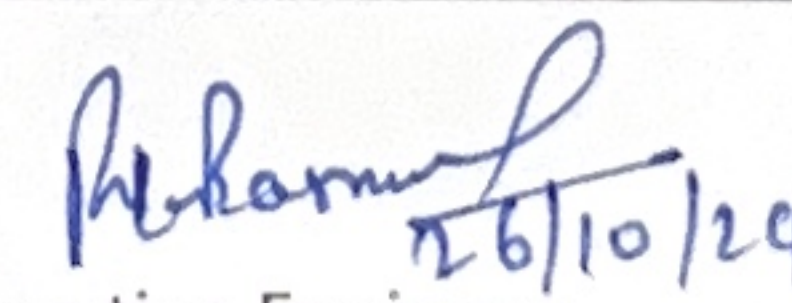


Chatra Bypass		
Sl No	Question	Answer
I	The total area proposed for diversion mentioned in online part-I and part-II is 64.0849ha instead of 60.0849 ha which is actually forwarded for consideration by state authorities. The proposed area has been revised by concern DFO & cf AS 7.49 ha of forest land has been proposed for 'Utility' purpose, out of which 4 ha is proposed to be utilized for development of roadside amenities like Cafeteria, Hospital, Rest Room etc. These are non-site-specific activities and can be developed on non-forest land as well. Hence concerned DFO & CF have not recommended the corresponding area. These non-site specific amenities must be shifted to non-forest area and must be highlighted to make the desired shift visible to processing authorities.	भारत सरकार के Ministry of Road Transport & Highway के द्वारा Chatra bypass का alignment plan approved होने के बाद ही proposed plan के DPR के अनुसार Forest diversion हेतु Forest proposal तैयार किया जाता है। Approved alignment के अनुसार Forest proposal में 64.089 ha का Forest diversion होना है इसलिए approved alignment के अनुसार ही 64.0849 ha का Forest diversion proposal समर्पित किया गया है।
II	Present alignment, at place, shows that road is deliberately diverted to forest area for logistic ease as the bypass road the town is 90% proposed in forest only which can easily be avoided.	MORTH के द्वारा alignment Approved होने के पश्चात् ही Forest diversion का proposal तैयार किया गया है। NH-522 (old NH-100) (बगोदर-हजारीबाग-चतरा) पथ, हजारीबाग-चतरा भाया कटकमसांडी एवं चौपारण-चतरा पथ के Traffic divert करने के लिए approved alignment ही सबसे ज्यादा Suitable है। अन्य दो alignment से वर्णित तीनों पथों के Traffic को चतरा शहर से गुजरना होगा जिसके कारण चतरा शहर की जाम से मुक्ति नहीं मिल पाएगी।
III	The alternative routes of the road are not judiciously explored. The DSS analysis shows that the proposed alignment is fragmenting several forest patches involved leaving few fragmental part discrete, isolated and impractical to manage like forest in the vicinity of a sprawling urban area. Therefore the alignment must be shifted to save fragmentation and loss of forest thereafter.	Alternative routes पर केवल NH-22 (old NH-99) का ही Traffic divert हो पाएगा। NH-522 (old NH-100) (बगोदर-हजारीबाग-चतरा) पथ, हजारीबाग-चतरा भाया कटकमसांडी एवं चौपारण-चतरा पथ के Traffic divert करने के लिए approved alignment ही सबसे ज्यादा Suitable है। अन्य दो Alignment से वर्णित दोनों पथों के Traffic को चतरा शहर से गुजरना होगा जिसके कारण चतरा शहर की जाम से मुक्ति नहीं मिल पाएगी।
IV	Comments from State Forest Department, Nodal Office (FC) and concerned DFO regarding actual tree felling for the project have not been submitted. Details in this regard may be uploaded.	Attachment
V	Cost Benefit analysis is not correct. It may be rectified.	Rectified
VI	Undertaking/ Comments of User Agency regarding the implementation of Wildlife Management Plan, Soil Conservation Measures.	Attachment Attached
VII	The details (PF & JJ LAND) of kml and Geo-referenced pdf map are mismatched. Therefore, it needs to be corrected.	Corrected
VIII	CA needs to be proposed on equivalent Non Forest Land instead of Degraded Forest Land. Accordingly, kml file of revised CA area and all related documents needs to be uploaded on portal.	Already Uploaded
IX	Encroachment, both agricultural & residential, has been observed at place in the proposed forest.	Not Issue for User Agency

  
 26/10/24  
 Executive Engineer  
 NH Division, Hazaribag  
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