

JOINT INSPECTION REPORT

Joint inspection of site for diversion of land for construction of motorable link road from Construction of Link road from Dhakyara to Bharni Km. 0/0 to 6/750 was done 18-11-2019 by the committee consisting of undersigned officers. This road is being constructed by HPPWD to connect villages of Bharni and other sub villages. The villages have a population of about 815 souls. These villages are proposed to be connected by construction of a length 5.150 Kms. The location habitations in the absence of a road link have to walk on foot and carry their agriculture produce by manual carriage. Moreover, in case medical emergencies the absence of road link poses a major problem for evacuations of patients especially in view of the steep and rugged terrain.

Keeping in view the basic objective of connecting all the beneficiary villages three possible alignments for the construction of this road have been proposed by the user agency. All these alignments have been shown on the topo-sheet enclosed with the proposal. The villages to be connected are surrounded on all sides by forests hence it is not possible to avoid the forest land in any of the alignments. In the alignment No. I forest land involved for diversion is 3.71 ha and 10 No. trees will be required removal. In the second alignment 3.65 ha of forest land is involved and 8 No. trees will be required removal. In the third alignment 3.74 ha of forest land is involved and 12 No. trees will be required felling. Keeping in view the consideration of using minimum forest land with least felling of trees, it was decided to recommend alignment No. II for the construction of road is lesser forest land as compared to alignment No.1 and 3. Under the circumstances diversion of 3.09 ha for construction of road + 0.57 ha for dumping site for disposal of muck/debris = 3.65 ha of forest land as coming in the 2nd alignment is the minimum requirement for construction of this road and Joint inspection Committee is of the view that diversion of this much of forest land and felling of these trees can not be escaped.

The construction of this road will generate muck to the extent of **109995.56** cubic meters which will require safe disposal. By taking a swell factor of 40% on Pick+Jumper work and 25% on blast work the total muck becomes **229728.40** Cubic metre out of which **137837.04** cubic metre will be used locally and balance

81891.36 cubic metre to be dumped in dumping sites. (Detail attached at page- 72. The user agency has identified 3 No. dumping site for the disposal of this muck. These sites have been identified along the proposal road and the capacity of these dumping sites has been worked out a 92550.00 Cubic metres (Detail attached at page- 92 which is sufficient to hold the muck to be generated. These dumping site is also forest land and hence permission under FCA is needed to use these as such. Hence 0.57 ha of forest land required for these dumping sites has also been included in the present proposal, Thus the total case for diversion under FCA sums up to 3.09 hectares for construction of road + 0.57 hectares for dumping site for disposal of muck/debris) = **3.65 hectares**.

The Joint Inspection Committee therefore recommends that the forest measuring **3.65 ha coming in the 2nd alignment** and for dumping site as per Khasra number wise detail is given as under :-

S.No	Name of Mohal	Khasra Number	Classification as per Revenue record.	Forest Area proposed for Diversion (Ha)		Remarks
				B-B-B.	Hect.	
1	2	3	4	5	6	7
1	Bhatrundi	172/1	Gair Mumkin Rasta	00-01-00	0.004	
2	Bhatrundi	224/1	Chargah Billa Darktan	00-03-00	0.012	
3	Bhatrundi	1048/879/225/1	Chargah Darktan	05-07-00	0.428	
4	Bhatrundi	881/851/244/1	Chargah Billa Darktan	00-01-00	0.004	
5	Bhatrundi	253/1	Chargah Billa Darktan	00-09-00	0.036	
6	Bhatrundi	297/1	Gair Mumkin Rasta	00-02-00	0.008	
7	Bhatrundi	297/2	Gair Mumkin Rasta	00-12-00	0.048	
8	Bhatrundi	333/1	Gair Mumkin Rasta	00-01-00	0.004	
9	Bhatrundi	1050/895/551/1	Chargah Billa Darktan	04-10-00	0.39	
10	Bhatrundi	1050/895/551/2	Chargah Billa Darktan	02-19-00	0.27	
11	Bhatrundi	1050/895/551/3	Chargah Billa Darktan	02-12-00	0.208	
12	Bhatrundi	1050/895/551/4	Chargah Billa Darktan	00-19-00	0.076	
13	Bhatrundi	1054/934/831/1	Chargah Billa Darktan	02-13-00	0.218	
14	Bhatrundi	1054/934/831/2	Chargah Billa Darktan	02-14-00	0.216	
15	Bhatrundi	874/843/1	Chargah Darktan	00-16-00	0.064	
16	Bhatrundi	874/843/2	Chargah Darktan	01-17-00	0.148	
17	Bhatrundi	1052/899/847/1	Chargah Billa Darktan	01-13-00	0.132	
18	Bhatrundi	1052/899/847/2	Chargah Billa Darktan	04-16-00	0.392	
19	Tikrigarh	1225/330/1	Chargah Billa Darktan	01-11-00	0.084	
20	Tikrigarh	1225/330/2	Chargah Billa Darktan	01-13-00	0.148	
21	Tikrigarh	341/1	Chargah Billa Darktan	00-02-00	0.008	
22	Tikrigarh	363/1	Chargah Billa Darktan	00-04-00	0.016	
23	Tikrigarh	1214/368/1	Chargah Billa Darktan	00-04-00	0.016	

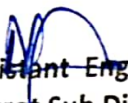
24	Tikrigarh	438	Gair Mumkin Rasta	00-06-00	0.024	
25	Tikrigarh	1216/511/1	Chargah Billa Darktan	00-14-00	0.052	
26	Tikrigarh	1381/1242/1190/1	Chargah Billa Darktan	01-01-00	0.084	
			Total	38-04-000	3.09 Ha	
DUMPING SITE FOR DISPOSAL OF MUCK						
1	Bhatrundi	525/1	Chargah Billa Darktan	03-07-00	0.27	
2	Bhatrundi	1050/895/551/5	Chargah Billa Darktan	01-12-00	0.13	
3	Bhatrundi	874/843/3	Chargah Darktan	02-00-00	0.16	
			Total	06-19-00	0.56 ha.	
			G.Total	43-03-00	3.65 Hect.	

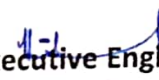
The revenue records duly attested showing the area proposed for diversion for non forest and use are enclosed with the joint inspection report.

The following alternative has been explored for the construction of above motorable road by the joint inspection team:-

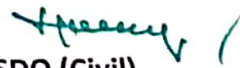
Alternative A-I& III: The A-I & III Alternative alignment for the construction of the motorable road has been examined and has been rejected for the reason that this alternative involves more forest land felling of larger number of trees.

Alternative A-II: This is the shortest route from Dhakyara to Bharni km. 0/0 to 6/750. In this alignment involvement of forest land as well as the felling of trees is lesser.


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