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1 Introduction

Transport in the Republic of India is an important part of the nation's economy. Development of infrastructure within the country has progressed at a rapid pace and today there is a wide variety of modes of transport by land, water and air.

The state of Andhra Pradesh is situated in the South-Eastern part of the country. The state has a transportation network consisting of Railways, Roadways, Airways and Waterways, which form the lifeline for the economic and social activities of the state.

After the bifurcation of the erstwhile state of Andhra Pradesh in 2014, the Government of Andhra Pradesh (GoAP) proposed to establish 'Amaravati', a new world-class capital city for the new State. Amaravati, the People's capital of Andhra Pradesh, is envisioned to be a city of world-class standards with a vision of increasing the prominence of Andhra Pradesh in the world.

GoAP has established the Andhra Pradesh Capital Region Development Authority (A.P.C.R.D.A) for the purposes of planning, coordination, execution, supervision, financing and for promoting and securing the planned development of the capital region.

The Andhra Pradesh Capital Region Development Authority (A.P.C.R.D.A) comprises of parts of Krishna and Guntur districts of Andhra Pradesh state. The A.P.C.R.D.A is constituted through Andhra Pradesh Capital Region Development Act, 2014 replacing Vijayawada Guntur Tenali Mangalagiri Urban Development Authority (V.G.T.M U.D.A). The Capital Region covers an area of 8603.32 Sq. Kms from 56 mandals is the largest urban development authority (in terms of area) in the country. It includes 30 Mandals from Krishna and 26 Mandals from Guntur District. The region also includes the capital city of Andhra Pradesh state scheduled to develop an area of 217.23 Sq.km. Detailed Capital City Master Plan (Detailed Master Plan) for capital city area has been notified to fulfil the vision of 'Amaravati'.

In the above context, A.P.C.R.D.A has intended to develop the proposed Inner Ring Road (I.R.R) for the Capital region for providing ease of access to the citizens of capital city and surrounding cities for reaching the regional road network.

2 Regional Context

2.1 Regional Description

2.1.1 Administrative Boundaries

Andhra Pradesh Capital Region Development Authority (A.P.C.R.D.A) is located within the districts of Guntur and Krishna and is bounded by West Godavari district in the North-East and rest of Krishna district in the South-East with Bay of Bengal located at a distance of less than 40 kms from the jurisdiction boundary. The Northern part of the A.P.C.R.D.A lies in Krishna district adjoining to Khammam district of Telangana State at a point in North-West and the entire Southern part of the region is bounded within the Guntur district. The River Krishna separates the A.P.C.R.D.A region into two parts, the Northern part falls in Krishna district and Southern part falls in Guntur district.

The River Krishna passes through the A.P.C.R.D.A region from North-West to South-East towards Bay of Bengal with an outstanding stretch of about 130 kms. The region is situated at a varied radius distance of about 50 to 70 kms taking Vijayawada city as the focus.

2.2 Geographical Location

The proposed alignment of I.R.R traverses through two districts viz., Guntur and Krishna. Vijayawada is located at 16.5193°N 80.6305°E and Capital city Amaravati is located at 16.541°N 80.515°E. The region area has an average elevation of 23 meters above sea level. The proposed alignment passes mostly through plain and rolling terrain.

2.3 Topography

Kondapalli hill range runs between Nandigama and Vijayawada cities for a length of 24 kms. Indrakiladri (Vijayawada), Jammalavoidurgam, and Mogalarajpuram are other smaller hill ranges. Krishna is the major perennial river in Capital Region. The topography of Amaravati is flat, with a few small to medium-sized hills.

2.4 Geology

The soils are mainly Red gravel, Black cotton, Sandy alluvial, Sand clay loams and Red loams. Major minerals found are Limestone, Iron ore and minor minerals are Granite, Gravel, Rough stone, Road metal, Bricks Quartz, sand.

2.5 Environment and Climate

The climate of the study region is typically tropical with hot summers and a monsoon season. In the winter season, the climate is moderate and in fact very cool and pleasant with the temperature ranges between 12⁰C to 30⁰C. The temperatures during summer months range from 17⁰C to 48⁰C. The climate is very humid during the summer months and the humidity rises up to 68%. The average annual humidity is 78% and the average annual rainfall is 921.5 millimetres.

2.6 Existing Regional Road Network

The NH-16 (Old NH-5) Chennai - Kolkata Highway and NH-65 (Old NH-9) Machilipatnam - Pune Highway are crisscrossing at Vijayawada and NH-30 (Old NH-221) connects NH-65 (at Ibrahimpatnam) to Jagdalpur in Chhattisgarh. The proposed I.R.R intercepts the National Highways at five locations i.e. twice in NH-16 & NH-65 and passing through Ibrahimpatnam where NH-30 meets NH-65.

2.7 Settlements/Built Up Sections

The alignment of I.R.R and extension of capital city roads to I.R.R passes through 41 villages (Table-1) in addition to Kondapalli Reserve Forest (R.F) in Krishna and Guntur districts.

Table 1: List of Villages along I.R.R Alignment.

List of Villages in Guntur District		List of Village in Krishna District	
S.No	Village	S.No	Village
1	Anantavaram	1	Chodavaram
2	Chinakakani	2	Damuluru
3	Chinavdlapudi	3	Done Atkuru
4	Endroyi	4	Ganguru
5	Harischandrapuram	5	Ibrahimpattanam
6	Kantheru	6	Jupudi
7	Karlapudi	7	Kavuluru
8	Kaza	8	Kethanakonda
9	Mothadaka	9	Kondapalle
10	Nutakki	10	Kothuru
11	Pedaparimi	11	Kotikalapudi
12	Pedavdlapudi	12	Navepothavaram
13	Ramachandrapuram	13	Nidamanuru
14	Tadikonda	14	Nunna
15	Tummapudi	15	Pathapadu
16	Vaddamanu	16	Penamaluru
17	Vykuntapuram	17	Poranki
		18	Ramachandrapuram
		19	Savarigudem
		20	Tadepalle
		21	Trilochanapuram
		22	Vedurupavuluru
		23	Velagaleru
		24	Zami Machavaram
			Kondapalli R.F.

3 Project Background

A.P.C.R.D.A initiated the Pre-feasibility and feasibility study and Detailed Project Report (DPR) of Inner Ring Road (I.R.R) for Andhra Pradesh Capital Region (A.P.C.R). A.P.C.R.D.A engaged M/s STUP Consultants through open bidding process. The consultant submitted the alternative alignment options with Traffic Assessment report to A.P.C.R.D.A.

In this regard the various alignment options of I.R.R for A.P.C.R.D.A were presented, discussed in detail with the Hon'ble Minister, MA & UD Dept. and Hon'ble Chief Minister in A.P.C.R.D.A review meetings, the same were presented in Head of Departments (H.o.D) meeting followed by State Ministers Cabinet Committee meeting.

The recommended alignment of draft IRR by the committee was 97.5 km length and 75 mt wide and the same was approved in the 8th Authority meeting of APCRDA held on 08/02/2017.

The proposal was once again thoroughly examined in the light of keeping I.R.R alignment in a circle form which necessitated the draft Inner Ring Road passing through Kondapalli village and Kondapalli R.F. As per this alignment, the length of draft IRR is 96.16 km and width is 75 meters. It was also decided to have connecting roads for capital city boundary to draft I.R.R. Accordingly a road network of 27 roads, whose total length was 91.16 Km was also proposed. This proposal was approved at the 14th Authority meeting of APCRDA held on 12/02/2018.

4 Justification

4.1 Necessity for I.R.R

Presently, the Capital Region's road transportation depends heavily on the two busy National highways NH-65 and NH-16. As these two highways intersect at Vijayawada, through traffic travels through the city with no alternatives around Vijayawada which cause traffic congestion.

Presence of Krishna River on north and Undavalli hills on east confines the accessibility to the above highways. Construction of inner ring road will form a complete closed loop around the Capital city and Vijayawada. I.R.R will act as a bypass for the regional traffic and improve the accessibility to the new capital and surrounding villages / towns.

4.2 Objectives

The main objectives of the proposed Inner Ring Road are,

1. Create quick access to Amaravati roads from the regional network.
2. Relieve the traffic congestion within Vijayawada
3. Provide linkage between major radial roads (NH & SH) within the Capital Region
4. Connect new emerging urban nodes in and around Amaravati and Vijayawada.
5. Provide high-speed connectivity and improved access to activity centres, transport hubs with minimum impact on the city traffic.
6. Reduce travel time for regional traffic

4.3 Alignment of Draft I.R.R

The Inner Ring Road alignment proposed in the draft perspective plan, Outer Ring Road (ORR) of Vijayawada and Guntur areas proposed in the VGTM master plan and possibility of forming ring road using ZDP roads were studied. Accordingly the draft IRR length 96.16 km and width 75 meters were proposed. It was also proposed to connect Capital city roads to draft IRR. As a result 27 roads were proposed whose length was 91.16 KM. This proposal was approved in the 14th Authority meeting of APCRDA held on 12/02/2018.

The I.R.R forms complete ring in core area of APCR, which crosses NH-65 (Hyderabad Highway) at Kethanakonda, NH-16 (Chennai Highway) at Chinakakani, NH-65 (Machilipatnam Highway) in Poranki Village (Called Penamaluru Junction), NH-16 (Visakhapatnam Highway) at Nidamanuru and NH-30 (Jagadapur Highway) at Kondapalli.

The Draft I.R.R is proposed in two phases.

Phase I: Length of 68.08 km between NH-65 (at Kethanakonda on Hyderabad Highway) and NH-16 by-pass (at Vedurupavuluru) via Chinakakani.

Phase II: Length of 28.08 km between NH-16 by-pass (at Vedurupavuluru) and NH-65 (at kethanakonda on Hyderabad Highway) via Kondapalli

4.4 Types of Traffic Surveys Conducted

The following traffic surveys were carried out for the project.

1. Classified Traffic Volume Count Survey
2. Turning Movement Survey
3. Origin-Destination Survey
4. Axle Load Survey

4.5 Phase-I of Draft I.R.R

The Phase I of Draft I.R.R connects NH-65 at Ketanakonda and NH-16 by-pass at vedurupavuluru via Chinakakani, which will be a vital link to provide access to Amaravati as well as bypass the regional traffic. The alignment is formulated in view of providing direct access to the Amaravati Roads and improve connectivity to surrounding villages. The section from NH-16 at Chinnakakani to proposed vedurupavuluru (NH-16 BY-PASS) will act as eastern bypass to Vijayawada city and will be a vital link to reduce the congestion within the city. The alignment is formulated in view of minimising the social impacts and keep the alignment away from Vijayawada city considering its further expansion.

The length of this alignment is around 68.08 km, which totally a new alignment is predominantly passing through agricultural land in plain terrain.

The villages falling in the Phase-I are 28 in number.

4.6 Phase-II of Draft I.R.R

The alignment is passing through Reserve forest for 9 km length, which requires about 8 km length of tunnelling. Also, this alignment crosses Polavaram canal twice near Nunna and Kotturu. The length of this alignment is around 28.08 km which is totally new alignment and is predominantly passing through forestland in hilly terrain.

The villages falling in the Phase-II are 15 in number.

Two villages viz., Ketanakonda and Vedurupavuluru are falling in both Phase-1 & Phase-2 of draft IRR.

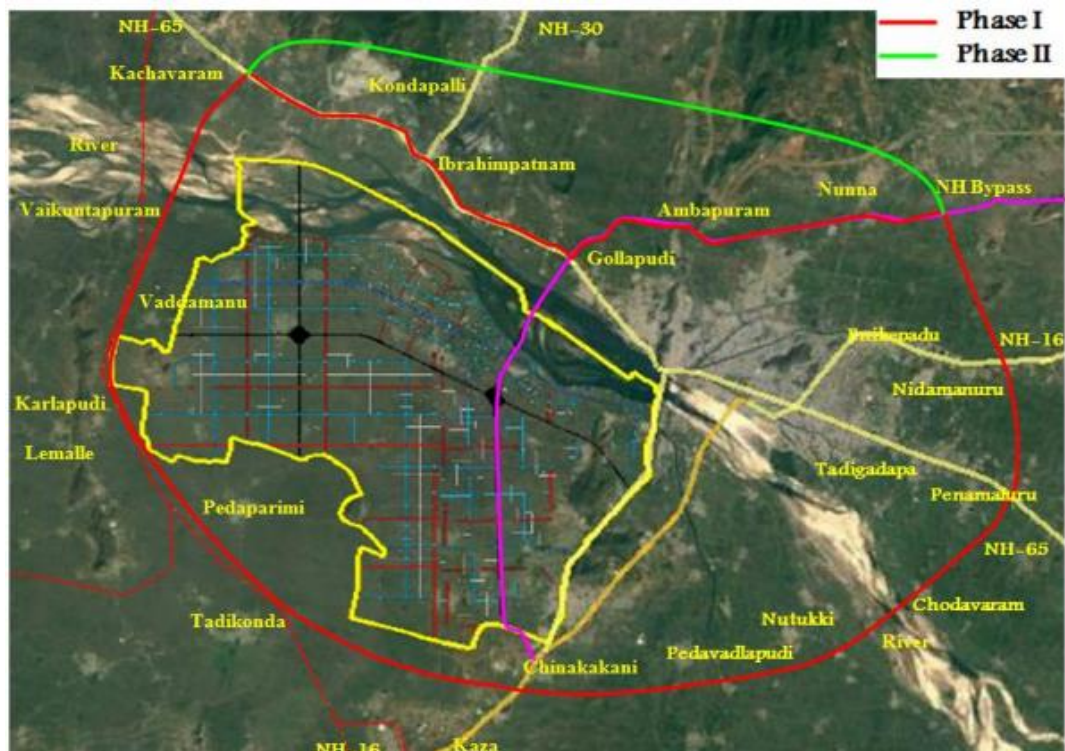


Figure 1: Phase wise Inner Ring Road

4.7 Proposed Right of Way

As per IRC: SP: 87-2013, minimum Right of Way (RoW) of 60m should be available for development of a 6-lane rural highway.

As per the traffic projections, I.R.R requires 8-lane carriageway in the year 2030. I.R.R is totally in new alignment on the agricultural/open land. Presently there are no significant developments observed along the project corridor. The developments may take place over the years after forming the project road. Considering the close proximity to Amaravati and Vijayawada, and developments in nearby cities of I.R.R, the I.R.R is designed with adequate urban facilities like service road, footpath, cycle track, plantation strips, etc.

In order to accommodate the above features, 75m RoW is proposed for the I.R.R.

4.8 Proposed Cross Section

The cross section comprises of 8-lane carriageway and 2-lane service road with cycle track, footpath, etc on both sides. Typical cross section comprises of following cross section elements:

- Main Carriageway - On either side of Median - 15.0m wide, each side incl. 0.5m shy away near kerb
- Central Median - 5.0m wide incl. 0.5m wide shy away on both sides
- Separator / Divider - 5.0m wide, each side
- Service Road - 7.5m wide each side incl. 0.25m shy away near kerb
- Buffer Strip - 0.75m wide, each side
- Cycle Track - 2.5m wide, each side
- Plantation - 1.5m, each side
- Footpath - 2.5m, each side
- Plantation - 1.0m wide adjacent to RoW

The cross section is developed with a provision of implementing mass transit facility (BRTS/MRTS/etc) along the project corridor at the future date without disturbing the utilities or service roads. The elevated metro rail can be constructed with single pier system on central median of I.R.R. The additional supports at station locations can be located on the divider. The BRTS can be implemented on the edge lanes of I.R.R with bus stations on divider, which will remain 6-lane carriageway for the I.R.R.

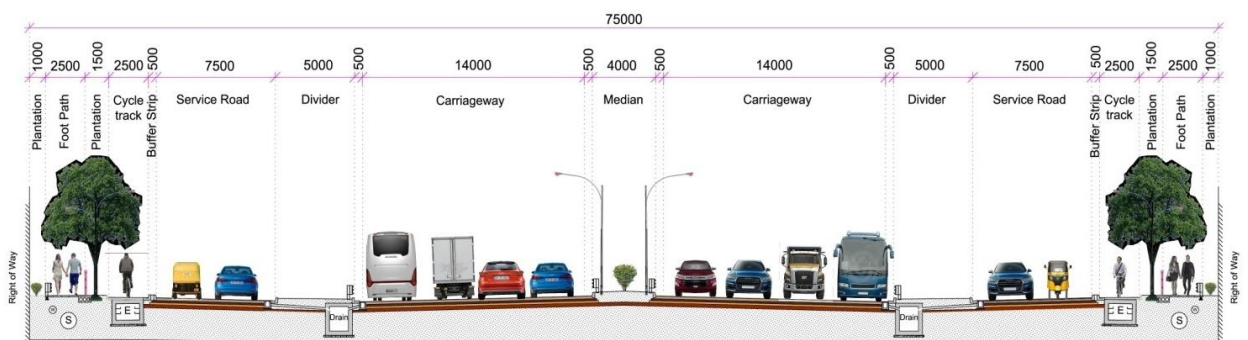


Figure 2: Cross Section

4.9 Proposed Structures

The following Interchanges are proposed at the intersection of project highway with all the National Highways and selected Amaravati roads.

1. NH-65 at Kethanakonda - Cloverleaf Interchange

2. E-3 of Amaravati at Vaddamanu - Trumpet Interchange
3. E-5 of Amaravati at Vadhamanu - Cloverleaf Interchange
4. E-7 of Amaravati at Karlapudi - Trumpet Interchange
5. E-9 of Amaravati at Karlapudi - Cloverleaf Interchange
6. E-11 of Amaravati at Peddaparimi - Trumpet Interchange
7. E-13 of Amaravati at Peddaparimi & Tadikonda - Cloverleaf Interchange
8. N-13 of Amaravati at Tadikonda - Cloverleaf Interchange
9. NH-16 at Chinakakani - Cloverleaf Interchange
10. NH-65 at Penamaluru - Cloverleaf Interchange
11. NH-16 at Nidamanuru - Trumpet with Flyover
12. NH Bypass at Vedurupavuluru - Cloverleaf Interchange
13. NH-30 at Kondapalli - Cloverleaf Interchange

The geometry of interchanges are designed in accordance with relevant clauses of IRC: SP: 90-2010, IRC: 92-1985 and IRC: 65-1976.

The following Grade separators are finalized for the SH/MDR/proposed ZDP road crossings.

1. Thullur to Tadikonda Road at Tadikonda
2. Kantheru to Nidamaru Road at Kantheru
3. Proposed ZDP Road at Chinnakakani
4. Pedavadlapudi to Namburu Road at Pedavadlapudi
5. Mangalagiri to Tenali Road at Tummapudi
6. Nutakki to Kathapalem Road at Nutakki
7. Proposed ZDP Road at Done atukuru
8. Vedurpavaluru Road at Vedurpavaluru
9. Nuzvid Road at Nunna
10. Kavuluru to Pydurupadu at Kavuluru

The following crossroads are adjacent to the proposed major bridges, so they are dealt with the bridge structure itself by providing additional spans.

1. Damauluru to Kotikakapudi Road
2. Amaravathi-Karakkata Road
3. Chirravuru to Pedakonduru Road
4. Chintala Road

The project road crosses River Krishna twice and number of tanks, channels, nallahs, etc. Bridges and CD structures are proposed for these waterway crossings. As the project road is predominantly in new alignment, CD structures are proposed at close interval, which will act as balancing culverts. RoBs (Road over bridges) are proposed for the Railway crossings.

4.10 Project Facilities

4.10.1 Service Roads

Service roads segregate local traffic from the through-traffic and intercept local access of residential and commercial properties along the highway. Two-lane service road is proposed on both sides of Main Carriageway, separated by divider.

4.10.2 Entry and Exit Ramps

The project road is designed for free flow and access controlled to ensure savings in travel time and improve road safety. Hence, no median opening is provided along the project road.

Entry and exit ramps along with separate lane for acceleration and deceleration are provided to facilitate safe access between Main Carriageway and Service Road. The layout and geometry for entry and exit ramps are designed as per IRC: SP: 84-2014. The exit ramps are proposed before the interchanges/grade separators and entry ramps proposed after the interchanges/grade separators that will allow turning movements between I.R.R and cross roads.

4.10.3 Pedestrian Facilities

Footpaths are proposed on both sides of the project road throughout the length including waterway crossings. The width of footpath is 2.5m. No exclusive pedestrian crossing facility is proposed in the project whereas the pedestrian can cross the project road through grade separators. At-grade pedestrian crossings are proposed for all the intersections with adequate signs, zebra markings, studs, speed breakers, etc.

4.10.4 Smart Lighting

Single arm light pole with LED smart lights are proposed at 35m interval on both sides of the central median to illuminate both carriageways. Double arm light pole

with LED smart lights are proposed at 35m interval along the Plantation strip to illuminate service road, cycle track and footpath. Single arm light pole with LED smart lights are proposed at 30m interval on the footpath of cross roads within the scope. Additional lighting is proposed in the truck parking, rest areas and entry/exit ramps. Lighting is proposed inside the grade separators for safe movement of vehicles and pedestrian. High mask lights are proposed at interchanges.

4.10.5 Highway Traffic Management System (HTMS)

The state of the art HTMS comprising of CCTV surveillance of the roads, Automatic Traffic Counters and Classifiers (ATCC), Meteorological Stations, Variable Message Signs (VMS) and Emergency Call Boxes (ECB) is proposed in the project. CCTV surveillance should cover the entire I.R.R and interchanges/grade separators. ECBs are proposed at every 2 km on the I.R.R with facility for direct call to the Base Camp in the event of an emergency. The HTMS control room should function 24X7 and can be reached for assistance of Highway Patrol, Ambulance, Tow service, etc.

4.10.6 Truck Lay-bye

Truck lay-byes are proposed on the main carriageway as per the layout given in IRC:SP:87-2013. The places are selected based on the geometry of highway without interference with other facilities of the project road.

4.10.7 Bus Bays

The proposed I.R.R will be an urban road in future and the mass transit facility like BRTS may be implemented in future. The BRTS can be implemented on the edge lanes of I.R.R with bus stations on divider.

4.10.8 Rest Areas

The rest areas are proposed in the project as suggested in IRC:SP:87-2013 with the facilities like toilets, telephones, cafeteria, restaurant, parking for cars, buses and trucks, dormitory, rest rooms, fuel stations, etc.

4.11 Landscaping & Tree Plantation

The landscaping is proposed on the central median, plantation strip near RoW, islands, etc and tree planting is proposed on the plantation strip in-between cycle track and footpath. Choice of trees and plants along the highway shall follow a

variety of schemes depending upon location requirement as per the IRC: SP: 21-1979. Local indigenous species that grow in that area shall be planted.

5 Analysis

96.16 Kms long, 75 meter wide Draft Inner Ring Road (I.R.R) Plan for AP Capital region area is proposed to be carried out by modifying 11 Zonal Development Plans falling in 35 villages (part), Detailed Master Plan for Capital City-Amaravati falling in 1 village (part) and 5 villages (part) & one Reserve Forest falling in such an area where there is no Master Plan. The area under no plan zone is 204.56 Acres in the total area of 3556.17 Acres. In the total length of 96.16 kms, the draft I.R.R falling in no master plan zone is 11.11 Kms. Name and G.O. No's of ZDPs are given in table no.2:

Table 2: ZDPs with G.O.No's.

S. No	Name of the ZDP	G.O. No
1	NIDAMANURU ZONAL DEVELOPMENT PLAN	G.O.Ms.No.244.M.A.dt.27/04/2000
2	KANURU ZONAL DEVELOPMENT PLAN	G.O.Ms.No.675.M.A.dt.29/12/2006
3	NUNNA ZONAL DEVELOPMENT PLAN	G.O.Ms.No.676.M.A.dt.29/12/2006
4	GOLLAPUDI ZONAL DEVELOPMENT PLAN	G.O.Ms.No.677.M.A.dt.29/12/2006
5	KONDAPALLI ZONAL DEVELOPMENT PLAN	G.O.Ms.No.678.M.A.dt.29/12/2006
6	KAZA ZONAL DEVELOPMENT PLAN	G.O.Ms.No.686.M.A.dt.29/12/2006
7	TADIKONDA ZONAL DEVELOPMENT PLAN	G.O.Ms.No.336.M.A.dt.02/05/2008
8	PEDAVADLAPUDI ZONAL DEVELOPMENT PLAN	G.O.Ms.No.340.M.A.dt.02/05/2008
9	KETHANAKONDA ZONAL DEVELOPMENT PLAN	G.O.Ms.No.383.M.A.dt.31/05/2008
10	THULLURU ZONAL DEVELOPMENT PLAN	G.O.Ms.No.385.M.A.dt.31/05/2008
11	AMARAVATHI ZONAL DEVELOPMENT PLAN	G.O.Ms.No.386.M.A.dt.31/05/2008
Detailed Master Plan for Capital city Amaravati		
12	DETAILED MASTER PLAN FOR CAPITAL CITY AMARAVATI	Guntur District Gazette Extra ordinary No:18 dt.23/02/2016
Other Area where there is no Master Plan		
S. No	Village	Mandal/District
1	RAMACHANDRAPURAM	GANNAVARAM, KRISHNA
2	KOTTURU	VIJAYAWADA RURAL, KRISHNA
3	DAMULURU	IBRAHIMPATNAM, KRISHNA
4	NAVI POTHAVARAM	IBRAHIMPATNAM, KRISHNA
5	VELAGALERU	G.KONDURU, KRISHNA

In the above ZDPs, various land uses proposed in the alignment of I.R.R and extension of Capital city Roads to I.R.R. are:

1. Agriculture use
2. Commercial Use
3. Industrial Use
4. Public & Semi-Public Use
5. Recreation Use
6. Road Use
7. Residential Use
8. Transportation and Communication Use
9. Water Coarse Use and
10. Hills & Forest Use.

6 A.P.C.R.D.A Act Provisions

Under section-39(1) of A.P.C.R.D.A Act, 2014, after preparing a plan under section-38, the authority shall notify the same in such form and manner as may be prescribed along with a notice in the prescribed manner, inviting objections/suggestions from any person or body giving a time period of 30 days.

Under section-41 of A.P.C.R.D.A Act, 2014, before making any modifications to the development plans the authority shall publish a notice inviting objections/suggestions from the public giving a time period of 15 days from the date of publication of the notice and shall hear all objections/suggestions.

7 Notification of Draft I.R.R

The length of draft IRR is 96.16 km, width 75 mt and the length of extension of capital city roads to draft IRR is 91.16 km were approved in the 14th Authority meeting held on 12.02.2018. In this meeting, it was also decided to give a notice inviting objections and suggestions from public for 30 days.

Accordingly a notification was given on 17/02/2018 in AP Gazette Extraordinary No: 139 and Eenadu Telugu Daily Newspaper and the Hindu English Daily News Paper, seeking objections/suggestions from the public for a period of 30 days from the date of notification i.e.,from 17/02/2018 to 18/03/2018. 18/03/2018 being Sunday, the date was extended till 19/03/2018. In this period a total of 1185 objections/suggestions were received.

8 Review, Scrutiny and Hearing Committee

Commissioner, A.P.C.R.D.A issued proceedings vide C.R.D.A-11024/4/2016, dt. 03.07.2018, constituting a committee under the chairmanship of Addl.Commissioner, APCRDA for reviewing and scrutinizing the objections or suggestions received and also submit remarks/observations to the Commissioner, A.P.C.R.D.A after hearing all the objections/suggestions on the notified draft I.R.R Plan and extension of 27 Capital City roads to Draft I.R.R Plan in A.P.C.R.D.A Region.

It was thought that to hear all the objections/suggestions in a single meeting was not possible. Hence, the total Objections/suggestions were divided into 9 parts as given Table no.3:

Table 3: Hearing Committee Details

S. No.	Meeting held on	Session	Total No. of O/S reviewed / scrutinised
1	05-07-2018	Forenoon (11:30 AM)	30
2	12-07-2018	Forenoon (11:30 AM)	93
3	12-07-2018	Afternoon (03:00 PM)	167
4	13-07-2018	Forenoon (11:30 AM)	156
5	13-07-2018	Afternoon (03:00 PM)	193
6	14-07-2018	Forenoon (11:30 AM)	150
7	14-07-2018	Afternoon (03:00 PM)	153
8	15-07-2018	Forenoon (11:30 AM)	145
9	15-07-2018	Afternoon (03:00 PM)	98
GRAND TOTAL			1185

Accordingly all persons/organisations/institutions who have given their Objections/suggestions were invited to attend the committee meetings through speed post and SMS (where ever addresses & Mobile numbers are provided by the applicants).As per the above schedule, 9 meetings were held and heard all objections/suggestions, whoever present in the meetings.

10th committee meeting was held on 04-09-2018. All 1185 objections/suggestions were consolidated and discussed thoroughly as per the nature of Objections/suggestions, the

opinion and suggestions of the applicants and feasibility of the suggestions/objections given by the applicants etc.,

After detailed study, the committee found that most of the Objections/Suggestions were either not willing to give the lands for the Draft Inner Ring Road (I.R.R) Plan and 27 roads connecting capital city to draft I.R.R or willingness to give the lands for land pooling or land acquisition or compensation 3-4 times of the market value etc. or in some cases, change in alignment due to developments on ground.

The committee opined that the notification given was on Objections/Suggestions on alignment of Draft Inner Ring Road (I.R.R) Plan and 27 roads connecting capital city to draft I.R.R. The above said suggestions or objections were related to land procurement methods or willingness of the farmers/applicants to give their lands for the notified roads, but not on alignment as part of plan itself. Hence, the above said Objections/suggestions were not related as such to the notification given. Accordingly, in those cases the committee recommended that “Alignment holds good or Alignment holds good and not relevant to notification etc.,”

In some cases minor modifications were recommended in draft I.R.R and extension of 27 capital city roads to Draft I.R.R, where ever feasible as per ground conditions and the design factors which are given in a tabular form.

9 Final Notification

The recommendation of Review, Scrutiny and Hearing Committee were put up in the 21st EC meeting of A.P.C.R.D.A held on 10/09/2018 and it was resolved to recommend the case to be put up in the Authority meeting of A.P.C.R.D.A for approval.

Accordingly the above Committee recommendations were approved in the 20th Authority meeting of APCRDA held on 19/09/2018.

According to the above approval, the length of IRR is 96.25 Kms and width is 75 mts and 87.19 Kms long extension of Capital city roads to I.R.R is 87.19Kms, CLU from Agriculture Use to Conservation Use (for 50 mt wide green proposed on either side of N13 extension road) to an extent of Ac.109.88 Cents as shown in the map.

The final notification of alignment of Inner Ring Road Plan and extension of Capital City Roads to Inner Ring Road Plan was published in AP Gazette Extraordinary No: 850 (G. 763), dt. 31/10/2018.

9.1 Phase Wise Details

The I.R.R is proposed in two phases.

Phase I: Length of I.R.R in phase I is 67.57 km and lies between NH-65 (at Kethanakonda on Hyderabad Highway) and NH-16 by-pass (at Vedurupavuluru) via Chinakakani.

No of villages: 28. And they are: 1.Kethanakonda (falling both phases), 2.Kotikalapudi, 3.Damuluru, 4.Harischandrapuram, 5.Vykuntapuram, 6.Vaddamanu, 7.Endroyi, 8.Ananthavaram, 9.Karlapudi, 10.Mothadaka, 11.Pedaparimi, 12.Tadikonda, 13.Kantheru, 14.Kaza, 15.Chinakakani, 16.Pedavadlapudi, 17.Chinavadlapudi, 18.Tummapudi, 19.Nutakki, 20.Ramachandrapuram, 21.Chodavarm, 22.Penamalur, 23.Ganguru, 24.Poranki, 25.Nidamanuru, 26.Done atkuru, 27.Savarigudem and 28.Vedurupavuluru (falling in both phases).

No of survey parcels (Survey nos): 1479

Phase II: Length of I.R.R in phase II is 28.68 km and lies between NH-16 by-pass (at Vedurupavuluru) and NH-65 (at kethanakonda on Hyderabad Highway) via Kondapalli

No of villages: 15 and they are: 1.Vedurupavuluru (falling in both phases), 2.Ramachandrapuram, 3.Nunna, 4.Pathapadu, 5.Tadepalle, 6.Kothuru, 7.Velagaleru, 8.Kavuluru, 9.Kondapalle, 10.Ibrahimpattanam, 11.Jupudi, 12.Trilochanapuram, 13.Navepothavaram, 14.Zami Machavaram and 15.Kethanakonda (falling in both phases).

No of survey parcels (Survey no's): 254

9.2 Village Wise Area Extent

As per the approved plan by the authority, the total area of the Alignment of Inner Ring Road and extension of Capital city roads to Inner Ring Road is Ac 3521.76 Cents. The village wise details of the same are given in table no.4:

Table 4. Extent of village wise I.R.R and extension of Capital city roads to IRR

S.NO	DISTRICT	MANDAL	VILLAGE	AREA IN ACRES
1	GUNTUR	AMARAVATHI	Endroyi	10.59
2			Karlapudi	153.50
3			Vykuntapuram	52.32
4		DUGGIRALA	Tummapudi	18.78

S.NO	DISTRICT	MANDAL	VILLAGE	AREA IN ACRES
5		MANGALAGIRI	Chinakakani	144.60
6			Chinavadlapudi	19.96
7			Kaza	93.45
8			Nutakki	56.19
9			Pedavadlapudi	58.77
10			Ramachandrapuram	56.34
11		TADIKONDA	Kantheru	93.42
12			Mothadaka	7.11
13			Tadikonda	638.18
14		THULLUR	Anantavaram	11.44
15			Harischandrapuram	100.56
16			Pedaparimi	664.59
17			Vaddamanu	186.54
TOTAL – GUNTUR DISTRICT				2366.35
1	KRISHNA	G.KONDURU	Kavuluru	74.83
2			Velagaleru	2.85
3		GANNAVARAM	Ramachandrapuram	5.25
4			Savarigudem	18.71
5			Vedurupavuluru	132.86
6		IBRAHIMPATNAM	Damuluru	29.9
7			Ibrahimpatnam	7.17
8			Jupudi	0.23
9			Kethanakonda	58.33
10			Kondapalle	93.40
11			Kotikalapudi	37.41
12			Navepothavaram	30.33
13			Trilochanapuram	20.15
14			Zami machavaram	3.31
15		PENAMALURU	Chodavaram	85.91
16			Ganguru	5.00
17			Penamaluru	49.62
18			Poranki	89.27
19		VIJAYAWADA (R)	Done atkuru	19.43
20			Kothuru	55.15
21			Nidamanuru	73.96
22			Nunna	96.86
23			Pathapadu	48.57

S.NO	DISTRICT	MANDAL	VILLAGE	AREA IN ACRES
24			Tadepalle	16.25
			Kondapalli R.F	100.66
TOTAL – KRISHNA DISTRICT				1155.41
GRAND TOTAL				3521.76

9.3 Details of Extension of Capital City Roads

The total length of such roads is 87.19 Kms and the area is Ac 1317.71Cents. The details are given in table no.5 :

Table 5: Road wise area of I.R.R extension of Capital city roads to I.R.R

FINAL I.R.R	
ROAD/USE NAME	AREA IN ACRES
CONSERVATION (CONS)	109.88
WATER COURSE (WC)	02.01
E1	38.86
E10	101.4
E11	94.5
E12	82.86
E13	178.75
E14	62.97
E15	42.75
E16	38.65
E2	37.2
E3	32.80
E4	26.18
E5	23.42
E8	8.93
E9	16.58
N10	18.65
N11	52.11
N12	72.34
N13	67.94
N14	51.15
N15	28.8
N16	28
N17	13.94
N6	34.38

ROAD/USE NAME	AREA IN ACRES
N7	21.06
N8	15.91
N9	15.69
Total	1317.71
I.R.R	2103.39
KONDAPALLI RF	100.66
GRAND TOTAL	3521.76

9.4 Details of Survey Parcels (Survey nos)

The total survey parcels affected by the Alignment of Inner Ring Road and extension of Capital city roads to Inner Ring Road are 1733 and the list of the same is given in table no.6:

Table 6: Details of Survey Parcels.

Sl. No	District/Mandal/ Village	Survey Nos	No. of Survey Parcels
GUNTUR			
AMARAVATHI			
1	ENDROYI	291,296,297,302,303,304,305,306,307	9
2	KARLAPUDI	1,2,15,16,17,26,28,29,30,58,59,60,61,67,69,70,71,72,73,74,76, 77,78,82,87,89,90,102,103,104,105,106,107,108,109,110,115, 116,117,119,120,123,138,140,141,142,145,146,147,148,149, 150,151,152,156,157,162,163,164,165,166,168,187,188,189, 190,191,194	68
3	VYKUNTAPURAM	4,90,91,99,100,101,102,104,105,106,107,110,111,112,117,123, 125,126,131,132,134,135,141,142,143,145,239, 240,241	29
DUGGIRALA			
1	TUMMAPUDI	201,202,203,204,205,212,213,254,260,261,214-A,214-B, 216-A	13
MANGALAGIRI			
1	CHINAKAKANI	1,2,29,32,33,34,35,36,39,40,51,52,53,54,55,56,57,58,59,65,66, 67,68,70,71,72,73,86,87,91,104,105,111,113,114,116,178,179, 180,196,197,198,199,200,201,208,209,210,211,215,216,218, 220,221,222,223,289,290,291,292,293,297,298,299,312,313,31 4,328,329,344,345,346	72
2	CHINAVADLAPUDI	25,27,28,29,30,36,38,39,42,43,44,45	12

Sl. No	District/Mandal/ Village	Survey Nos	No. of Survey Parcels
3	KAZA	174,175,176,177,178,179,180,181,185,190,191,192,219,220,221,222,223,224,226,227,230,242,243,244,248,249,250,251,252,253,254,255,265,266,272,273,275,277,278,279,280,292,293,294,296,297,298,357,358,365,366,367,374,375,376,377,378,381,382,383,387	61
4	NUTAKKI	160,161,162,163,164,183,188,189,191,192,203,204,211,214,217,221,282,289,290,291,293,305,347,358,359,360,361,363,364,365,366,367,368,369	34
5	PEDAVADLAPUDI	161,163,164,166,168,171,172,177,178,346,347,348,353,354,355,356,364,366,367,375,376,380,381,387,390,394,395,396,397,407,418,419,421,422,423,424,425,470,478,479,481,482,483,484	44
6	RAMACHANDRAPURAM	99,157,158,163,164,166,167,170,171,174,175,176,177,179,181,195,196,328,331,333,334,347,347/10,347/12,347/13,347/14,347/16,347/17	28
TADIKONDA			
1	KANTHERU	1,2,3,4,5,17,25,26,27,28,29,30,31,32,33,34,36,40,42,43,295,296,297,298,300,301,302,303,311,312,313,314,315,322,326,327,328,329,330,331,345,351,355,358,506,509,510,513,514,516,517,518,519	53
2	MOTHADAKA	66,68,69,70,71,80	6
3	TADIKONDA	237,239,241,242,243,245,247,249,250,251,252,255,256,257,258,259,260,261,262,273,274,275,276,277,278,279,280,281,284,285,288,289,293,294,299,300,301,302,305,733,735,736,737,738,739,740,742,743,744,745,746,747,750,756,757,759,760,761,762,769,770,771,774,781,782,783,785,786,787,788,852,854,855,856,857,858,859,862,863,864,865,867,873,875,878,885,890,891,892,893,894,895,896,897,898,899,904,916,917,920,921,960,961,965,966,967,968,969,970,971,972,973,974,975,976,977,978,987,995,996,1006,1007,1010,1014,1015,1021,1022,1023,1024,1025,1026,1027,1028,1029,1030,1034,1038,1040,1041,1042,1043,1044,1045,1046,1047,1048,1053,1054, 1055,1056,1059,1060,1062,1070,1073,1074,1075,1076,1077,1078,1079,1083,1084,1085,1086,1090,1091,1092,1093,1095,1098,1099,1100,1101,1102,1103,1104,1106,1107,1113,1114,1115,1116,1117,1118,1119,1120,1121,1122,1123,1126,1127,1130,1131,1134,1135,1136,1137,1138,1139,1144,1149,	259

		1150,1151,1152,1153,1156,1158,1159,1160,1161,1162,1163,1165,1167,1172,1173,1174,1175,1176,1178,1179,1180,1183,1188,1189,1190,1191,1195,1196,1198,1201,1205,1206,1207,1209,1210,1211,1213,1214,1215,1219,1220,1221,1223,1225,1226,1227, 1254,1255,1256,1257,1260,1261,1262,1265,1266,1267,1273	
THULLUR			
1	ANANTAVARAM	222,223,224,226,227,228,254,255,256,257,272	11
2	HARISCHANDRAPURAM	4,20,27,28,29,31,32,33,34,35,36,37,38,39,40,71,72,73,97,98,99,100,102,103,116,117,120,121,123,130,131,132,149,150,151,152,153,154,155,175,176,178,179,181,183,189,190,227,228,229,230,235,236,237,242,243,246,253/7	58
3	PEDAPARIMI	1,2,3,4,9,10,12,16,17,18,19,20,22,23,24,25,26,28,29,31,34,35,39,40,41,42,43,44,45,46,47,48,50,51,56,64,69,73,74,76,77,79,80,110,111,112,119,120,121,122,123,124,125,126,127,128,129,135,140,141,142,143,144,147,148,149,150,155,157,158,160,161,163,164,165,167,168,169,170,171,172,173,174,180,181,182,183,184,185,186,187,190,191,192,193,194,195,196,197,198,199,200,207,209,210,211,213,214,215,217,218,219,220,227,228,229,230,231,233,234,237,238,239,240,242,243,246,247,248,309,310,311,312,313,314,315,316,317,318,320,321,322,323,329,330,332,333,334,335,336,342,343,344,345,348,349,350,354,355,356,358,359,360,375,377,379,380,381,382,384,387,388,389,392,393,394,395,399,400,405,406,407,408,409,410,412,420,421,422,424,426,428,434,435,436,437,438,446,447,449,450,451,452,454,455,459,461,462,464,470,473,482,483,485,486,487,489,490,491,492,493,494,495,496,497,498,499,503,504,505,506,507,508,510,511,512,513,514,515,516,517,521,522,523,524,527,528,530,534,535,536,537,538,540,541,542,543,544,545,546,547,548,549,550,551,553,554,555,557,558,560,561,565,566,570,570/11,570/17,570/18,570/19,570/20,570/21,570/3,570/31,570/32,570/33,570/34,570/35,570/36,570/37,570/40,570/41,570/42,570/43,570/45,570/46,570/47,570/48,570/49,570/50,570/53,570/54,570/55,570/56,570/57,570/59,570/6,570/66,570/67,570/69,570/70,570/71,570/72,570/74,570/75,570/76,570/77,570/79,570/84,570/86,570/88,570/89,570/9,570/90,570/93	324

Sl. No	District/Mandal/Village	Survey Nos	No. of Survey Parcels
4	VADDAMANU	1,11,12,14,15,27,28,34,36,37,38,39,43,44,45,58,59,60,65,76,77,79,80,95,97,100,101,119,120,121,122,124,134,136,140,143,144,145,146,147,148,149,150,153,154,155,156,157,158,160,161,166,167,168,169,172,173,174,181,182,183,185,186,187,188,189,190,194,195,196,197,200,201,202,203,205,206,213,214,215,216,217,218,219,220,226,232,234,235,236,239,240,241,242,243,244,245,246,247, 252,264,265,266,267,268	105
KRISHNA			
G.KONDURU			
1	KAVULURU	368,369,370,372,373,374,375,376,377,378,379,381,382,422,424,425,426,428,429,430,457,459,460,462,463,465,466,467,468,475,476,481,483,484,494,495,496,498,506,519,520,521,522,535,536,537,538,539,540,547,548,549, 550	53
2	VELAGALERU	196,197	2
GANNAVARAM			
1	RAMACHANDRAPURAM	14,17,18,19,20,23,48	7
2	SAVARIGUEDEM	33,62,64,65,66,68,69,70,108,109,	10
3	VEDURUPAVULURU	2,3,4,5,6,7,11,99,101,102,103,104,105,106,107,108,109,158,159,161,162,168,169,170,177,178,179,180,181,182,183,184,185,186,187,189,526,529,530,531,532,540,541,542,543,646,647,648,649,650,651,652,653,661,662,663,666,667,668,708,709,710,711,717	64
IBRAHIMPATNAM			
1	DAMULURU	124,128,129,130,132	5
2	IBRAHIMPATNAM	1	1
3	JUPUDI	1	1
4	KETHANAKONDA	30,31,32,33,34,35,36,37,38,39,72,74,75,76,77,78,80,81,82,84,85,86,87,88,89,90,93,100	28
5	KONDAPALLE	1,123,124,128,129,132,133,134,135,136,137,140,141,142,145,148,149,150,151,152,218,220,221,222,223,230,249,250,251,252,253,264,265,266,267	35
6	KOTIKALAPUDI	11,13,14,21,22,23,24,27,28,30,31,32,109,110,111,121	16
7	NAVEPOTHAVARAM	46,47,48,49,50,51,53,55,56,57,58,59,60,70,72,73,74,75	18
8	TRILOCHANAPURAM	12,13,15,18,25,26,27,28,45	9
9	ZAMI MACHAVARAM	17,18,39,40,41	5

Sl. No	District/Mandal/ Village	Survey Nos	No. of Survey Parcels
PENAMALURU			
1	CHODAVARAM	1,11,12,84,85,86,88,89,93,94,95,96,98,118,123,124,125, 126,273,285,320,321,322,324,325,332,333,355,356,358, 359,365,366,367,368,369,370,371,372,373,374	41
2	GANGURU	219,220,226,227,228,229,230,234,235	9
3	PENAMALURU	10,23,24,34,35,39,40,41,42,86,92,93,94,95,96,97,98,103, 104,106,107,108,109,158,174,246,247,249,251,252,254, 255,256,257,258,266,267,268	38
4	PORANKI	215,216,220,221,222,223,224,225,230,231,277,278,279, 280,292,293,295,311,314,315,469,470,471,473,476,477, 478,479,480,482,483,484,485,486,487,488,489,490	38
VIJAYAWADA (RURAL)			
1	DONE ATKURU	102,103,104,105,106,114,115,117,146,147,148,149,150, 151,153	15
2	NIDAMANURU	44,47,48,49,51,52,54,55,56,57,58,59,60,61,64,65,66,67, 68,69,71,72,74,170,171,172,173,174,176,177,178,181, 182,184,218,219,221,222,223,227,237,238,240	43
3	NUNNA	1,274,283,284,285,306,307,313,314,316,317,319,324, 351,357,360,362,363,369,370,371,372,373,374,390,391,392,39 7,398,399,401,449,450,451,452,454,455,458,461,462, 463,464,465,468,474	45
4	PATHAPADU	5,6,7,8,11,12,74,75,77,78,79,80,93,94,95,97,100,101,102, 104,105,106,107,119,205	25
5	TADEPALLE	1,109,207,227,228,229,247,248,250,251,252	11
6	KOTHURU	102,103,106,107,108,109,110,111,121,122,123,124,125, 126,129,130,160,161,163,176,177,179,180,181,182,183, 225,226	28

Number of Survey Parcels/ Survey no's affected in Guntur District: 1186

Number of Survey Parcels/ Survey no's affected in Krishna District: 547

Total Survey Parcels/ Survey no's affected in Guntur & Krishna District: 1733