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**Government of India
Wildlife Institute of India, Dehradun
Wildlife Institute of India
P.O.Box-18, Chandrabani, Dehradun, Uttarakhand,**

Dated: 03/11/2020

To

Shri Manas Pratim kakati
Rampur
Hojai
Assam
782435

Registration Number : WLIOI/R/E/20/00054

Dear Sir/Madam

I am to refer to your Request for Information under RTI Act 2005, received vide letter dated 06/10/2020 and to say that *Kindly see the attached covering letter. The mentioned documents in the letter are being sent to you through email.*

In case, you want to go for an appeal in connection with the information provided, you may appeal to the Appellate Authority indicated below within ***thirty days*** from the date of receipt of this letter.

Director, WII

FAA & Director

Address: Wildlife Institute of India Chandrabani Dehradun

Phone No.: 01352646101

Yours faithfully

(P.K.Aggarwal)
CPIO & Deputy Registrar
Phone No.: 01352646110
Email : pka@wii.gov.in

ACTION HISTORY OF RTI REQUEST No.WLIOI/R/E/20/00054

Applicant Name Manas Pratim kakati

Text of Application As the alignment of the 36km flyover to be built above kaziranga national park is made by wildlife institute of india, I would like to know exactly which spot near kaziranga the flyover will start and will go till where. Kindly share the exact locations like if it will go from jakhalabandha to kohora ,then upto how many kilometres beyond kohora.

Reply of Application Kindly see the attached covering letter. The mentioned documents in the letter are being sent to you through email

SN.	Action Taken	Date of Action	Action Taken By	Remarks
1	RTI REQUEST RECEIVED	06/10/2020	Nodal Officer	
2	REQUEST FORWARDED TO CPIO	06/10/2020	Nodal Officer	Forwarded to CPIO(s) : (1) P.K.Aggarwal
3	REQUEST DISPOSED OF	03/11/2020	P.K.Aggarwal- (CPIO)	

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भारतीय वन्यजीव संस्थान
Wildlife Institute of India

No. RTI/WII/2020-21

Dated: 3rd November, 2020

To,

Shri Manas Pratim Kakati,
Rampur,
Hojai,
Assam, 782 435
Email: kakatimp94@gmail.com

Sub: Your online RTI Application No. WLIOI/R/E/20/00054 dated 06.10.2020

Sir,

Please refer to your online RTI Application No. WLIOI/R/E/20/00054 dated 06.10.2020 under RTI Information Act 2005. In this context, the point wise response to your queries is given below:

Sl. No.	Information Sought under RTI	Reply
1	As the alignment of the 36km flyover to be built above Kaziranga National Park is made by Wildlife Institute of India, I would like to know exactly which spot near kaziranga the flyover will start and will go till where. Kindly share the exact locations like if it will go from jakhalabandha to kohora, then upto how many kms beyond kohora.	Wildlife Institute of India submitted a report "Review of proposed mitigation measures on NH 37, Kaziranga National Park, Assam to the Executive Engineer (Mech.) for Chief Engineer, PWD (NH Works), Chandmari, Guwahati, Assam with copy to PCCF (HoFF) and PCCF & CWLW, Guwahati, Assam vide WII letter No. WII/DWII/Misc./03/2014 dated 10 th October, 2017. A copy of the letter and report is attached as Annexure-1 for getting the information.

In case you want to go for an appeal in connection with the information provided, you may appeal to the Appellate Authority indicated below within thirty days from the date of receipt of this letter.

Director, WII
FAA & Director
Address: Wildlife Institute of India, Chandrabani,
Dehradun.
Phone No. 0135 260910

Thanking you,


NO, CPIO, WII

Encl: As above

Subject: Fwd: WII report on review of proposed mitigation measures on NH 37 at Kaziranga National Park, Assam - reg.
From: DWII <dwii@wii.gov.in>
Date: 27-10-2020, 16:24
To: Gopi G V <gopigv@wii.gov.in>

----- Forwarded Message -----

Subject: WII report on review of proposed mitigation measures on NH 37 at Kaziranga National Park, Assam - reg.

Date: Tue, 10 Oct 2017 15:22:35 +0530

From: Director, WII <dwii@wii.gov.in>

To: shantanoo.bhattacharyya@gmail.com

CC: pccf@assam.gov.in, pccf.wl.assam@gmail.com, dgfindia@nic.in, siddhantadas@gmail.com, igfwl-mef@nic.in, soumitra444@rediffmail.com, projectelephant.moef@gmail.com, Joint Director <jd-wl@nic.in>, satyendra96ifs@gmail.com, dfo.eawl@gmail.com, Dr.G.S.Rawat, Dean, FWS, WII <dean@wii.gov.in>, Dr.RAWAT <rawatg@wii.gov.in>, bh@wii.gov.in, ar@wii.gov.in, Akanksha Saxena <akanksha@wii.gov.in>, adrian@wii.gov.in



**INFORMATION PROVIDED
UNDER RTI**



भारतीय वन्यजीव संस्थान
Wildlife Institute of India

No. WII/DWII/Misc./03/2014

Dated: 10th October 2017

To,

The Executive Engineer (Mech) for Chief Engineer
PWD (NH Works)
Chandmari, Assam
Guwahati - 781003
Email: shantanoo.bhattacharyya@gmail.com

Sub.: WII report on review of proposed mitigation measures on NH 37 at
Kaziranga National Park, Assam - reg.

Ref: Your letter No. NHC/201/2013/Pt.-I/106

Sir,

With reference to the above, please find enclosed herewith the report on
"Review of Proposed Mitigation Measures on NH 37, Kaziranga National Park, Assam,
2017" for your kind perusal and further necessary action please.

Thanking you,

Yours faithfully,

(Dr. V.B. Mathur)
Director

Enls: As Above

- Cc.: 1. The Principal Chief Conservator of Forests (HoFF), Basistha Forest
Complex, Guwahati. Email: pccf@assam.gov.in
2. The Principal Chief Conservator of Forests & Chief Wildlife Warden,
Basistha Forest Complex, Guwahati. Email:
pccf.wl.assam@gmail.com

पत्रपेटी सं० 18, चन्द्रबनी, देहरादून - 248001, उत्तराखण्ड, भारत

Post Box No. 18, Chandrabani, Dehradun - 248001, Uttarakhand, INDIA

INFORMATION PROVIDED

UNDER RTI

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EPABX : +91-135-2640114, 2640115, 2646100; Fax : 0135-2640117;

ई-मेल / E-mail: wii@wii.gov.in, वेब / website: www.wii.gov.in

Review of Proposed Mitigation Measures on NH 37, Kaziranga National Park, Assam

Review Report

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भारतीय वन्यजीव संस्थान
Wildlife Institute of India

October 2017

Review of Proposed Mitigation Measures National Highway 37 Passing through Kaziranga National Park, Assam

In response to the order of the Hon'ble National Green Tribunal dated 22nd April 2015 in the MA No. 687/2014, 1070/2013 and 142/2012 in Application No. 174/2013 of Rohit Choudhary vs Union of India and others pertaining to the matter of road kills of wild animals on National Highway 37 on the corridors of Kaziranga National Park and the issues arising thereof, a Detailed Project Report (DPR) for construction of mitigation measures on the vulnerable stretch of NH 37 was submitted by consultants for the said project on 11th August 2017. Subsequently a team from the Wildlife Institute of India, Dehradun assessed the appropriateness and suitability of the proposed mitigation measures. Given below are the observations and comments of WII team.

The proposed alignment includes three flyovers across the critical corridor stretches, measuring 20, 10 and 5 km (Figure 1). The first structure (Corridor I) measures 20 km (Figure 2) starting at Seconi T.E. No. 4 ($26^{\circ}34'9.96''\text{N}$, $93^{\circ}1'14.47''\text{E}$) to Kuthari ($26^{\circ}34'27.84''\text{N}$, $93^{\circ}12'49.26''\text{E}$). The second structure (Corridor II) from Na-Jan N.C. ($26^{\circ}34'34.10''\text{N}$, $93^{\circ}14'57.49''\text{E}$) to Hathikuli ($26^{\circ}35'15.15''\text{N}$, $93^{\circ}22'35.87''\text{E}$) measures 10 km (Figure 3), and the third structure (Corridor III) from Domjan No. 2 ($26^{\circ}36'39.66''\text{N}$, $93^{\circ}29'24.37''\text{E}$) to Borjuri T.E. ($26^{\circ}37'50.48''\text{N}$, $93^{\circ}32'40.13''\text{E}$) measures 5 km (Figure 4).

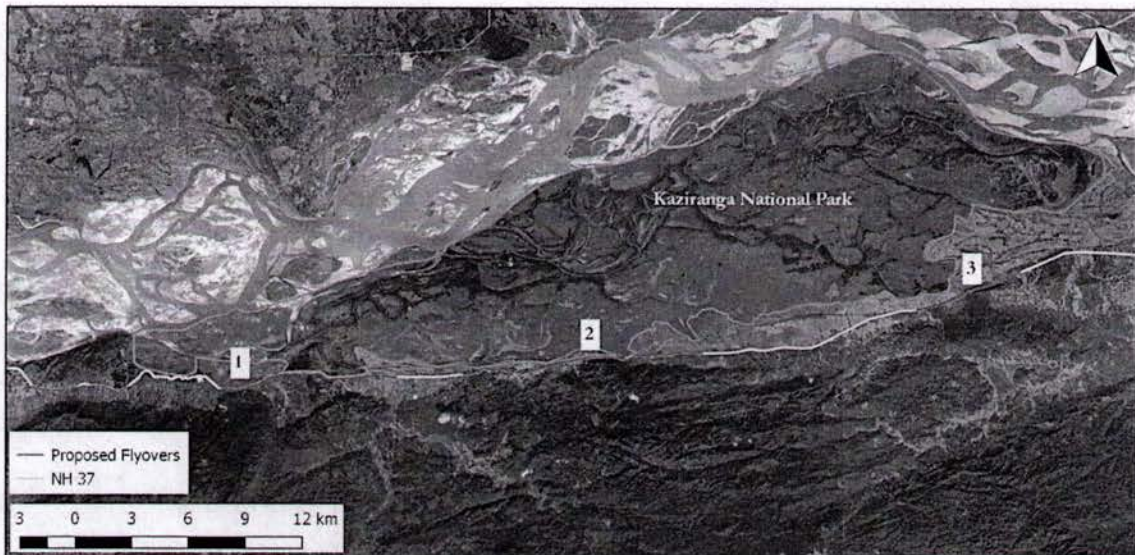


Figure 1: Three flyovers across critical corridors measuring 20 km (1), 10 km (2) and 5 km (3) long.

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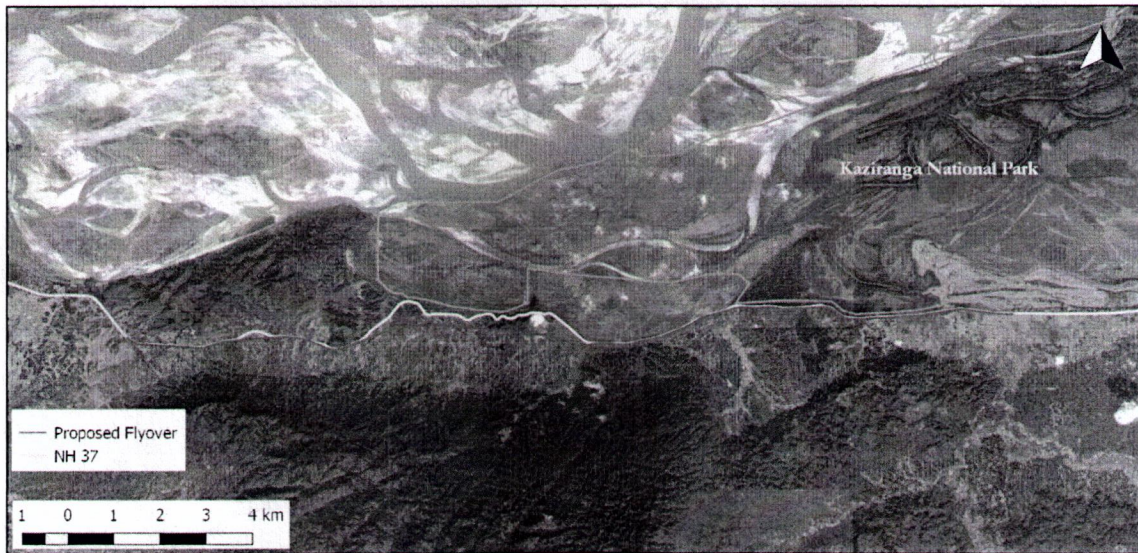


Figure 2: Proposed flyover from Seconi T.E. to Kuthari.

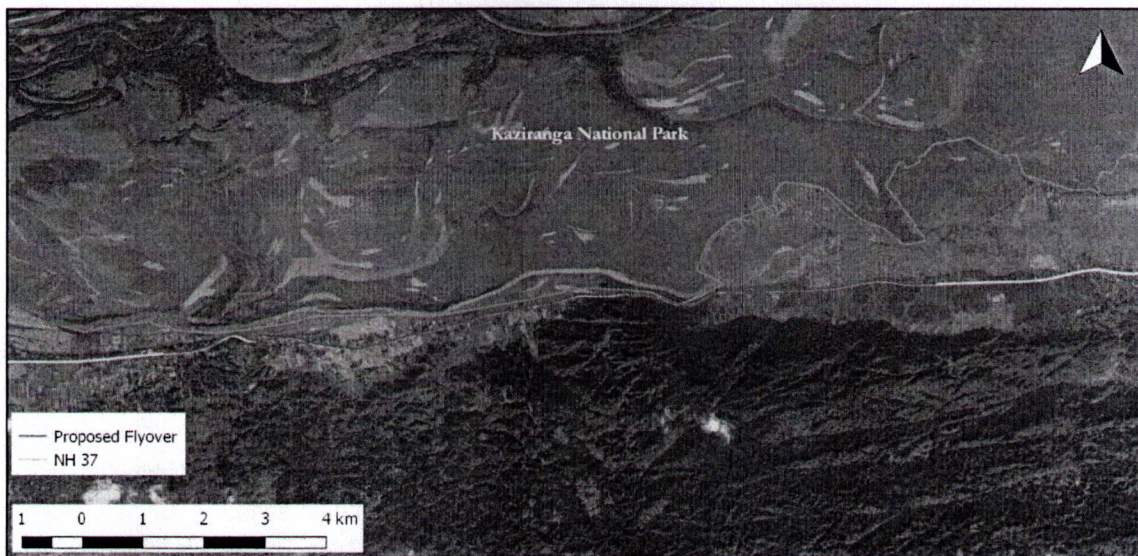


Figure 3: Proposed flyover from Na-Jan N.C. to Hathikuli.

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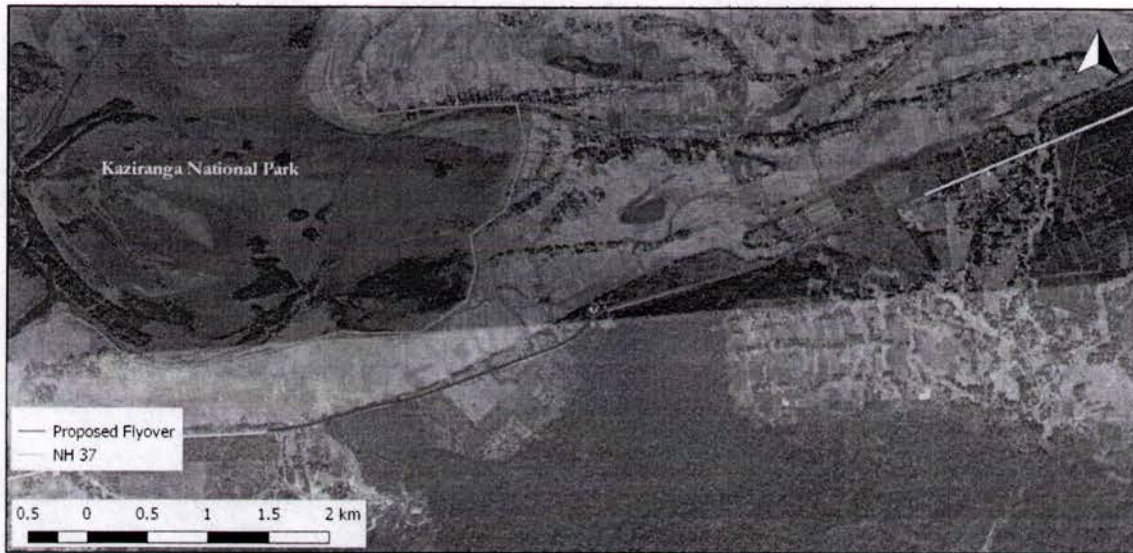


Figure 4: Proposed flyover from Domjan No. 2 to Borjuri T.E.

It is also proposed by proponents to divert all traffic to the flyovers above and let the present road function under the flyover for forest, law enforcement purposes and for local conveyance among the villages.

We feel letting the present road remain functional after completion of the flyovers would be counter-productive in the long run. The barrier to animals in crossing over from Kaziranga to Karbi Anglong is not the mere presence of the road, but the traffic on the road. As villages grow and develop, there is bound to be an increase in the traffic plying on the road underneath the proposed flyovers, leading to the same barrier situation we have on NH 37 today. It is therefore suggested to allow for construction of the flyovers with provision of access roads to connect villages to the elevated highway. The details of changes suggested are detailed below.

Corridor I:

For this stretch measuring 20 km from Seconi T.E. No.4 ($26^{\circ}34'9.96''\text{N}$, $93^{\circ}1'14.47''\text{E}$) to Kuthari ($26^{\circ}34'27.84''\text{N}$, $93^{\circ}12'49.26''\text{E}$), it is suggested to provide access to villages to the flyover through **3 stretches** of the existing road and connecting these stretches to the flyover (Figure 5). The remaining stretches of existing roads should be decommissioned i.e., rendered non-functional. Near the Deosur Hill, where the proposed alignment is diverted behind the hill, it is recommended to develop existing village roads as access roads for connecting these villages and to the flyover. The details are given below in Table 1.

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Table 1: Particulars of access roads to be provided on Corridor I

Exit Road Number	Type of Road	Location of exit point* and length of existing highway	Length (km)
1	Existing Highway	26°34'3.43"N, 93° 1'52.74"E to (26°34'9.45"N, 93° 2'57.71"E) *	2.0
2	Village Road	(26°34'19.05"N, 93° 5'28.79"E) *	3.2
3	Village Road	(26°34'5.06"N, 93° 7'20.88"E) *	2.0
4	Existing Highway	26°34'10.66"N, 93° 8'14.84"E to (26°34'32.20"N, 93° 9'6.34"E) *	1.8
5	Existing Highway	26°34'26.03"N, 93°11'7.11"E to (26°34'29.16"N, 93°13'3.19"E) *	4.1

* Coordinates given in "()" are the connecting points for the village roads to the proposed flyover.

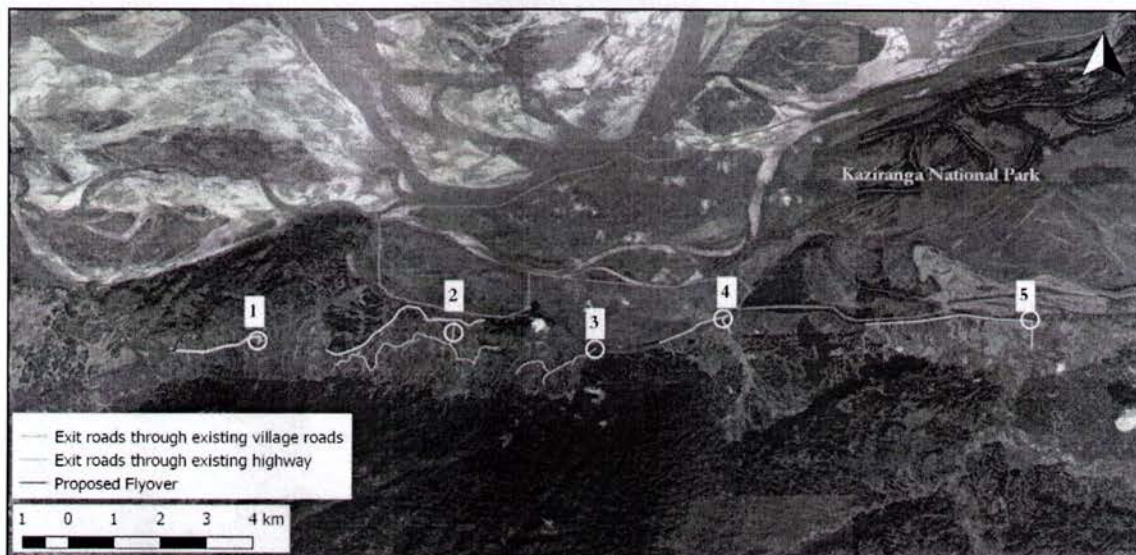


Figure 5: Proposed flyover from Seconi T.E. to Kuthari with 5 road stretches connecting about 35 villages to the flyover.

A zoomed in view of each of these stretches is provided in separate figures (Figures 6, 7, 8, 9, 10) below.

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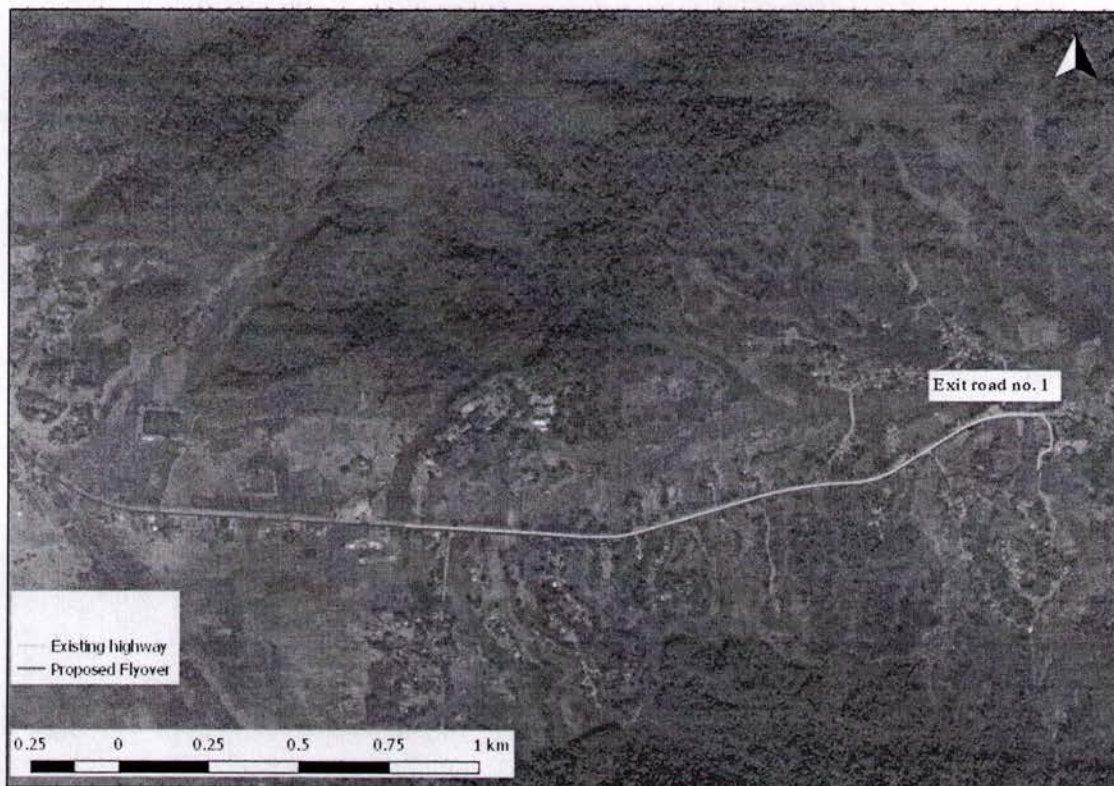


Figure 6: Exit Road No. 1 linking settlements to proposed flyover (at corridor I) through existing highway.

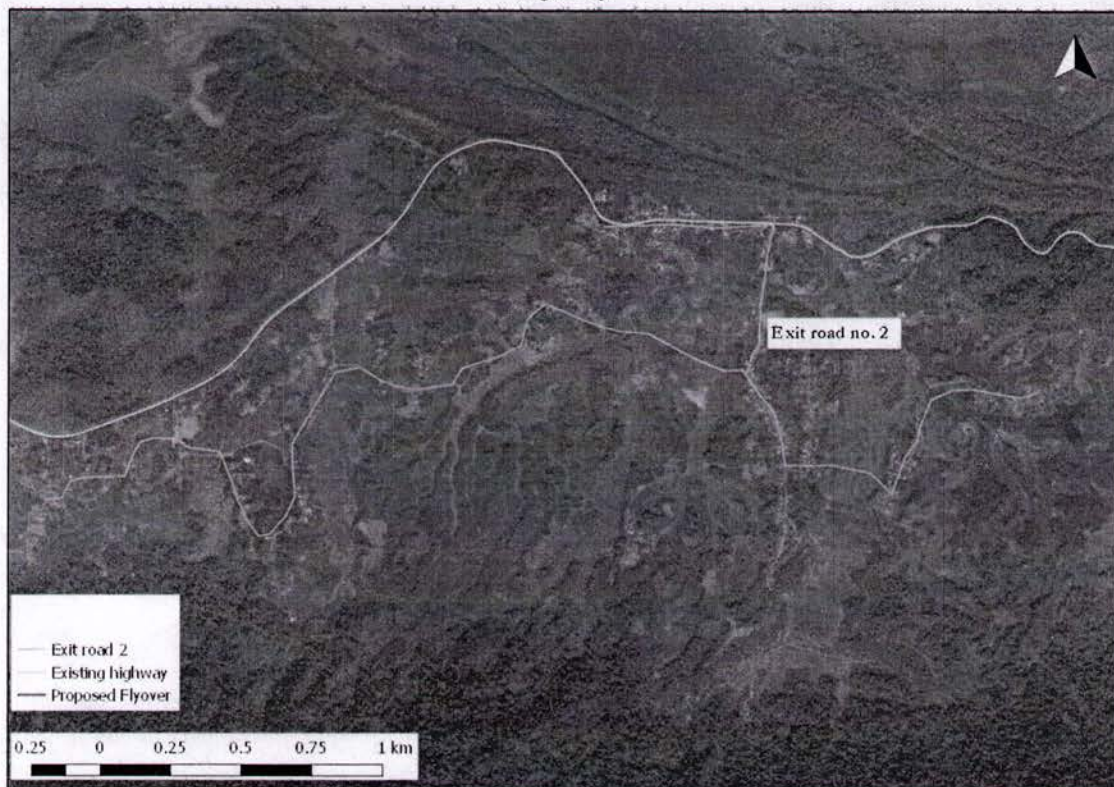


Figure 7: Exit Road No. 2 linking settlements to proposed flyover (at corridor I) through existing village roads. Existing highway should be rendered non-functional.

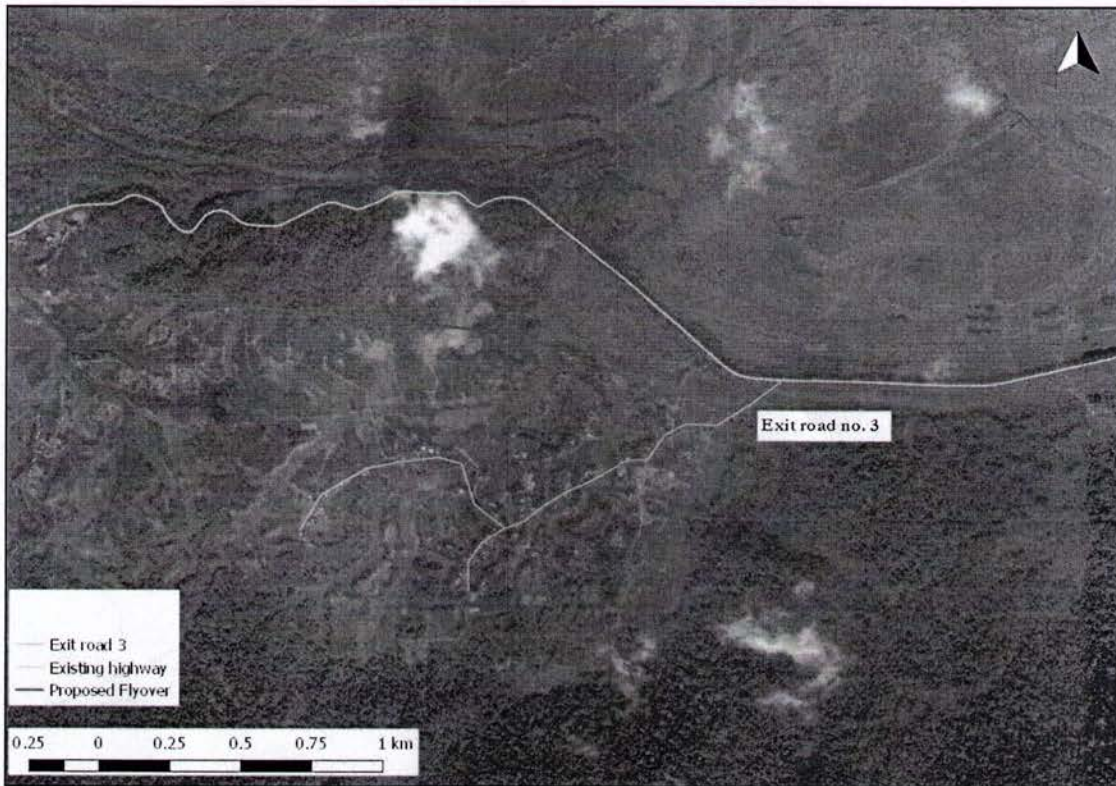


Figure 8: Exit Road No. 3 linking settlements to proposed flyover (at corridor I) through existing village roads. Existing highway should be rendered non-functional.



Figure 9: Exit road no. 4 linking settlements to proposed flyover (at corridor I) through existing highway.


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Figure 10: Exit road no. 5 linking settlements to proposed flyover (at corridor I) through existing highway.

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Corridor II:

The major part of this proposed corridor consists of villages and plantations, and 3 major animal corridors. It is suggested to allow two stretches of roads to function as access roads to be connected to the flyover (Figure 11). The remaining stretches of existing roads should be decommissioned i.e., rendered non-functional. The details are given below in Table 2.



Figure 11: Proposed flyover from Na-Jan N.C. to Hathikuli with 2 road stretches connecting about 6 villages to the flyover.

Table 2: Particulars of access roads to be provided on Corridor II

Exit Road Number	Type of Road	Location of exit point* and length of existing highway	Length (km)
6	Existing Highway	(26°34'41.76"N, 93°16'0.80"E) * to 26°35'4.42"N, 93°18'52.14"E	5.5
7	Existing Highway	26°35'10.81"N, 93°20'39.71"E to (26°35'14.56"N, 93°22'48.71"E) *	4.2

* Coordinates given in "()" are the connecting points for the village roads to the highway.

A zoomed in view of each of these stretches is provided in separate figures (Figures 12, 13) below

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Figure 12: Exit road no. 6 linking settlements to proposed flyover (at corridor II) through existing highway.

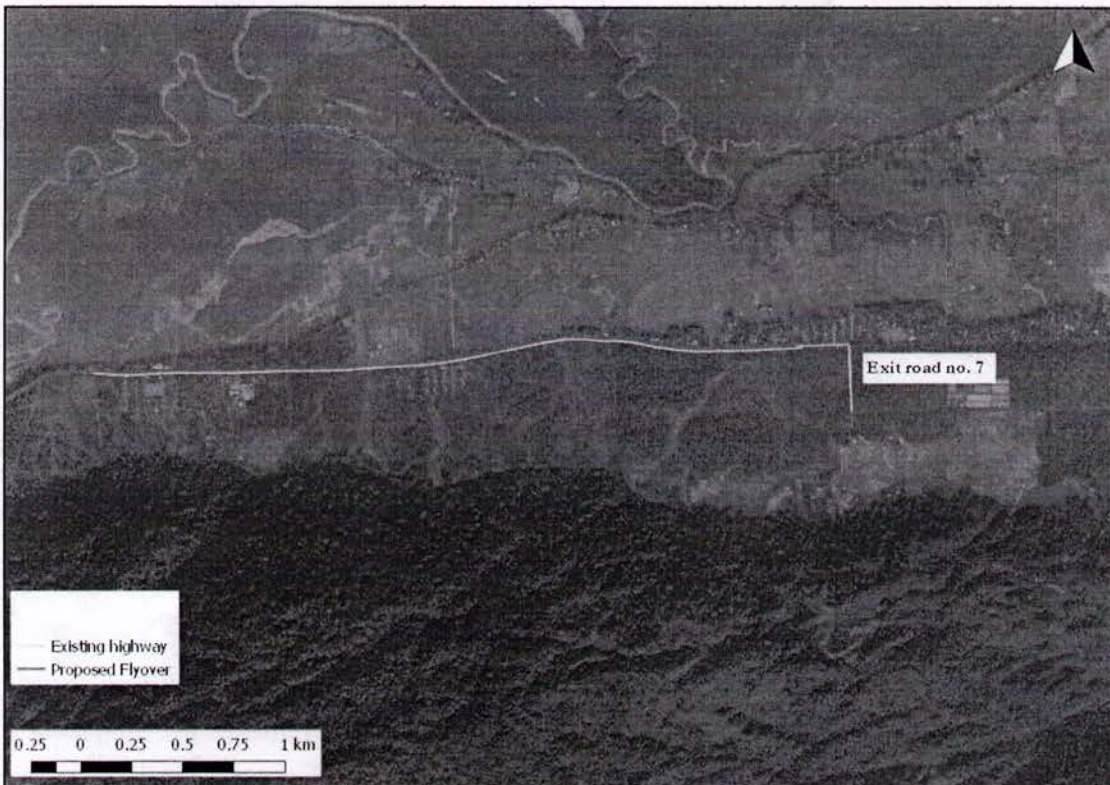


Figure 13: Exit road no. 7 linking settlements to proposed flyover (at corridor II) through existing highway.

Corridor III:

The 5 km stretch of flyover is suitable for the purpose of providing safe passage to animals (Figure 14). However, removal of the present road after construction of the flyover should be ensured.

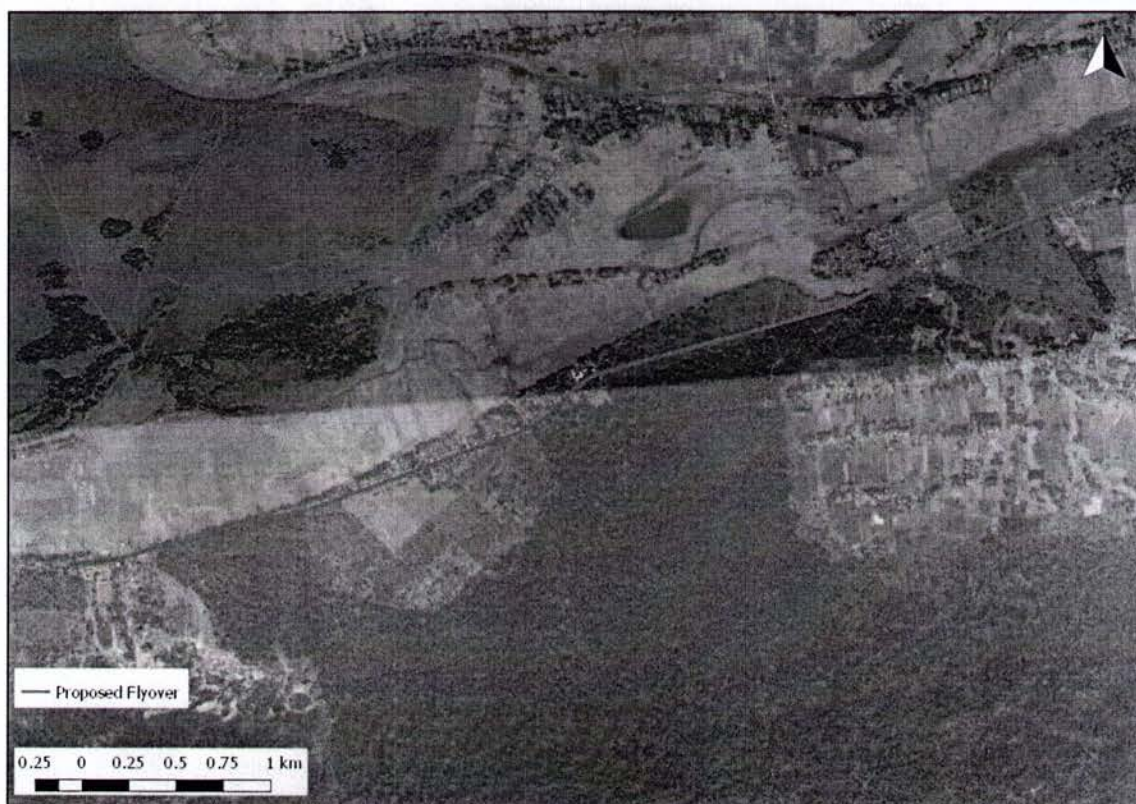


Figure 14: Proposed flyover (at corridor III).

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Other Recommendations:

1. The non-flyover stretches of the highway should also be developed by the proponents.
2. There is lack of information about the proposed overpass near Deosur Hill with regards to its location, design and topography.
3. 5% of the project cost should be given to the village relocation programme in corridor areas of Forest Department and for anti-poaching activities. For relocation priority should be given to villages within priority corridor areas.
4. The height of flyovers should be 6m.
5. Realignment of the road may require forest land and the diversion should be prioritized to allow quick construction of mitigation measures.
6. An Environment Management Plan (EMP) should be included as part of the project and implemented in order to avoid and minimize all possible impacts to wildlife and forests for pre-, during and post-construction activities.
7. All road stretches that are not part of the access roads connecting villages and the proposed flyover should be decommissioned.
8. The construction of an overpass has been proposed at the Burapahar segment of the flyover. It is not clear whether the overpass would be constructed over the flyover or through a road section cutting through the hill. Thus, location and topography of the overpass location should be carefully considered for an effective structure that would be appropriately used by wildlife.

NOTE: The GPS locations given in the report have been extracted from Google Earth and may require field verification.

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Wildlife Institute of India, Chandrabani
Dehradun, India 248 001
Tell: 00 91 135 2646102
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