna to Nanded 179.772 KM (In Nanded District – 159.900 to 179.722 KM i.e. Jaitapur to Tuppa). That as per the provisions of the Act dated 14th September 2006 and the amended Act dated 1st December 2009,

the Ministry of Environment, Forests and Climate Change, Government of India, New Delhi it mandatory prior to obtain Environmental Clearance for that to conduct public hearing is required for certain projects which are covered in the schedule of the said notification. Accordingly, the project proponent M/s State Road Development Corporation has submitted an application to MPCB on 8th Aug 2022 to conduct Public Hearing for their proposed Expressway Connector to Hindu Hrudaysamrat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg from Jalna to Nanded 179.772 KM (In Nanded District – 159.900 to 179.722 KM i.e. Jaitapur to Tuppa) for the Purpose of Environmental Clearance. As per the provisions of the Rule dtd 14th September 2006 and the amended rule dated 01st December 2009 of the Ministry of Environment, Forests and Climate Change, Government of India, New Delhi. The public environmental notice of the said project for public information was published in the Marathi newspaper Dainik Sakal and English daily newspaper Times of India before 30 days i.e. on dtd 2nd September 2022.

In this, the persons including bona fide residents, environmental groups and others located nearby the projects site were appealed to filed them suggestion, views, comments and objection about the said project. The copies of Environmental Management plan (EMP)/Executive Summary containing silent features of the project both in English, Marathi & other information/documents were made available to 1. District Collector Office, Nanded, 2. Zilha Parishad Office, Nanded, 3. District Industries Centre, Nanded, 4. Tahsil Office, Nanded, 5. Grampanchayat Office Villages:- Jaitapur, Rathi Bk, Naleshwar, Pimpalgaon Koraka, Borgaon Telang, Kalhal, Vishnupuri, Pangari, Gundegaon, Babhulgaon, Tuppa, Kakandi, Tal & Dist-Nanded, 6. Sub-Regional Office, Maharashtra Pollution Control Board, Nanded, 7. Regional Office, MPC Board, Plot No. A-4/1, MIDC Chikalthana Aurangabad, 8. Maharashtra Pollution Control Board, Kalpataru Point, 2nd, 3rd & 4th Floor, Sion Matunga Scheme Road No. 8, Sion (E), Mumbai, 9. Environment Department, Government of Maharashtra, Mantralaya, Mumbai, 10. Regional Office, Ministry of Environment, Forest & Climate Change, (WCZ), Ground Floor, East Wing, New Secretariat Building, Civil Lines, Nagpur.

In pursuance of said Public Notice this office has received only 01 objection in written form in which it is mentioned that, at presently environment in Mauje Gundegaon, Dist. Nanded is good. Due to the said project dust will be generate by the road on the land where the land is being harvested, the green matter crop will decrease. Also there is an atmosphere of fear among the people of the village as the concerned road will lead to theft and looting, so the expulsion of the villagers is on the concerned road that we will not accept your said report.

The Public Hearing panel was constituted by the Board vide MPCB office order No. E-72/A dtd. 28/09/2022 consisting of the Hon District Magistrate as Chairman of the Environmental Public Hearing Committee, Member, Regional Officer, MPCB, Aurangbad & Convenor, Sub-Regional Officer, Nanded. The conveyor of the Environmental Public Hearing Committee inform that this committee is only for recording the opinion of the people regarding the said project and this Environmental Public Hearing Committee has no authority to take any decision. Minutes of the meeting on the points raised in the public hearing and the reply given by the project proponent, will be submitted as it is to the State Level Impact Assessment Authority/Committee through the Maharashtra Pollution Control Board, Mumbai & the participant who were present can raised there suggestion, views, comments and objection regarding the concerned project after the

presentation of the project proponent by mentioning his/her name and village name. Minutes of this public hearing will be recorded as it is and will be sent to the State Level Impact Assessment Authority/Committee through Maharashtra Pollution Control Board, Mumbai.

Further, the project proponent has requested to gave their presentation an environmental public hearing of the proposed project for environmental clearance for the Jalna to Nanded Expressway (159.900 Km to 179.722 Km under Nanded District) connecting the proposed Hindurudaysamrat Balasaheb Thackeray Maharashtra Samrudhi Highway.

Accordingly, the representative of project proponent gave presentation of the project & on the Environmental issues is as follows.

Details of Project

Introduction

Maharashtra State Road Development Corporation Limited (MSRDC) - Project Proponent has been entrusted with the assignment of development of Expressway connector to Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg from Jalna to Nanded through the successful implementation of Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg for East-west connectivity with fast track becomes possible for Maharashtra state. Jalna - Nanded link is most important economic corridor link, which intersects Samruddhi corridor at almost broad mid-point of Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg at jalna.

The project corridor is part of Economic Corridor (EC-23) connecting Hyderabad in the State of Telangana and Jalna in the state of Maharashtra. The project road starts on Samrudhi Mahamarge near Jalna at CH 352+500 of Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg @ Ch. 0+000 to Nanded on Nanded Degloor NH-161 @ Ch. 179+772.

Nanded situated on the bank of the Godavari River, holds religious significance for Sikhs and is like Dakshin (South) Kashi.Nanded is the second most important city in Marathwada after Aurangabad as it connects to nearby states of Telangana and Karntaka and vehicles travel from there in large numbers.

As per Environment Impact Assessment (EIA) Notification dated 14th September, 2006, and its amendments till date, the proposed project falls under 'Category B1' with activity number 7(f).

Accordingly, the application for obtaining Terms of References (ToR) for carrying out EIA studies for Proposed Expressway connector to Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg was submitted on PARIVESH (MoEF&CC) portal. The project was recommended in the 214th meeting of State Expert Appraisal Committee - 1 (SEAC-1) held on 11th January 2022 and then by SEIAA during its 238th meeting dated 21st February 2022. As per the recommendation, PP was accorded ToR to the project vide File No. SIA/MH/IND/70426/2021 (copy of TOR enclosed as Annexure 1). As per Govt of Maharashtra, Environmental Department, GR dated 14/5/2018. As estimated project cost is Rs.17,565.40/- cr. , the project proponent is required to pay project scrutiny charges of Rs. 20 lakhs for investment cost more than Rs. 1000 Crores, Accordingly, MSRDC has made online payment in the Bank Account of SEIAA/SEAC SECRETARIAT vide MSRDC Ltd letter no. . MSRDC/JNE/Env/2022 dated 20.04.2022.

2.0 Project Location

The alignment of the proposed Samruddhi Connector – "Greenfield Expressway" from Jalna to Nanded starts at Jalna on Hindu Hrudaysamarat Balasaheb Thackeray Maharashtra Samruddhi Mahamarg at CH 352+500, traverses Southwest through Jalna District, Parbhani District and Nanded District and end on Nanded – Degloor- Telangana National Highway No 161 at CH 32+000. The overall length of the project corridor is 179.772 Km. The Google Earth Imagery of the project is as shown in Figure 1 and Toposheet Map of the project site & study area is as shown in Figure 2.

The details of the area and length in each of the village are as provided in Table 1.

Table 1: Details of Length and Area in Each Village

SN	District	Taluka	Village	Land Area (Ha.)	Design Chainage		Length (km)
					From	To	
1	Jalna	Jalna	Panshendra	24.82	0.000	2.500	2.500
2			Devmurti	35.64	2.500	6.150	3.650
3			Gavli Pokhri	3.92	6.150	6.550	0.400
4			Ramamurti	26.43	6.550	9.220	2.670
5			Sindhi Kalegaon	39.1	9.220	13.220	4.000
6			Savargaon Hadap	15.77	13.220	14.800	1.580
7			Ramnagar	32.88	14.800	18.100	3.300
8			Maujpuri	25.83	18.300	20.900	2.600
			Dhandegaon	26.69	20.900	23.580	2.680
9			Khondepuri	17.62	23.580	25.310	1.730
10			Nasadgaon	23.56	25.310	27.680	2.370
11			Hivardi	19.65	27.680	29.750	2.070
12			Ghodegaon	1.07	27.910	28.020	0.110
13			Haste Pimpalgaon	23.2	29.750	32.100	2.350
14			Shevga	25.82	32.100	34.700	2.600
15			Sarwadi (Ner)	13.27	34.700	36.000	1.300
16		Partur	Waghadi	8.86	38.880	40.010	1.130
17			Edlapur	32.13	40.010	43.250	3.240
18			Watur	26.59	43.250	45.930	2.680
19			Pimparkhed Tarf Garad	22.08	45.930	48.200	2.270
20		Mantha	Wai	28.67	36.000	38.880	2.880
21			Kendhali	52.16	48.200	53.400	5.200
22			Aawalgaon	14.2	53.400	54.800	1.400
23			Devthan	11.29	54.800	55.940	1.140
24			Gevrai	24.64	55.940	58.380	2.440
25			Arda Khari	17.46	58.380	60.180	1.800
26			Helaswadi	21.77	60.180	62.450	2.270
27			Limbewadgaon	12.98	62.450	62.580	0.130
28			Patoda Kh.	25.93	62.580	63.050	0.470
29	Parbhani	Selu	Jawala Jivaji	25.52	66.380	69.380	3.000

SN	District	Taluka	Village	Land Area (Ha.)	Design Chainage		Length (km)
					From	To	
30			Chikalthana Bk.	30.86	69.380	71.650	2.270
31			Chikalthana Kh.	18.55	71.650	73.510	1.860
32			Raipur	36.18	73.510	77.100	3.590
33			Hatnoor	5.3	77.100	77.620	0.520
34			Walur	72.19	77.620	84.850	7.230
35			Gulkhand	28.59	84.850	87.710	2.860
36			Tandulwadi	21.18	87.710	89.900	2.190
37			Hatta	20.85	89.900	91.980	2.080
38		Jintur	Marwadi	29.47	91.980	94.930	2.950
39			Kausadi	5.44	94.930	95.650	0.720
40			Pimpalgaon Gaykyache	7.08	95.650	96.200	0.550
41			Kumbhari	26.92	96.200	98.900	2.700
42		Parbhani	Kumbhari	13.6	98.900	100.270	98.900
43			Digras	16	100.270	101.900	100.270
44			Aarvi	12.58	101.900	103.150	101.900
45			Takli Kumbhkarna	63.13	103.150	109.490	103.150
46			Sanpuri	16.27	109.490	111.150	109.490
47			Kardgaon	23.99	111.150	113.500	111.150
48			Dharangaon	4.15	113.500	113.950	113.500
49			Satla	14.06	113.950	115.350	113.950
50			Samsapur	13.99	115.350	116.750	115.350
51			Dhar	12.98	116.750	118.050	116.750
52			Durdi	3.75	118.050	118.420	118.050
53			Muramba	17.21	118.420	120.150	118.420
54			Saba	18.72	120.150	122.010	120.150
55			Nandgaon Bk	16.24	122.010	123.650	122.010
56			Pandhari Alapur	8.83	123.650	124.520	123.650
57			Rahati	17.37	124.520	126.640	124.520
58			Nandgaon Kh	11.31	126.640	127.750	126.640
59		Purna	Katneshwar	30.23	127.750	130.800	3.050
60			Sadlapur	3.62	130.800	131.150	0.350
61			Pimpalgaon Balapur	23.85	131.150	133.550	2.400
62			Laxmannagar	17.12	133.550	135.250	1.700
63			Kaudgaon	13.55	135.250	136.550	1.300
64			Mategaon	22.23	136.550	138.850	2.300
65			Purna	32.68	138.850	142.100	3.250
66			Aadgaon (Lasina)	25.37	142.100	144.650	2.550
67			Gaur	47.25	144.650	149.420	4.770
68			Narhapur	9.27	149.420	150.350	0.930
69			Pimpalgaon Likha	17.83	150.350	152.080	1.730
70			Sonna (Trfe Kavalgaon)	0.57	152.080	152.150	0.070
71			Changephal	28.33	152.150	155.050	2.900

SN	District	Taluka	Village	Land Area (Ha.)	Design Chainage		Length (km)
					From	To	
72			Aalegaon	7.08	155.050	155.700	0.650
73			Kaulgaon	2.74	155.700	156.010	0.310
74			Aalegaon	11.61	156.010	157.200	1.190
75			Pimparan	27.01	157.200	159.900	2.700
76			Jaitapur	2.89	159.900	160.210	0.310
77			Rahti Bk	8.32	160.210	160.800	0.590
78			Naleshwar	20.92	160.800	163.100	2.300
79			Pimplagaon Koraka	27.76	163.100	165.990	2.890
80			Borgaon Telang	5.74	165.990	166.550	0.560
81	Nanded	Nanded	Kalhal	3.75	166.550	167.350	0.800
82			Vishnupuri	33.63	167.350	170.650	3.300
83			Pangari	26.66	170.650	173.410	2.760
84			Gundegaon	9.19	173.410	174.480	1.070
85			Babhulgaon	27.62	174.480	177.300	2.820
86			Tuppa	15.25	177.300	178.810	1.510
87			Kakandi Trfe Tuppa	8.99	178.810	179.722	0.912
			Total :	1777.4183			179.772

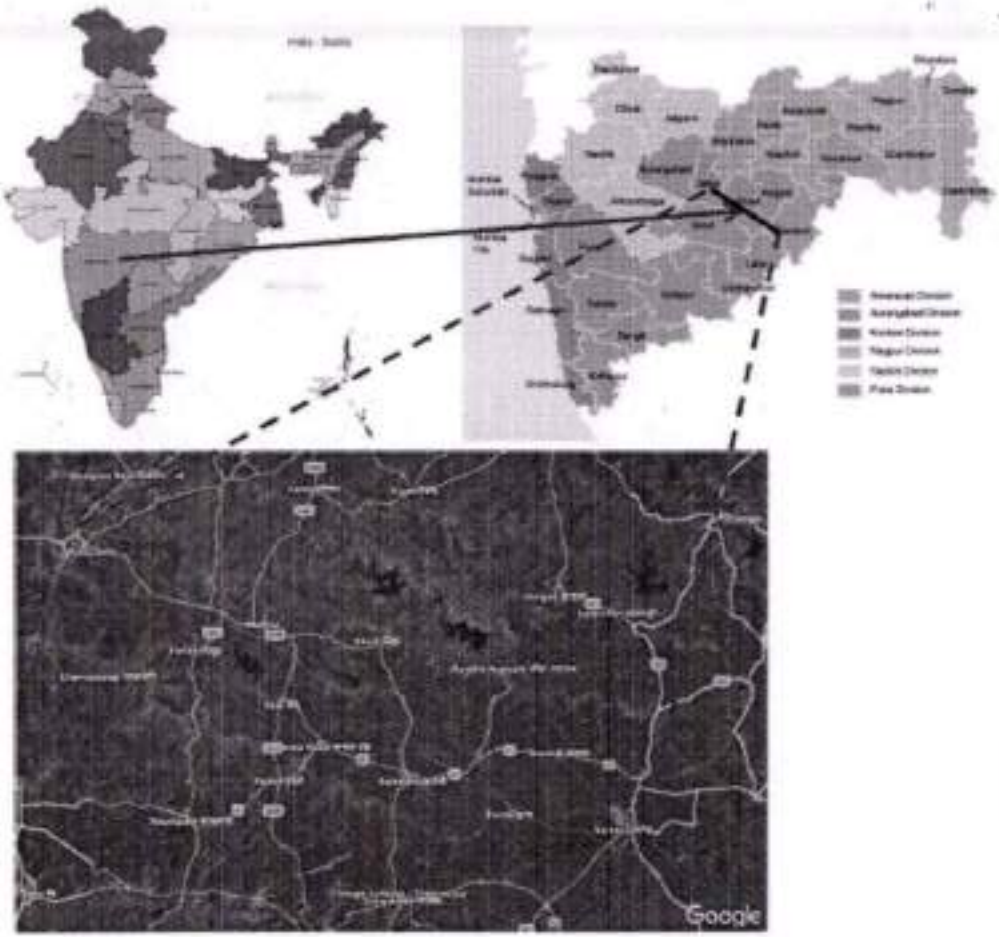


Figure 1: Location Map of the Project Site

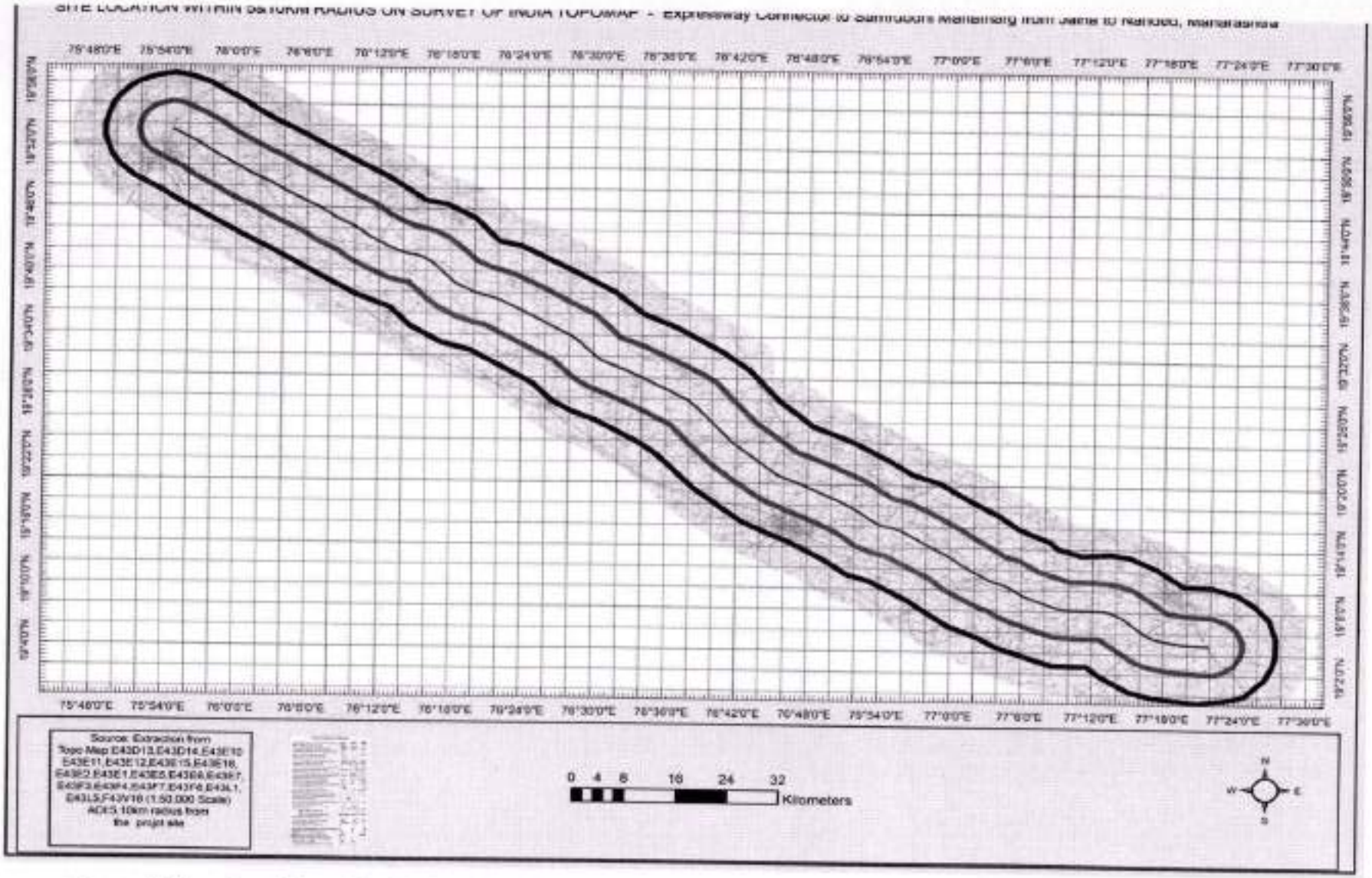


Figure 2: Toposheet Map of the Project Site & Study Area

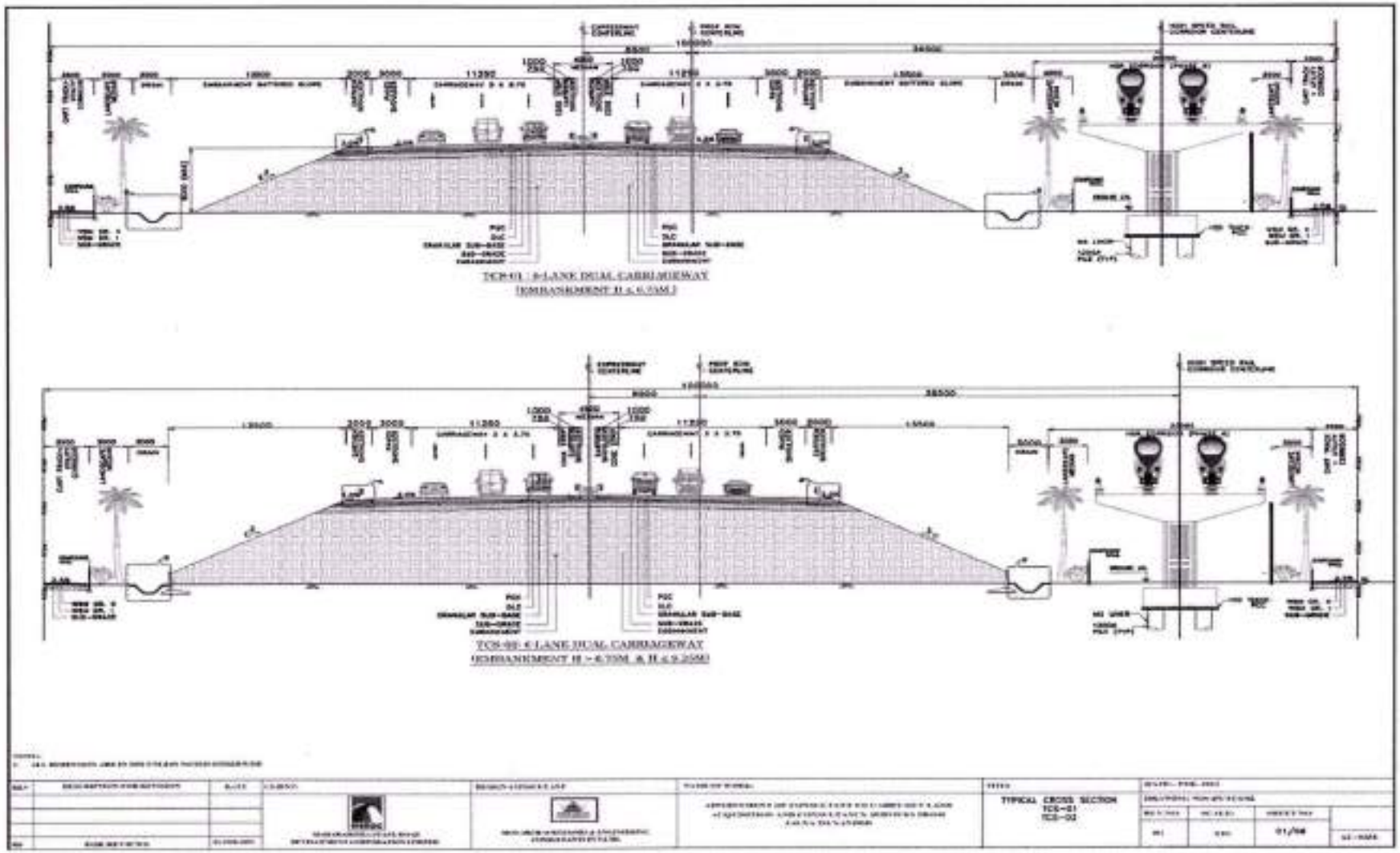
3.0 Project Description

The salient features of the proposed project are as tabulated below in Table 2.

Table 2: Salient Features

1	Total Length proposed	179.772 km
2	State	Maharashtra
3	District	Jalna, Nanded and Parbhani
4	Village	The proposed alignment will pass through 87 number of villages
5	Terrain	Mostly plain and rolling at some places
6	Seismic Zone	III as per IS 1893 (Part 1) : 2002
7	Land Use	The alignment is passing through plain terrain. The predominant land use along the alignment is agricultural land use.
8	RoW	100 m except at interchanges and Way side Aminities
9	Total Area of Land Acquisition	Total Land Acquisition: 1777.4 ha Government Land: 60.1 ha Private Land: 1717.3 ha
10	Main Carriageway (Proposed)	3+3 Lane Divided Carriageway
11	Interchange	8 locations
12	Major Bridge	22 Nos.
13	Minor Bridge	38 Nos.
14	Flyover	34 Nos.
15	Underpass Box/VUP/SVUP/VOP	VUP - 35 Nos. LVUPs -136 Nos. VOPs - 14 Nos.
16	Road Over Bridges (ROB's)	2 Nos.
17	Tunnel	Not any
18	Culvert	35 Nos.of balancing culvert and 78 Nos. of box culvert
19	Rainwater Harvesting System	Rain water harvesting shall be done as per IRC: SP: 50-2013 and as per Ministry Circular no. NHAI/TIC/VIP Ref/ 2012 dated 26th October, 2015.
20	Toll Plaza	Closed Loop system adopted for this corridor. Toll Tokens issued/vehicle registered at Entry Point and Toll deducted from Fast tag at Exit Point on the basis of Travel Distance. at the Entry point 2 lanes of 3.50m and 2 lanes of 4.50m for OSV are proposed at the Exit point 2 lanes of 3.50m and 2 lanes of 4.50m for OSV are proposed
21	Construction Period	36 months
22	Employment	Approx. 1800 nos during construction and approx. 80 nos during operation phase (for Toll Plazas).
23	Total Civil Cost	Rs. 13,456.46 Cr
24	Total Capital Cost (including LA and Utility Shifting, etc.)	Rs. 17,565.40 Cr
25	R&R Plan	Refer SIA-RAP Report of Annexure 8

Project Schedule & Cost	:	The proposed project is scheduled to be completed within 24 months after Environment Clearance (EC) and other statutory approvals are granted. The estimated cost of the project is Rs. 17,565.40 Crores. The budget for Environment Protection in the proposed project is ~ INR 10.6 Crores.
Resource Requirements		
Land	:	The proposed project will be executed on total land area of ~1777.4 Ha and is being acquired by MSRDC, Government of Maharashtra.
Water	:	The domestic water requirement will be approximately 81 m3/day (i.e. 45 lpd for 1800 labours). Additional water of ~1200 m3/day will be required for dust suppression & construction activities. The water will be sourced from nearby surface water sources with prior consent from the Authorities having Jurisdiction.
Power	:	LSD D.G sets will be used for power for onsite construction and labour camps, wherever grid supply is not available.
Manpower	:	The manpower envisaged is approximately 1800 for the proposed project.



TCS-01 : 6-LANE DUAL CARRIAGEWAY
(EMBANKMENT H ≤ 6.75M)

TCS-02: 6 LANE DUAL CARRIAGEWAY
(EMBANKMENT H > 6.75M & H ≤ 9.25M)

TYPICAL CROSS SECTION
TCS-01
TCS-02

Figure 3A: (Typ.) Cross Section of Proposed Alignment

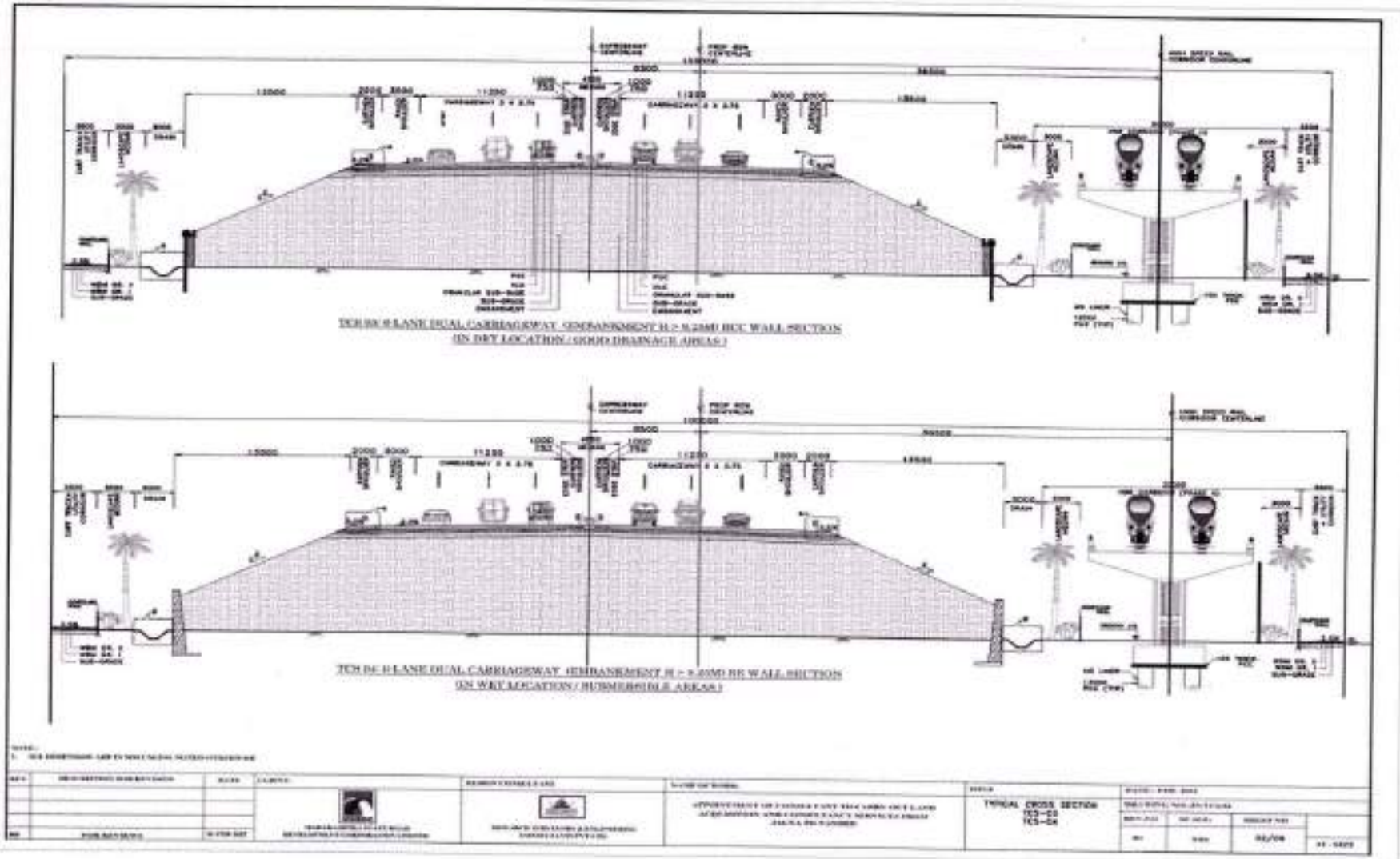


Figure 3B: (Typ.) Cross Section of Proposed Alignment

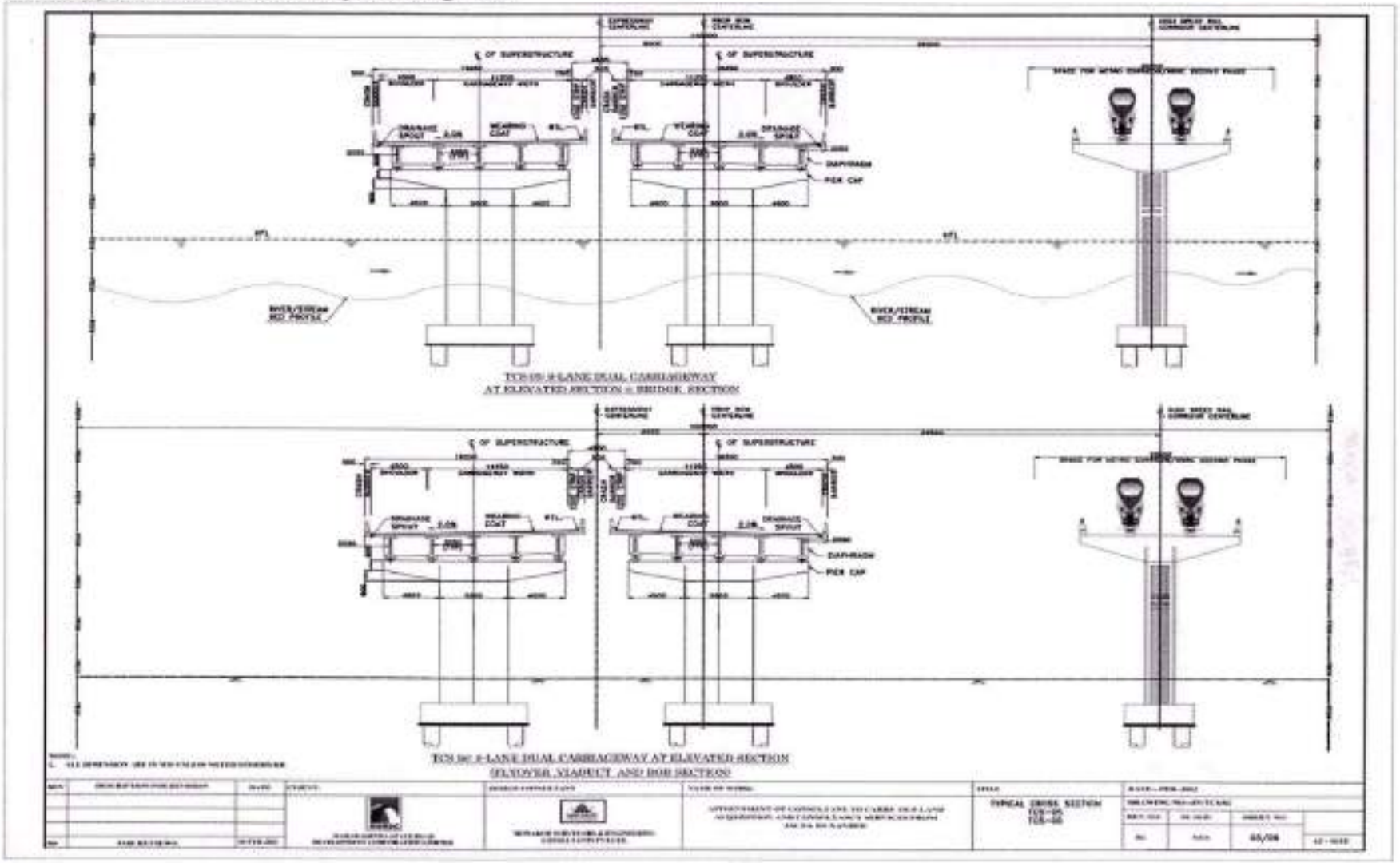


Figure 3C: (Typ.) Cross Section of Proposed Alignment

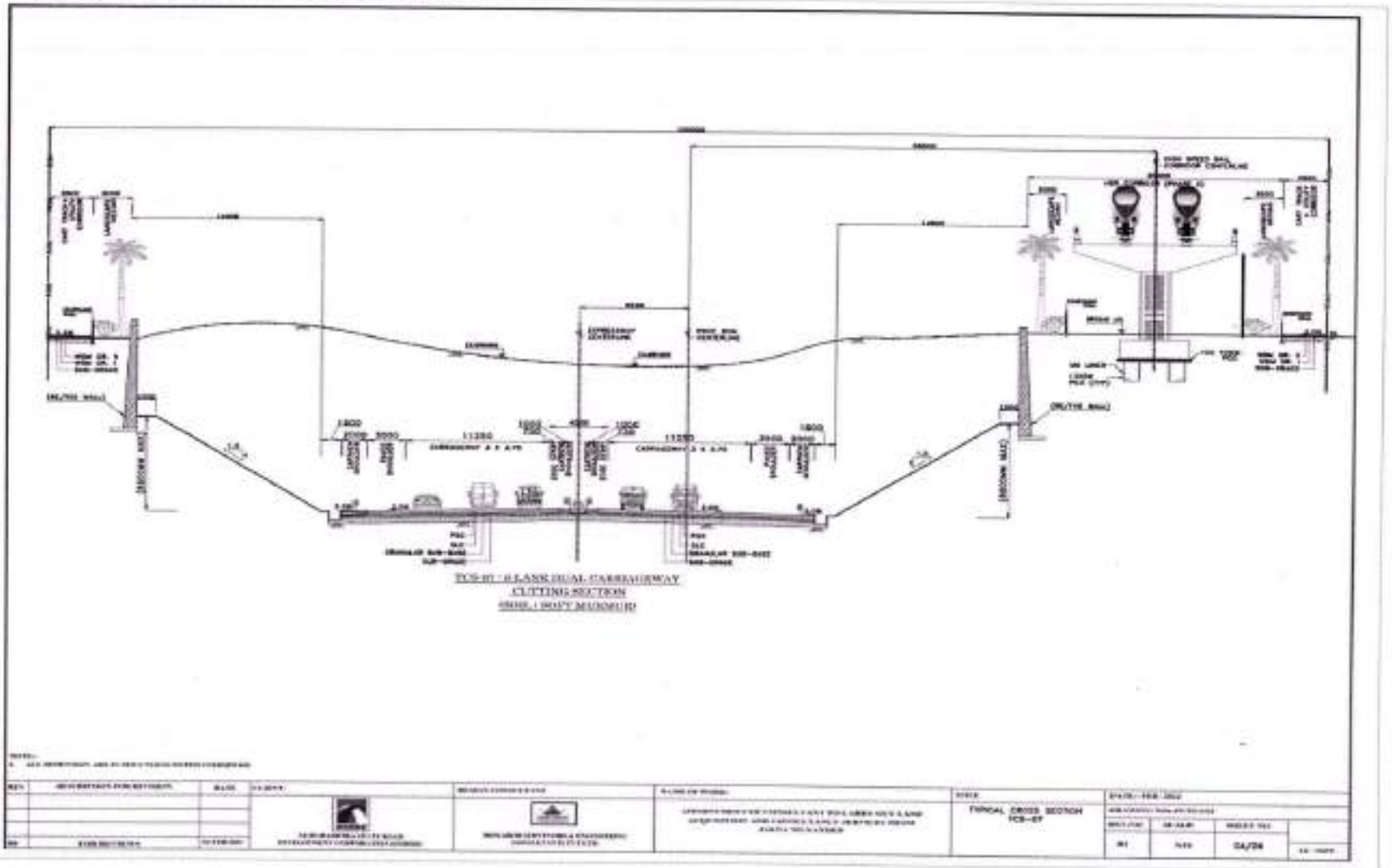


Figure 3D: (Typ.) Cross Section of Proposed Alignment

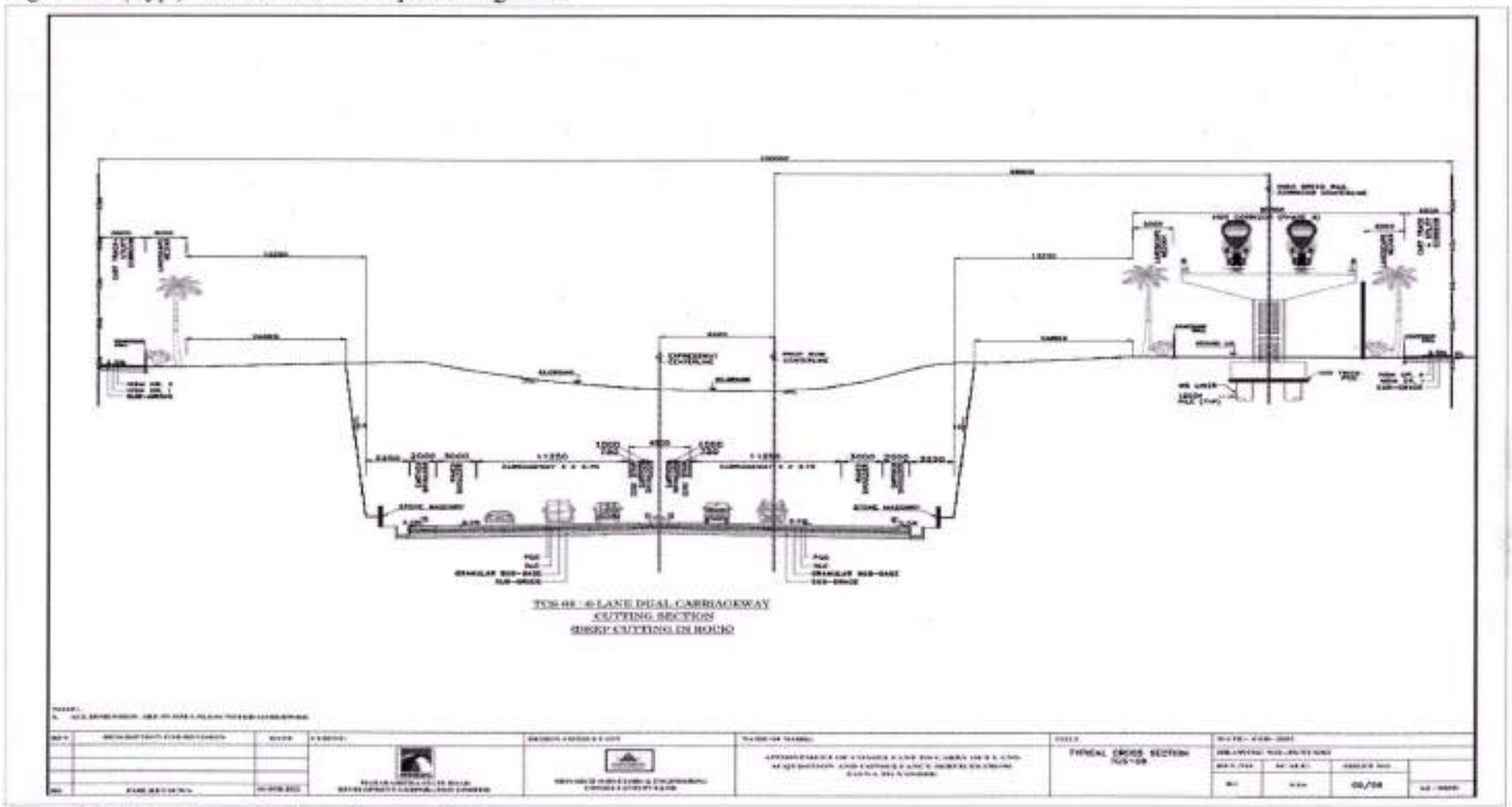


Figure 3E: (Typ.) Cross Section of Proposed Alignment

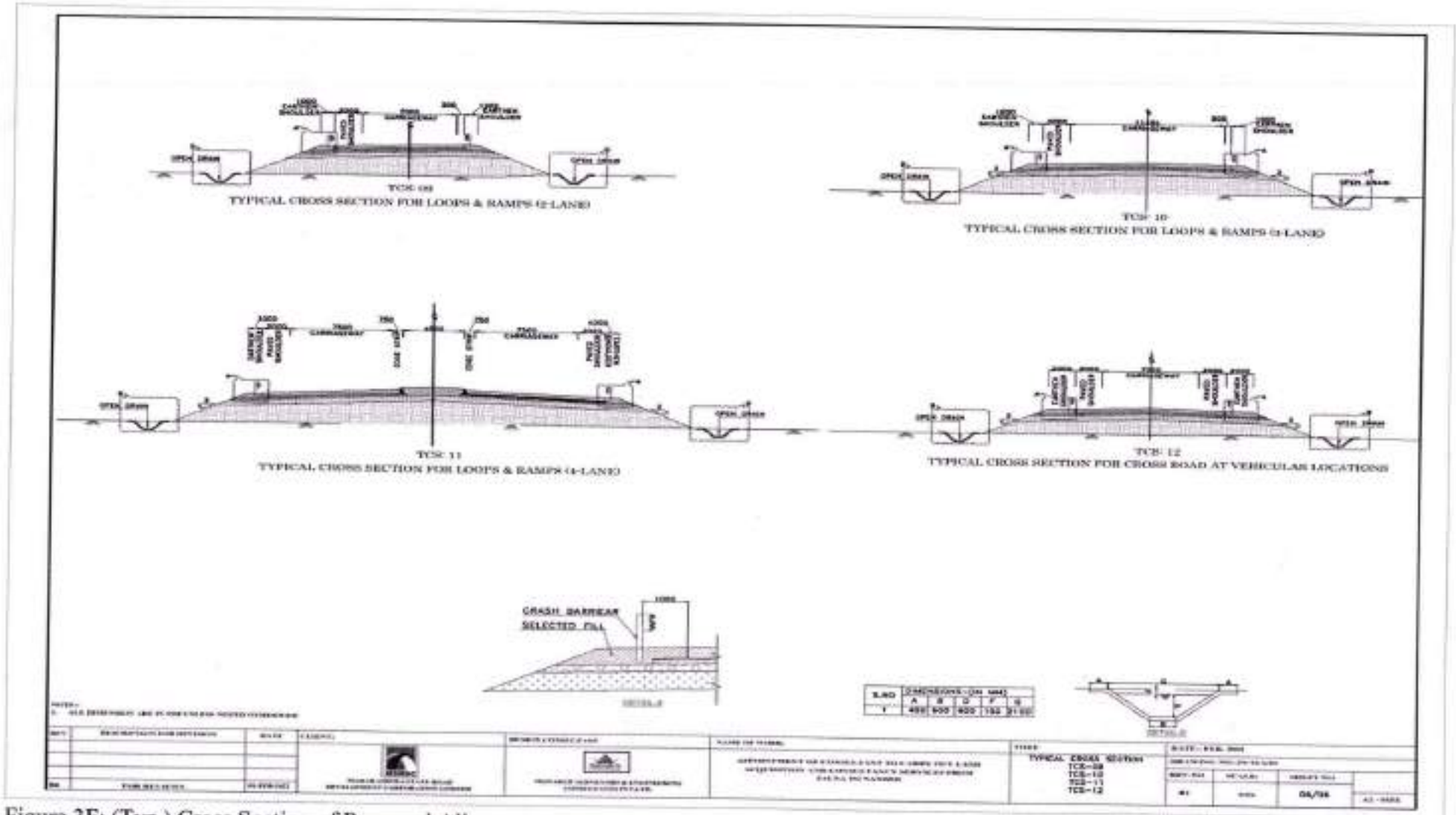


Figure 3F: (Typ.) Cross Section of Proposed Alignment

4.0 Description of the Environment

Primary baseline environmental monitoring studies in 10-km buffer study area were conducted through an NABL Accredited and MoEF&CC Recognized laboratory [Noida Testing Laboratories] during December, 2021 to February, 2022.

Topography, Land use& its Classification – The topography around the project site is mostly plain and rolling at some places.

The land use and land cover of the study area analyzed based on multispectral satellite imagery reveals that Agriculture is the highest category of land use accounting as much as 91.17% of the total area followed by Built-Up 4.69 % and followed by Water Bodies of 2.96%.

Soil - The soil quality monitored at eleven locations within the study area. Some of the important soil parameters are summarised in the below table;

Parameter	Value
pH	7.22 – 8.29
Nitrogen kg/ha	487.8 – 837.3
Phosphorus kg/ha	181.5- 481.5
Potassium kg/ha	253 – 450
Organic Carbon %	1.3 – 1.9

As per the Chemical Classification of Soil Quality by ICAR, the soils in study area come under moderate to highly productive, whereas as per Levels of Soil Fertility by Tondon H.L.S, the soils in study are can be classified under high fertile category.

Ambient Air Quality - The Ambient Air quality monitored for PM10, PM2.5, NOx, SO2, CO at twenty-one locations in the study area.

Parameter		A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11
PM2.5 (µg/m3)	Min	24.4	28.1	29.7	27.4	25.9	30.1	25.4	26.1	31.7	26.1	26.7
	Max	34.2	39.9	41.5	38.8	36.5	42.1	35.6	36.8	44.5	36.8	38.7
	Average	27.82	32.3	33.87	31.5	29.66	34.3	29.0	30.1	36.2	30.0	30.9
	98 percentile	33.9	39.5	41.1	38.4	36.1	41.7	35.3	36.4	44.1	36.4	38.3
PM10 (µg/m3)	Min	56.7	66.9	69.4	64.2	60.4	69.9	59	61	73.8	61	63.2
	Max	68.4	82.7	85.2	77.4	72.8	84.3	71.2	73.5	89.2	73.5	77.6

Parameter		A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11
	Average	61.93	73.8	76.32	70.1	65.94	76.4	64.5	66.3	80.7	66.2	69.7
	98 percentile	68.3	81.9	84.4	77.3	72.7	84.2	71.1	73.4	89.1	73.4	77.5
SO2 (µg/m3)	Min	6.2	6.4	7.5	4.9	4.6	7.8	6.6	4.7	8.3	4.7	5.7
	Max	12.4	13.9	15	12.9	12.1	15.4	13	12.2	16.3	12.2	13.3
	Average	10.28	11.3	12.36	10.2	9.58	12.7	10.7	9.4	13.4	9.5	10.6
	98 percentile	12.4	13.9	15.0	12.8	12.0	15.4	13.0	12.1	16.2	12.1	13.3
NOX (µg/m3)	Min	18.3	20.9	22.9	20.7	19.5	22.6	19.1	19.7	23.9	19.7	19.2
	Max	24.3	28	30	27.3	25.8	29.8	25.1	26	31.5	26	26.4
	Average	20.23	23.1	25.14	22.9	21.52	24.9	21.1	21.7	26.4	21.7	21.5
	98 percentile	23.6	27.2	29.2	26.7	25.1	29.1	24.5	25.4	30.8	25.4	25.7
CO (mg/m3)	Min	0.5	0.48	0.55	0.51	0.51	0.55	0.55	0.48	0.51	0.48	0.52
	Max	0.92	0.9	0.95	0.93	0.93	0.95	0.95	0.9	0.88	0.9	0.92
	Average	0.74	0.7	0.81	0.8	0.76	0.8	0.8	0.7	0.8	0.8	0.8
	98 percentile	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9

Parameter		A12	A13	A14	A15	A16	A17	A18	A19	A20	A21
PM2.5 (µg/m3)	Min	27.7	23.7	21.3	23.7	28.6	31.8	30.1	33.8	32.5	30.8
	Max	39.7	34.4	32	34	33	36.2	33.7	37.8	37.1	34.6

Parameter		A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11
					.4							
	Average	31.9	27.5	25.2	27.5	30.5	33.7	31.6	35.5	35.0		33.1
	98 percentile	39.3	34.0	31.6	34.0	33.0	36.2	33.7	37.6	37.0		34.6
PM10 (µg/m3)	Min	66.2	57.3	53.6	57.3	65.8	73.9	70.6	73.2	72.5		71.5
	Max	80.6	69.8	66.1	69.8	76.2	84.3	79.3	77	75.3		74.2
	Average	72.7	62.9	59.0	62.9	69.7	77.8	73.8	75.1	73.8		73.1
	98 percentile	80.5	69.7	66.0	69.7	75.9	84.0	79.0	77.0	75.2		74.2
SO2 (µg/m3)	Min	6.7	3.6	2.5	3.6	6.7	7.8	7.7	14.2	15.5		15.3
	Max	14.3	11.1	10	11.1	14.3	15.4	14.1	20.4	20.5		19.6
	Average	11.6	8.6	7.4	8.6	11.5	12.6	11.8	17.4	17.9		17.2
	98 percentile	14.3	11.0	9.9	11.0	14.2	15.3	14.0	20.2	20.3		19.4
NOX (µg/m3)	Min	20.2	17.3	14.9	17.3	21.5	23.7	22.2	18.3	19.3		19.4
	Max	27.4	23.6	21.2	23.6	26	28.2	26.1	24.6	23.6		23.1

Parameter		A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11
	Average	22.5	19.3	16.9	19.3	23.3	25.5	23.7	21.4	21.8		21.1
	98 percentile	26.7	23.0	20.6	23.0	25.8	28.0	25.9	24.4	23.6		23.1
CO (mg/m3)	Min	0.5	0.43	0.38	0.43	0.72	0.77	0.82	0.69	0.65		0.67
	Max	0.9	0.85	0.8	0.85	0.86	0.91	0.96	0.82	0.78		0.8
	Average	0.8	0.7	0.7	0.7	0.8	0.9	0.9	0.8	0.7		0.8
	98 percentile	0.9	0.8	0.8	0.8	0.9	0.9	1.0	0.8	0.8		0.8

In general, the ambient air quality is satisfactory with respect to all major pollutants. The 98th percentile values of all pollutants were found to be below NAAQS.

Noise Quality - The noise quality monitored at twenty-one locations in the study area during the study period.

Category	Leq daytime	Leq night time	Daytime Standard	Night time Standard
Residential	68.2	36.3	55	45

The noise quality in the study area except around N2 location was found to be satisfactory in the residential areas.

Water Quality - Surface water samples collected once during the study period at eleven locations to assess the baseline water quality in the study area. The samples compared with the CPCB's surface water classification and they conform to Class E Water Quality Criteria. Some of the important parameters are summarized in the below table;

Parameter	Value
pH	6.84 – 7.58
Dissolved Oxygen mg/l	4.08 – 6.46
Biochemical Oxygen Demand mg/l	5.30– 8.90
Total Coliform No./100ml	Absent
E- Coli No./100 ml	Absent

Ground water samples collected from eleven locations to assess the existing groundwater quality of the study area during the study period. The physico-chemical characteristics of

Ground water are confirming to permissible limits of drinking water standards, prescribed in IS: 10500 (Test Characteristics for Drinking Water) and suitable for consumption. Some of the important parameters are summarized in the below table;

Parameter	Value
pH	7.22 – 8.05
Turbidity NTU	<0.1
Total Dissolved Solids mg/l	446 – 596
Total Hardness as CaCO3 mg/l	221– 390
Alkalinity	253 – 316
Fluoride as F mg/l	0.43 – 0.77
Nitrate as NO3 mg/l	1.01 – 1.54

Biotic Environment

Study Details

Studies conducted in selected locations within the expanse of project activity area viz. 1777.4 Ha. of the RoW & 10 km surrounding buffer area of RoW, 23 locations in & around the proposed alignment within 10 km buffer area were selected based on the reconnaissance survey for maximum terrain representation

Project site flora & fauna:

37 plant species belonging to 36 genera & 24 families were recorded within the RoW of proposed road, the prevailing plant species were common for the range in consideration & terrain with similar settings in Jalna, Nanded & Parbhani Districts with a very wide range of presence & abundance acoss all three districts, none species present in RoW are endemic. Except for one species viz. Santalum album (Chandan) the IUCN status for this species is Vulnerbale & also the project region is not a normal range of natural occurrence of this species.

No. of Species	Project Site Flora Composition & IUCN Status Summary											
	Hb	Sh	Tr		Na	Nt	In		An	Dc	Ev	Pr	Information could not Established
37	9	4	24		25	7	4		5	13	8	10	1
	IUCN Categories												
	NE	DD	LC	NT	VU		EN		CR		EW	EX	No IUCN Information on Species-Species Identification could not be established
	--	1	12	--	1		--		--		--	--	21-2
NE - Not Evaluated, DD - Data Deficient, LC - Least Concern, NT - Near Threatened, VU- Vulnerable, EN- Endangered, CR - Critically Endangered, EW - Extinct In the Wild, EX - Extinct													

Some of the commonest bird species & mammalian species observed in/around the proposed right of way, of which none faunal species are endemic. The observed bird species are extremely common for the range in consideration & have very large range of presence & abundance across the Jalna, Nanded & Parbhani Districts.

Fauna	No. of Species	NE	DD	LC	NT	VU	EN	CR	EW	EX	No IUCN Information on species	Listed in Schedule I of WPA, 1972
Birds	21	1	--	20	--	--	--	--	--	--	--	0
Mammals	6	--	--	5	--	1	--	--	--	--	--	0

NE - Not Evaluated, DD - Data Deficient, LC - Least Concern, NT - Near Threatened, VU- Vulnerable, EN- Endangered, CR - Critically Endangered, EW - Extinct In the Wild, EX - Extinct

Study Area flora & fauna:

Field studies in & around selected sites/locations resulted in recording 156 plant species which comprised of native, introduced, naturalized, evergreen & deciduous type varieties trees, annual & perennial climbers, herbs and shrubs, the vegetation type & composition varied as per the terrain physiography & characteristics, described below.

Ornamental foliaceous & flowering varieties viz. Terminalia catappa, Monoon longifolium, Peltophorum pterocarpum, Gliricidia sepium, Millingtonia hortensis, Spathodea campanulata, Delonix regia, Tecoma stans, Bougainvillea spectabilis etc, were seen around human settlements, whereas Tectona grandis, Morinda citrifolia, Macaranga peltata, Bombax ceiba, Butea monosperma, Erythrina suberosa, Cassia fistula, Oroxylum indicum, Heterophragma quadriloculare, Callicarpa tomentosa etc were seen along the plains, mounds, scrub lands the vegetation type here was like that of Tropical Dry Deciduous Forests.

Tremendous growth of gregarious annual, perennial herbaceous & shrubby flora viz. Urena lobata, Blumea oxyodonta, Lantana camara, Celosia argentea, Mimosa pudica, Ageratum conyzoides, Parthenium hysterophorus, Senna tora, Sida acuta, Dioscorea bulbifera, Ricinus communis, Malachra capitata were prevalent in open areas & scrub lands.

Subsistence & commercial farming of various crops viz. Rice, Little Millet, Finger Millet, Luffa, Cumber, Tomato, Brinjal, Okra etc. and plantations of Mango observed.

The observed flora in within the study area though comprised of 156 species were common for the range in consideration & terrains with similar settings in Jalna, Nanded & Parbhani Districts also the observed terrestrial vegetation is extremely common & have very large range of presence across the three Districts. None endemic plant species were observed.

No. of Species	Study Area Flora Composition & IUCN Status Summary													
	Hb	Cl	Sh	Tr	Ev	Dc	An	Pr	Type Uncertain	Na	Nt	In	Origin Uncertain
156	42	17	16	81	37	30	22	67	--	112	25	19	--
	IUCN Categories												
	NE	DD	LC	NT	VU	EN	CR	EW	EX	No IUCN Information on species			
	--	2	70	1	2	--	--	--	--	81			

NE - Not Evaluated, DD - Data Deficient, LC - Least Concern, NT - Near Threatened, VU- Vulnerable, EN- Endangered, CR - Critically Endangered, EW - Extinct In the Wild, EX - Extinct

Primary field studies, secondary data viz. interactions held with locals & literature review revealed presence of 36 Bird species, 10 Reptile species and 12 Mammal species.

The status evaluation revealed presence of 1 Near Threatened bird species viz. Threskiornis melanocephalus (Black-headed) which is a resident species.

The two reptile species viz. Python molurus (Indian python) & Varanus bengalensis (Common Indian monitor) present in study area known from locals were assessed as Near Threatened; however both of these species were not sighted in RoW of proposed alignment & surrounding areas.

The IUCN assessment of mammal spceis viz. Macaca radiate (Bonnet macaque) is Vulnerable, whreas mammal spcies viz. Canis lupus pallipes (Indian wolf) is listed as Schedule I Spcies in WPA 1972.

Fauna	No. of Species		NE	DD	LC	NT	VU	EN	CR	EW	EX)	No IUCN Information on species		Listed in Schedule I of WPA, 1972
Birds	36		--	--	34	1	--	--	--	--	--	1		1
Reptiles	10		--	--	8	2	--	--	--	--	--	--		1
Mammals	12		--	--	10	--	1	--	--	--	--	1		1
NE - Not Evaluated, DD - Data Deficient, LC - Least Concern, NT - Near Threatened, VU- Vulnerable, EN- Endangered, CR - Critically Endangered, EW - Extinct In the Wild, EX - Extinct														

Socio-Economic Environment

The socio economics of study area studied through primary and secondary survey. The socio-economic aspects of the study area is summarised in the table given below;

Parameters	Study area (10 km)
Total No. of Villages	604
Total no. of Households	4,09,867
Total Population	21,45,908
Sex ratio	938
SC/ST population	15.80% (SC) & 1.74% (ST)
Literacy Rate	67.51

In the study area, Nanded Waghala city is likely to have high Population density. The reason for this could be equipped facilities like education, health, sanitization, banking and transportation

In the study area, Ganeshpur Village is likely to have very low population density. The reason for this could be lack of facilities like education, health, sanitization, banking and transportation.

5.0 Anticipated Environment Impacts and Mitigation Measures

Construction Phase: The proposed project is a green field project. The construction involves minimum ground clearing, as the profile of the proposed alignment will match the natural topography to the extent feasible. The construction phase of the proposed project will be of shorter duration for about 36 months only.

The potential impacts will be localised, very limited and insignificant due to the construction activity like fugitive dust, noise during excavation, civil works, operation of construction equipment's, storage & handling of construction material, surface water runoffs etc

These impacts shall be minimised by providing appropriate storage for construction material, provision of acoustic barriers and enclosures for high noise generating equipment fugitive. Dust control by water sprinkling on road used by vehicles, construction activities shall avoided during nighttime. Surface runoff shall check for contaminations such as oil & grease by routing the surface runoffs in small bunds around the construction areas. All hazardous & non-hazardous material handled as per statutory requirements.

Further, except for the identified trees to be felled in 100m ROW, the proposed project activities does not alter the surrounding the surrounding biotic environment in whatsoever manner. If pilling activity to be done in riverbed may lead to rise in suspended solids which may render the bottom waters turbid, however such effect will be temporal & original contours will be restored after cease of construction activity at river bed.

Therefore, the impacts during construction phase to be short term, reversible, localised and are not expected to contribute significantly.

Operational Phase: The potential environmental impacts due to the proposed project have assessed in detail. These include impact on air quality, noise, water quality, solid waste, ecology and socio economics, etc. The modelling and analysis of the data indicate that the predicted impacts are minimal and are within the prescribed norms and standards. Comprehensive mitigation measures have incorporated in the environment management plan to ensure that the environmental quality protected and enhanced. These have summarised below.

Air Environment:

The following probable sources are identified in operation phase:

- Vehicular emissions from vehicles plying on the constructed road

The prediction of the Ground Level Concentrations (GLC's) due to emissions of pollutants such as PM, SO2, NOx and CO from the operation phase has been computed by A CALINE pro. CALINE3 based CO model with queuing and hot spot calculations and with a traffic model to calculate delays and queues that occur at signalized intersections.

The resultant modelled (incremental) concentrations for all the pollutants (PM, SO2, NOx and CO) have found to remain within the corresponding National Ambient and Air Quality Standards (NAAQS). Mitigation measures will be in place to minimize potential adverse impacts of air emissions on health of receptors. In view of this, the atmospheric

emission during the operation phase is anticipated to be localised and the impact significance is assessed as negligible.

Mitigation Measures

- BS-IV or higher version accommodating engines shall be adopted in future, however modeling is been performed considering emission factors for BS-II version vehicles.
- Roads shall be maintained on timely basis to avoid dust emissions
- Tree plantation shall be done to avoid dispersion of particles
- Native trees with higher APTI (Air Pollution Tolerance Index) value shall be planted

Noise Environment

Noise generating sources are due to the following activities:

- During operation phase/ after completion of road construction work, the major source of noise will be due to Vehicular movement by vehicles using the road.

The prediction of ambient noise from the proposed project carried out using software tool "Custic 3.2.". The anticipated noise generation by vehicles plying on the road will be 68-86 dB(A). The ancticiapted cumulative propagating noise at various distances from respective sections viz. HS1 to HS7 for the 2024 is given in following tables.

The distance wise drop down in anticipated cumulative noise from road (respective section) in operational phase will be as given in following table.

Homogenous Section 1 (HS 1)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	490	34.58
2	1029	25.93
3	1616	17.29
4	2106	8.64

Homogenous Section 2 (HS 2)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	617	37.36
2	822	28.02
3	1542	18.68
4	2036	9.34

Homogenous Section 3 (HS 3)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	768	22.99
2	1085	17.89
3	1211	14.01
4	1718	7.0

Homogenous Section 4 (HS 4)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	509	33.42

2	814	25.06
3	1303	16.71
4	1839	8.96

Homogenous Section 5 (HS 5)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	462	39.38
2	771	29.53
3	1498	19.69
4	1851	9.84

Homogenous Section 6 (HS 6)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	560	39.03
2	1199	29.27
3	2132	19.51
4	2665	9.78

Homogenous Section 7 (HS 7)		
Sr. No.	Distance in meters from alignment boundary	Noise in dB(A)
1	403	46.17
2	1129	34.63
3	1862	23.09
4	2587	11.54

Thus, these noise levels will remain well within acceptable limits and will not have any impact outside the boundary from the proposed project.

Mitigation Measures

- Tree plantation is to be proposed along the alignment to minimize the intensity of dissipating noise

Water Environment

The road operations do not require any significant water quantity, apart from time to time requirement during works such as maintenance of road. However, it is more likely that water from rivers / canals will not be tapped at all for this purpose & there will not be generation of wastewater, thus no impacts are anticipated during operational phase of proposed project.

Land Environment

Land pollution may take place during the operation phase due to accidental spillage hazardous materials in case are transported/conveyed using the proposed road.

Mitigation Measures

- Such scenarios will be tackled by in place District Disaster Management in place & use.
- Littering of solid wastes on proposed road shall be strictly prohibited.

Biotic Environment

Emissions & Noise – Vehicular emissions & noise generated from vehicles plying on the constructed road, however the such emissions will be non point & non continuous & the concentration of such emissions escaping the proposed road corridor will be extremely minimal and noise generation will be event specific viz. only during passing/ travel course of vehicles at any given point of time hence adverse/negative impacts on surrounding biotic environment during road operational phase are not envisaged.

6.0 Analysis of Alternatives

By using Site Survey original drawings, Topo sheets and Google earth maps different types of Alternatives studied. The following Final five types of Alignments are taken into consideration.

i. The alternative-01 starts on Samrudhhi Mahamarg (T-Junction) near Jalna District & End on NH-161 in Nanded District. The alignment designed for High Speed Rail standards by considering adjacent HSR corridor.
ii. The alternative-02 starts on Samrudhhi Mahamarge (T-Junction) near Jalna District & End on NH-161 in Nanded District. The alignment designed for High Speed Rail standards by considering adjacent HSR corridor.
iii. The alternative-03 starts on Samrudhhi Mahamarg (T-Junction) near Jalna District & End on NH-161 in Nanded District. The alignment designed for High Speed Rail standards by considering adjacent HSR corridor.
iv. The alternative-04 starts on Samrudhhi Mahamarg (T-Junction) near Jalna District & End on NH-161 in Nanded District. The alignment designed for High Speed Rail standards by considering adjacent HSR corridor.
v. The alternative-05 starts on Samrudhhi Mahamarg (T-Junction) near Jalna District & End on NH-161 in Nanded District. The alignment designed for High Speed Rail standards by considering adjacent HSR corridor.

Details of alternative alignment at each of the above locations have been discussed in details within the EIA Report and the finalised alignment has been discussed.

7.0 Environmental Monitoring Programme

The Environmental Monitoring Programs are also suggested to provide information on which management decisions may be taken during construction and operational phase. The objective of this program is to evaluate the efficiency of mitigation and enhancement measures, updating the actions & impacts of baseline data and adaptation of additional mitigation measures.

The environmental monitoring estimated cost is based on the the length and existing environmental scenario of the proposed project. Estimated Environmental monitoring cost of Rs. 1,79,08,000/- per year during Construction Phase and 90,40,000/- per year during Operation Phase has been allocated.

The sampling, analysis and frequency of environmental attributes including monitoring locations will be as per the guidelines provided by MoEF&CC/CPCB/MPCB. The monitoring shall be carried out by third party laboratories that are accredited by NABL or recognized by MoEF&CC.

8.0 Environmental Management Plan

The proposed project will be certified for internationally accepted Environmental Management System based on ISO-14001, Quality Management and Occupational Health & Safety Management Systems. An environmental monitoring program shall be put in place, periodic review & audits shall be carried out for effective environmental management. The terminal shall have an Environmental Management Cell which shall ensure overall effective implementation of the management plan.

In general, systems shall be in place to ensure compliance with respect to environmental statutory requirements and Environment Policy are strongly adhered to all time.

9.0 Project Benefits

The proposed expressway will provide better, fast, safe and smooth connectivity for the commuters of Jalna, Parbhani and Nanded Districts. Smooth and fast- moving traffic will cause only lower emissions thereby reducing pollution levels. Accident rates are also expected to come down substantially. Development of the proposed project road will improve the local agriculture and enable farmers to realize better value for their products as well as attract more investment to that region, thus boost economy of the area, state and nation as a whole. The vehicle operating and maintenance cost is expected to go down substantially. The proposed road alignment will also include general amenities like rest areas, service road as feasible to connect with adjoining road net work , pedestrian and cattle underpasses, landscaping and tree plantation, traffic aid post, emergency telecom system, emergency medical aid post, street light at built ups etc. and thus overall facilities to the road users shall improve. People will have increased access to better social and health infrastructure and other services located outside the project area. This will in turn lead to overall improvement of the standard of life of the people residing in the project zone in terms of their economic, social and health status. Growth of local tourism and resultant boost to local economy is also expected due to proposed project.

10.0 Corporate Environment Responsibility (CER) Action Plan

The estimated cost of proposed project is Rs 17559.80 Crores & CER activities will be implemented to address the concerns raised during the Public Consultation (Public Hearing) process as per MoEF&CC Office Memorandum vide F. No. 22-65/2017-IA.III dated 30th September, 2020. The Public Consultation is to be conducted for the proposed project; hence, CER plan will be formulated post Public Consultation process.

11.0 Project Schedule and Cost

The proposed project is scheduled to be commissioned within 36 months after Environment Clearance (EC) and other statutory approvals are granted. The estimated cost of the proposed project is Rs. 17559.80 Crores. For protection of environment, it is proposed to spend it is proposed to spend Rs. 10.6 Crores as capital cost of EMP budget.

12.0 Conclusion

This impact assessment study indicates that the overall impact from the proposed project activities will be short term, reversible, localised and are not expected to contribute significantly to the surrounding environment. Further, with the implementation of the pollution control and the environment management measures, these anticipated impacts due to construction and operation of the proposed project will be mitigated to reduce it further.

The project proponent will also ensure that the environmental performances of all the activities are monitored throughout execution of the project during both construction and

operation phase. The project proponent will report environmental performance and monitoring reports regularly to statutory authorities.

The Project Proponent shall develop systems and procedures for effective environmental management. The effective management system coupled with monitoring of environmental components and efforts for continual improvements will result in exemplary environmental performance.

Based on the EIA study and surveys conducted for the Project, it can be safely concluded that associated potential adverse environmental impacts can be mitigated to an acceptable level by adequate implementation of the measures as stated in the EIA Report. Adequate provisions shall be made in the Project to cover the environmental mitigation and monitoring requirements, and their associated costs as suggested in environmental budget. The proposed project shall improve Road efficiency and bring economic growth. In terms of air and noise quality, the project shall bring considerable improvement to possible exposure levels to population.

The Sub Regional Officer, Maharashtra Pollution Control Board, Nanded & Convener of Public Hearing panel asked the participant who were present to raise their views and comments on the project to insure that the objective of the Public Hearing are fulfilled.

The proceeding is as below.

Proceeding: -

Sr. No.	Issues raised by Public	Response/commitment of project proponent	Suggestion made by Public Hearing Panel
1.		In this regard project proponent agreed the facts and clarified that the word High Speed Train & not metro as mentioned on Page No. 02 of the TOR & further explained that the metro is a part of multimodal corridor and the proposed High Speed Train.	The Member of Public Hearing panel raised the issue that the Environmental Impact Assessment report prepared by you is as per the TOR approved to you. In that TOR you are instructed as to things you be looked at and what should be covered in the EIA report. While reading the report, it seems that many things are not covered in the report and further wants to know that at

			page no. 2. The proposed road is 100 meters and its configuration will be 6 lanes with twenty meters per door. So, since metro is mentioned, is there a proposal for metro?
		The project proponent agreed to amend the TOR and answer the question that the space required to stop vehicles during emergency is called earthen shoulder.	The Member of Public Hearing panel informed & suggested the project proponent, to make amendment in the TOR and raised the question, what is earthen shoulder 2X2 meters mean?
		The project proponent replied that three and half meter of space outside the compound has been provided for the farmers for to & fro. And further informed that we are in process will acquire it & make it available to the project affected farmers.	The Member of Public Hearing panel raised a question for to & fro that where the space has been provided to the project affected farmer?
		The project proponent replied that the surface water will be used from the water stored in the surrounding rivers.	The Member of Public Hearing panel raised the issue from where you will take water which will be used for said project?
		The project proponent replied that, If the ground water is required, then prior permission from Central Ground Water Authority (CGWA) will be taken. He further informed that there is	The Member of Public Hearing panel raised the issue that in the TOR, it is mentioned that ground water will be

		a proposal to use water of irrigation where the source of water under the jurisdiction of Irrigation Department, District Collector for which prior permission will be obtained from them. Further the project proponent informed that as this is a mega project, water from wells will not be enough. Hence the surface water will be used for the construction.	used. If the ground water will be used then the prior permission from Central Ground Water Authority (CGWA) has to be taken & advise them to use well water.
		The project proponent replied that, as it is green field alignment we will not use an existing road anywhere, however where the existing road crosses, fly over will be provided which is mentioned in the said project.	The committee member pointed out that in the TOR, the first condition is that the existing roads should be utilised to the maximum extend as possible for the said project.
		The project proponent replied that a joint inspection/survey has been done for the existing trees mentioned in the TOR & copy of the same will be reported along with final EIA report.	The committee member pointed that in the TOR it is condition that the inspection/survey shall be made for the existing trees mentioned & accordingly same shall be recorded in the report.
		The project proponent replied that this is 180 km expressway & generally the standard criteria is 60 km as per 1990. Vehicle charging station and all facilities will be provided at distance of 60 Km. Accordingly to the kilometer No. 58 and kilometer No. 116 in both	The committee member raised the issue that in the TOR, you have mentioned vehicle charging station but in the presentation the information about where the vehicle charging station would be installed is not mentioned.

		places will have all these facilities.	
		The project proponent replied that for Nanded district there is a highway belt of 19 kilometer distance. Also agreed that all the issue raised will be incorporated in the final EIA report.	The committee member raised the question to the project proponent that, to get the carbon credit you have to monitor carbon dioxide emission. As shown in the report that there are three location for air monitoring in Nanded District. Now for air monitoring in Nanded district how much kilometre of Highway belt is available. You have to monitor in four directions in the circumference of 10 Km. However you have done monitoring only in three places. All though you took two places for air monitoring at a distance of 10-10 Km. You need to monitor air quality at 8 places. And further suggested that, the suggestion, objection made in the meeting are taken in to consideration while granting Environmental Clearance & project proponent are advised to modified report accordingly, because there is requirement of the base data.

		The project proponent agreed to take note of it & replied that the said matter will be include in the agreement.	The committee member raised the question that during the construction face of the project, the dust particle will be generate, created noise pollution for that what preventive measures to be taken to control the pollution. Most of the time water sprinkling vehicle is not sprinkling water many times. Due to this the dust generate it cause problem. For that it is mandatory to install GPS system on the water sprinkling vehicles. Also it is necessary to develop a system to how many laps each vehicle should make a water sprinkling on the road side information should be given about it.
		The project proponent replied that the road will remain with MSRDC for the next 30 years. So for 30 years MSRDC is taking this responsibility. Now looking at the cross section it is seen that three belts are proposed. The green belt is approximately three meters wide and the green belt will be developed there. We aim to plant 50,000 trees in Nanded district. Also, since the topic of green belt development and	The committee members asked & called clarification from the project proponent who will develop & maintain the green belt on the proposed Highway of the Nanded District?

		maintenance is related to carbon credit, a separate system of experts has been developed for this, and there is a separate department in MSRDC. The said green belt is the responsibility of the main contractor for four years and MSRDC itself will maintain it after four years. A permanent water source facility is developed for green belt maintenance.	
		The project proponent answer that this highway has been planned far away from the village. But from some villages this highway passes at a distance of 400-500 meters. Metallic sound barriers will be provided there. So, there will be no traffic problem.	The committee member raised the question that due to this proposed Highway will pass along the village there will be silence zone, there will be a school, hospital. For that what precautionary measure has been taken to reduce the noise pollution?
		The project proponent informed that at proposed toll booths & malls site, there is a provision for installation of STP & for that the consent from MPC Board will be taken.	The committee members raised the question that toll booths, malls will be developed at the proposed site. What precautionary measure will be taken to treat the waste water which will be generate in the toll booths, malls?
2	**Shri. Dasrao Hambarde, Former Upsarpanch, Residents of village Gundegoan, Tal. Dist. Nanded raised the following issue that,**		Hon'ble District Magistrate and Chairman of Environmental Public Hearing Committee informed that the said

	First of all he Congratulate the Hon'ble District Magistrate having first meeting with the farmer & raised the question that our original issue are many for that we have registered many objection & done correspondence was made. But, we have not received any reply from that. I have personally took the one-two objections to Hon'ble SDO but he informed that as the said matter did not come under there jurisdiction send them referred back to MSRDC. So let us tell you whether to take many issue many things here or to hold another meeting.		meeting is about the Environmental aspects of the proposed project however only Environmental questions, suggestions or objections should be raised here. Further Hon'ble Magistrate and Chairman of the committee said that separate meeting will be called for other questions of the local farmers.
3	**Shri. Gajanan Hambarde, Resident of village Gundegaon, Tal. Dist. Nanded raised the following issue that,** The subject of high speed train has been discussed during the said public hearing. But, the administration issued a direct notification without giving us any prior notice & our land where taken by the land acquisition department without permission for that project..	The project proponent answer the question that, whatever is the criterion while developing the State Highway/Greenfield Highway, 100 meters ROW has been adopted here. While preparing the said proposal, we need to take ROW of 100 meters so that we do not have to repeatedly acquire land. For this, the state government consulted experts and the experts said that an express highway can be built in this area, land can be given to farmers, and then green belt can be used for development. Also, there is a proposal of bullet train in the future and this is planning for proper use of the resources at hand. This land acquisition is done only for express highway.	

b	He further raised question is whether MSRDC is doing land acquisition for railways, if so why the bullet train is shown? If the train doesn't come within that 100 meters, no problem. But if the railway will come within that 100 meters, we all farmers will come together and oppose it.	The project proponent replied that, the said land acquisition is not for railways. At present the said subject is not related to Environment. Farmers should send their statement to MSRDC.	The committee member raised the issue that the bullet train subject was raised in the meeting. This public hearing is not for the bullet train. If it has to be done in future, separate public hearing will have to be held for bullet train as well.
c	And said that during the survey our black cotton soil land is taken for the project & in Nanded district for the said project 4,200 trees will be cut out of which 1500 Nos. of trees will be affected in in Gundegaon Village alone.		The committee member pointed that the texture of the land is part of the compensation of the land. There is a separate section in the Revenue Department, for that tou can submit your say there. This is a public hearing on Environmental issue you may raise your suggestion & objection on it.
4	**Shri. Namdev Hambarde, Resident of village Gundegaon, Tal. Dist. Nanded raised the following issue that,** The Nanded-Kandhar highway passes near my orchard. During construction of said highway project the lot of dust will spread on the fruits, This will reduced the income by 40-60%. Further he objected that tankers are	The project proponent answers the question that the suggestions raised by the farmers are being noted and MSRDC will plan to implement accordingly.	Hon'ble District Magistrate and Chairman of the Environmental Public Hearing said that sprinkling of water during the construction activity is necessary to maintained the quality of the construction & further said that as

	moved by GPS without sprinkling water & if you go to & asked them they drive you away & not respond. The compensation should be given to all the local farmers who have suffered due to the dust emission during the construction of the previous highway and a committee should be constituted for grievance redressal.		discussed it is necessary to form a committee for grievance redressal. Accordingly, such a committee will be formed and it will do the work of coordination. The member of public hearing committee told the participants that the suggestion & objection raised in the meeting are being recorded and will be included minutes of meeting.
5.	**Shri. Santosh Mhaske, Resident of Babhulgaon, Tal. & Dist. Nanded raised the following issue that,** MSRDC conducted a survey under Bharatmala project. Accordingly to that survey, the damage to the environment would be minimum reduced. The less producer lands of the farmer where going in to it. Now as the proposed highway is planed damage to the environment it to be more as well as there are going to be social side effect. Apart from that, since the highway will pass near the village, there will be an increase in pollution. And the fertile land of the farmers will be damaged and the environment will be damaged & farmers will be affected.	The project proponent answer the question that MSRDC had initially studied five different design proposals. Three of the proposals have been finalized and different criteria have been set for it. As per the criteria, 22-23 different criteria such as engineering, economic, environmental, forest and social have been finalized by different committees. After studying it, SRYDC has determined the most cost-effective design for the Preferred Design study. Some of the networks were planned by the National Highways Authority, New Delhi under the Bharatmala scheme. But from the point of view of the overall development of our state, the plan which is cost-effective	The committee member pointed that while planning the project, 2 to 3 alternative proposals have to be suggested. Only after giving that opinion the expert committee studies and assess it. If the highway is built from any side, damaged to the environment will be less. Only then the proposal is approved. Here the final EIA report will be prepared taking in to consideration the suggestion & objection raised during the meeting.

	Therefore, information should be given as to why the survey conducted for Bharatmala project is cancelled and another survey is conducted to construct this Jalna to Nanded highway. The information should be made available to the public. He further objected that the highway in Bharatmala Survey has been changed from Naleshwar while the new one is from the city area it is going to Navapur from Nanded. The village there are in pollution one can not pass through that village without wearing a mask. All the farmers say that it would have been better if the Bharatmala Road had been developed further.	and which is in the interest of the state to limit the cost of transport is seen at the level of the state government. These express highways form part of the national network so we can control the cost of transportation. The objections raised by you have been noted and will be placed before the expert committee appointed by MSRDC. It will be taken in to consideration by the expert committee.	
6	**Shri. Dasrao Hambarde, Resident of Gundegaon, Tal. & Dist. Nanded raised the following issue that,** The letters for the service road have received. Presentation showed that apart from 100 meters of road, land would be acquired for make road for farmers. So the explanation should be given to the farmers.	The project proponent answer the question that it would not acquire land outside the 100 meter ROW. In 100 meters, a space of three and a half meters on both sides has been kept for the farmers for to & fro from the acquired land. No separate land acquisition will be done for this.	The Convenor of the Environmental Public Hearing Committee appealed to ask environmental question. The Hon'ble Chairman suggested that the topic of discussion should be on environmental issue only.
7	**Shri. Gajanan Hambarde, Resident of Gundegaon, Tal. & Dist. Nanded raised the following issue that,** Everyone is of the opinion that the highway has been taken from where the cost is less &	The project proponent answer the question that, the cost of transportation is called logistic expenditure and the market value of the product is determined. 5-6 percent of the world's	The Environmental committee member said that his demand is valid & their objections have been recorded and the

	the local people have not been considered. Three district Nanded, Jalna & Purbhani are being connected to the Mumbai-Nagpur Samrudhi Highway. Jalna-Parbhani 130 KM is long. Nanded is 140 KM away. So what will be achieved with this highway by spending so much government money and destroying the environment? Purbhani & Nanded 140 KM are away. So why cutting down the trees, spending government money, depriving farmers of food, acquiring the fertile land of the project why should we do all this. He further said that this is not a road for the poor people.	transportation costs, in India it is like 13-15 percent transportation cost, So the goods here can be sent at low cost. At present we are building highways piecemeal but when the entire national network is ready it will be of immense benefit. Further, the project proponent said that if 4,000 trees are going to be affected in the proposed project, not all the trees will be cut down. The total numbers of affected trees in the project area is given in the report. Where will leave space for green spots where will leave space for future provisions will not cut trees. We are obliged to replant trees. However, where construction is to be done, the trees will be replanted as much as possible.	video has also been taken. The expert committee will take further decision in this regard.
b		The project proponent said that if 4,000 trees are to be affected in the proposed project, not all trees would be cut down. The total numbers of affected trees in the project area is given in the report. Where will leave space for green spots where will leave space for future provisions will not cut trees. They are obliged to replant trees. However, where construction is to be done, the trees will be replanted as much as possible.	The Conveyor of Public Hearing Committee on Environment raised the question that the information should be given about where and how the trees that are going to be affected will be replanted.
c	Some participants opinioned that the experience of	The project proponent replied that,	The committee member presented

	replanting trees on Samruddhi Highway was not very good. At that time the project proponent promised to provide the information about replanting trees on Samruddhi Highway.	A note has been taken.	the point that it is mandatory to do a survey and put numbers on the trees, keep the information about the age and cast of the trees. It is also mandatory to prepare a report on replantable trees and submit it along with the final Environmental Impact Assessment Report. All the terms conditions are let down in the environmental permission given by the project proponent.
8	**Shri. Harishchandra Hambarde, Resident of Vishnupuri, Tal. & Dist. Nanded raised the following issue that,** Due to the highway, the land of the farmers will be fragmented. Here sugarcane cultivation take place on large scale. It was said that the road will be reserved (underpass) to go from one side to the other side of the highway. So we need that much space for our boar cart to go there. So for that, a road should be left equal to the height of sugarcane truck.	The project proponent answer the question that, The structure design of the expressway has changed. All under passes are taken at the height of the fly over. So farmers will not face any problem. The normal height criterion is 5.5 meters height.	
b	He further question urban planning department has proposed 120 feet roads in Vishnupuri area. So will under	The project proponent answer the question that, According to the development plan provided	

	passes be released for those proposed roads also?	by the Urban Development Department, the height of the proposed underpass is only 5.5 meters. We have asserted to provide under pass for Panand Roads, Village Roads and all information/plans of these will be on field and made available to anyone for verification.	
c	The participant in opinioned that we have agriculture production companies we are going to give space to MSRDC, this project is going to be successfully we have to go to Mumbai for selling our products for that agricultural production companies should be given toll free travel for the progress of farmer is the Samrudhi Highway is planned.	The project proponent appealed to submit suggestion, objection it will be submitted to the government.	The Hon'ble Chairman of the Environmental Public Hearing Committee said that, it would also be accepted at District collector office & will be submitted to the government.
9	**Shri. Dasrao Hambarde, Resident of Gundegaon, Tal. & Dist. Nanded raised the following issue that,** What arrangements will be made to prevent the roads from getting waterlogged?	The project proponent answer the question that, Balancing culverts will be provided as a contingency plan as well as bridges are proposed on all natural streams. The drains that will be provided here are lined drains planned.	
b		The project proponent answer the question that, All the trenches will be inside the compound wall, for which a space of 3.5 meters will be left free. He further replied that open drain will be provided there. An open drain is an option to prevent water ingress.	The committee member pointed that after the construction of the road, a trench is dug to drain the water from the fields. It will be lined. But many times the farmers close it so the water gets stored at

			the back and goes into their fields and houses. However, as in the city, those trenches should be closed. If closed trenches are provided, it will be easy for the farmer to go, so water will not go into the house and field. Also, the committee member questioned that if the wall is going to be built, how will the water go outside the compound.
10	**Shri. Namdev Hambarde, Resident of Gundegaon, Tal. & Dist. Nanded raised the following issue that,** While developing this Samruddhi highway, sand, soil, gravel, gravel and stone will be required for it. For that, the contractor will dig around and because of this, our walls will crack. How is it planned?	The project proponent answer the question that the quarries that the contractor would take up would require permission from the Maharashtra Pollution Control Board. The said contractor will be bound to follow all the criteria.	The conveyor of Environmental Public Hearing Committee said that the Maharashtra Pollution Control Board does not give permission for mining you have to take environmental clearance is mandatory.
11	**Shri. Atul Waghnale, Resident of Naleshwar, Tal. & Dist. Nanded raised the following issue that,** While giving information about the service road, MSRDC said that they are going to provide a service road of 3.30 meters from Kakandi to Vishnupuri. Also further 10 km lane is still incomplete in Nanded district.	The project proponent answer the question that, they should give their statement. The said statement will be submitted to the government.	

	There are a large number of horticultural farmers. My request is that while providing lanes, it is necessary to provide service roads on both sides.		
b	Are you going to leave the duct at the place where the pipelines of Godavari cross, and how wide will you leave the duct so that the pipeline can be arranged. Is it necessary to give a statement to leave the duct?	The project proponent answer the question that the duct will be released at a distance of 500 meters as per the criteria. If additional ducts will be released then that duct will be laid as per the norms.	
c	The participants opined that the Hon'ble Collector is the link between the MSRDC & the local farmers. However the Hon'ble Collector should give time to understand the problems of local farmers. Farmers are confused as there is no information about the amount of compensation.		
12	**Shri. Panjab Hambarde, Resident of Gundegaon, Tal. & Dist. Nanded raised the following issue that,** Due to the dust in the fields of the farmers along the highway, the crop will be damaged and the income will decrease every year. What is the government going to pay for that?		The committee member replied that when the road is ready, the dust will reduce. Project proponent are required to install monitoring stations for dust. If the dust level exceeds the specified limit, it is the responsibility of the project proponent. Also, all the questions have been recorded and the expert committee will take a decision on it.

The Chairman the public Hearing Panel in his concluding remark assured that all the points raised in the public Hearing will be in corporate in the minutes and clarified that the processing of public Hearing will be submitting ministry of Environment and climate change Govt. of Maharashtra.

The Member of the Environment Public Hearing Committee thanked all the local people, project officials and environmentalists and declared that the meeting is concluded.

The meeting ended extending thanks to the Chair.

(R. U. Patil)
Convener,
Environment Public Hearing Committee
AND
Sub Regional Officer, MPCB, Nanded

(Dilip Khedkar)
Member,
Environment Public Hearing Committee
AND
Regional Officer, MPCB, Aurangabad

(Abhijeet Raut, IAS)
Chairman,
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AND
District Magistrate, Nanded, District Nanded