### HIMACHAL PRADESH PUBLIC WORKS DEPTT

No: PWD-WA-Forest Case/2022-23-

10566

Dated: 09/12/2024.

To

The Divisional forest officer Dalhousie Forest Division

Dalhousie

Subject:

Diversion of 4.9794 Hectare of forest land in favour of HPPWD for the construction of link road from Kalam Khhad to Sarna Naddal (Km 0/00 to 8/450), within the jurisdiction of

Dalhousie Forest Division, Distt Chamba HP (Online

proposal No FP/HP/Road/50522/2020).

Reference:

IRO observations dated 26-04-2022.

With reference to the letter referred above, it is intimated that the following observations regarding subject cited case within jurisdiction of Dalhousie forest division Distt Chamba HP are attended as under:

Point 1 (i): In reply to this observation it is submitted that defaulting officials had been exempted as per direction passed on 08.08.2013 and 05.09.2023 in CWP No 5600 of 2012 along with CWP No 9797/2012 and COPC No 56/2009 by the Hon'ble High Court. Hard copy of orders is enclosed herewith and also uploaded as additional information in Part-I.

Point 1 (ii): As mentioned in above point reply defaulting officials had been exempted as per direction passed on 08.08.2013 and 05.09.2023 in CWP No 5600 of 2012 along with CWP No 9797/2012 and COPC No 56/2009 by the Hon'ble High Court.

Point 2 (i): The road appears at S. No. 168 under SE 7th Circle Dalhousie detail of 2183 No list of roads which have been constructed under violation of FCA 1980. Hard copy is enclosed herewith also uploaded as additional information in Part-I.

Point 2 (ii): Defaulting officials had been exempted as per direction passed on 08.08.2013 and 05.09.2023 in CWP No 5600 of 2012 along with CWP No 9797/2012 and COPC No 56/2009 by the Hon'ble High Court. Hard copy of orders is enclosed herewith and also uploaded as additional information in Part- I.

Point 3: Revised KML file with correct area figures i.e. 4.9794 hectare has now been uploaded on PARIVESH portal.

Point 4: Revised KML file showing violated part, private land part and forest land part in distinct colours has been uploaded on MOEF Site. Also revised linear plan is enclosed herewith and also uploaded as additional information in Part-I

Point 5: In reply to this observation it is submitted that the Village Turkada is starting point of the road which is mentioned in the KML file. However village Sarna is connected through a path which is constructed by forest department in RSBY Scheme and is not fit for plying motorable traffic. This habitation i.e. Sarna will be connected by motorable road after getting approval under FCA 1980. Also the habitation Suloh is connected from another side which is only a jeepable (LMvs) road and it is not possible to make it feasible for plying motorable (HMvs) traffic due higher longitudinal gradient. So this habitation will be connected through motorable traffic by this proposed road. As Naddal is also connected through a road, in this case it is submitted that strata of this road is loose and is prone to landslides in monsoons. This habitation Naddal remains disconnected from main roads for three months (July to September). So this habitation is proposed to be connected through this road as this proposed road will be all weather road and will serve as lifeline to all these above mentioned habitations.

In addition to this road will become through route and will habitations i.e. Turkada, Sarna, Suloh to connect with Major District road (MDR - 87) and will be shortest to all at Lahru. Justification certificate in this regard uploaded as additional information in Part I.

Point 6: All the dumping sites are now marked on KML file and uploaded on MOEF Site. Correct line plan showing dumping sites is also enclosed herewith and also uploaded as additional information in Part-I.

Point 7: All records of consultations and meeting with Gram Sabha and FRC of all concerned villages are enclosed herewith also uploaded as additional information in part - I

Point 8: Revised Checklist No 12 showing undertaking to deposit entire CA amount before final (Stage- II) approval is enclosed herewith also uploaded as additional information in Part – I

Point 9: Muck management Plan duly authenticated by DFO Concerned is enclosed herewith and also uploaded as additional information in Part - I

Point 10: In reply to this observation it is submitted that people of the area have very less agricultural lands and no other land is available for dumping sites. So the dumping sites are proposed only in forest land. Also it is submitted that no trees are standing in the dumping sites.

Point 11: During the execution period of the proposed road i.e. Construction of link road from Kalam khhad to Sarna Saloh Naddal Km 0/00 to 8/450 retaining structures such as retaining walls and breast walls in Concrete as well as in wire crates (gabion walls) will be constructed in the areas where land slide/ soil erosion is likely to occur. Also Longitudinal drains and cross water drains (Hume pipe culverts, slab culverts and solid causeways) will be constructed for proper channelization of rain water which will reduce chances if soil erosion. And after the construction period labour and machinery will be deployed for maintenance of longitudinal drains and well as Cross drainage structures. Certificate in this regard is

enclosed herewith. Also Undertaking for Soil and moisture Conservation plan has been uploaded on MOEF Site and hard copy is enclosed herewith also uploaded as additional information in Part - I

Point 12: Revised CA map is enclosed herewith.

Point 13: Component wise detail showing Khasra No of each Component in forest land and private land is enclosed herewith also uploaded as additional information in Part - I

Point 14: In reply to this observation it is intimated that the alignment of the road has been re-examined and there is no possibility to reduce the trees which are coming in the alignment. Certificate in this regard is enclosed herewith and also uploaded as additional information in Part - I

Point 15: Pertains to DFO Office Dalhousie.

Point 16: Pertains to DFO Office Dalhousie.

Point 17: Detail of length and width of each component (Road and Dumping Site) mentioning length and width of already violated parts separately is enclosed herewith and also uploaded as additional information in Part - I

Point 18: Project approval document is enclosed herewith and also uploaded as additional information in Part - I

Choweri Division HPPWD Chowari



## CWP No. 5600 of 2012 a/w CWP No. 9797 of 2012 & COPC No. 56 of 2009

08.08.2013

Present:

CWP No. 5600 of 2012

Mr. Ajay Sharma, Advocate, for the petitioner.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for respondent No. 1.

Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negl, Deputy Advocate Generals, for respondents No. 2 to 4 & 6 to 8.

Mr. Devender Sharma, Advocate, vice Mr. C.N. Singh, Advocate, for respondent No. 9.

Mr. Arvind Sharma, Advocate, for respondent No. 10.

CWP No. 9797 of 2012

Mr. Bipin C. Negi, Advocate, for the petitioners.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for respondent No. 1.

-Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negi, Deputy Advocate Generals, for respondents No. 2 to 6.

Mr. Rajnish Maniktala, Advocate, for respondent No. 8.

COPC No. 56 of 2009

Mr. Ajay Mohan Goel, Advocate, for the petitioner.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for Union of India.

Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negi, Deputy Advocate Generals, for respondents-State.

We have heard counsel for the parties.

2. The learned Advocate General, on instructions, submits that the State is more than keen to find out solution to the impending problem. The State is not only willing to pay compensatory costs, as may be determined by the Appropriate Authority, but is, on its own, willing to provide more infrastructure and facilities to strengthen the environmental cause in the concerned region. Those logistics can be worked out only after the decision of the Appropriate Authority with regard to the 841 road projects in question.

- 3. The learned Assistant Solicitor General of India submits that the MoEE Government of India, has no objection to examine the proposal initiated by the State Government, but the officials of the said Ministry are finding difficulty in working out the final arrangement and, more particularly, because of the directions given by the learned Single Judge of this Court in order, dated 28th August, 2009, in COPC No. 56 of 2009.
- Authorities, we thought it appropriate to direct the Registry to circulate the papers concerning COPC No. 56 of 2009. Although, the order has not been challenged by any Authority or party to the proceedings, in the peculiar facts of the present case, it has become essential to consider whether the direction contained in the said order should be kept in abeyance or otherwise.
- 5. In our considered opinion, if the direction contained in COPC No. 56 of 2009 is required to be complied by the concerned Authority and, in particular, MoEF, it will not be possible for the MoEF to work on the proposal to be submitted by the State Government, which, as observed in our previous order, is in larger public interest. The issue regarding action to be taken against the erring officials of the concerned departments and Ministry can always be redressed at the appropriate stage, but consideration of the proposal submitted by

regarding ratification of the action of the State Government regarding construction of 841 road projects across the State of Himachal Pradesh will have to be resolved in the first place in conformity with the requirement of law, which the State Government as well as the MoEF has assured the Court to consider the same in right earnest.

6. In these peculiar facts, we are inclined to hold that it is but appropriate that the direction given in COPC No. 56 of 2009, in order dated 28th August, 2009, should be kept in abeyance to enable the concerned departments to take a final decision on the proposal submitted by the State Government.

State Government have submitted that the Authorities would report about the possibility and feasibility of granting approval or otherwise on the proposal of the State before the next date of hearing, which can be scheduled after three weeks. In the circumstances, hearing of these matters is deferred till 5th September, 2013, to enable the MoEF, Government of India and the State Government to work out a holistic plan for not only restoration of the environment, besides quantifying the compensatory costs to be paid by the State Government. That will have to be in conformity with the provisions of law and uninfluenced by the observations in the order dated 28th August, 2009 in COPC No. 56 of 2009, referred to above.

8. The learned Advocate General assures the Court that in

the joint meeting to be held between the officials of the concerned departments and Authorities, broad guidelines will be worked out on the basis of which the plan can be taken forward. We place this submission on record. The joint meeting to be convened on 19th August, 2013, in the office of Conservator of Forests (Central), Government of India, Chandigarh, at 11.00 a.m.

Copy dasti.

(A.M. Khanwilkar) Chief Justice

> (Kuldip Singh) Judge

August 8, 2013

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# CWP No. 5600 of 2012 a/w CWP No. 9797 of 2012 & COPC No. 56 of 2009

05.09.2013 Present:

CWP No. 5600 of 2012 Mr. Ajay Sharma, Advocate, for the petitioner.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for respondent No. 1.

Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negi, Deputy Advocate Generals, for respondents No. 2 to 4 & 6 to 8.

Mr. C.N. Singh, Advocate, for respondent No. 9.

Mr. Arvind Sharma, Advocate, for respondent No. 10.

CWP No. 9797 of 2012

Mr. Bipin C. Negi, Advocate, for the petitioners.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for respondent No. 1.

Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negi, Deputy Advocate Generals, for respondents No. 2 to 6.

Mr. Rajnish Maniktala, Advocate, for respondent No. 8.

COPC No. 56 of 2009 None for the petitioner.

Mr. Sandeep Sharma, Assistant Solicitor General of India, for Union of India.

Mr. Shrawan Dogra, Advocate General, with Mr. Romesh Verma & Mr. Anup Rattan, Additional Advocate Generals, and Mr. J.K. Verma & Ms. Parul Negi, Deputy Advocate Generals, for respondents-State.

Heard counsel for the parties.

We have perused the minutes of the proceedings of the joint meeting held on 19th August, 2013, attended by all the concerned duty holders noted in our order dated 8th August, 2013. Since, in principal, agreement has been reached for regularization of 841 roads subject to certain compliances to be made by the State Government and

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that process is likely to take some time, we have no hesitation in deferring the hearing of this matter for the time being till 30° December, 2013, for reporting of further action taken by the concerned duty holders.

- 3. Learned Assistant Solicitor General of India submitted that the MoEF is of the opinion that in addition to 841 roads, referred to in the order dated 8th August, 2013, by this Court, it is possible that there are other roads, which are not included in the list of 841 roads. That figure may jump to around 1500. In other words, there are more than 660 roads, which have not been brought to the notice of the MoEF as of today.
- The learned Advocate General appearing for the State submits that this apprehension will be duly examined at the highest level by the State Government and the information that would be collated during such enquiry, the Principal Secretary (PWD) to the Government of Himachal Pradesh shall submit that information to the MoEF not later than two months from today. The State Government, through learned Advocate General, undertakes to abide by all the conditions specified in the minutes of the joint meeting held on 19th August, 2013, even with regard to the unlisted roads of which information will be furnished by the State Government in due course.
- In view of this assurance given by the State Government,
   we do not deem it necessary to issue any direction on that issue as of now.
- 6. Learned Assistant Solicitor General of India then invited

our attention to Clause (x) of the minutes and pointed out that the State Government be directed to submit the list of officers responsible for violation.

7. In our opinion, insistence of this compliance will be counter productive at this stage. In our order, dated 8th August, 2013, we have already kept the order dated 28th August, 2009, in abeyance. Necessity of furnishing list of officers of the State Government responsible for violation would arise only if the said order was to be revived and the abeyance order is recalled.

8. In the circumstances, we hope that the officials of MoEF or any other department of the Government of India shall not insist for compliance of furnishing the names, designations and complete addresses of the officers of the State Government responsible for past violations.

Accordingly, this matter be notified on 30<sup>th</sup> December,
 The arrangement directed in terms of order dated 8<sup>th</sup> August,
 to continue till further directions.

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(A.M. Khanwilkar) Chief Justice

(Kuldip Singh) Judge

September 5, 2013

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### CERTIFICATE FOR JUSTIFICATION OF ROAD

Certified that the Village Turkada is starting point of the road which is mentioned in the KML file. However village Sarna is connected through a path which is constructed by forest department in RSBY Scheme and is not fit for plying motorable traffic. This habitation i.e. Sarna will be connected by motorable road after getting approval under FCA 1980. Also the habitation Suloh is connected from another side which is only a jeepable (LMvs) road and it is not possible to make it feasible for plying motorable (HMvs) traffic due higher longitudinal gradient. So this habitation will be connected through motorable traffic by this proposed road. As Naddal is also connected through a road, in this case it is submitted that strata of this road is loose and is prone to landslides in monsoons. This habitation Naddal remains disconnected from main roads for three months (July to September). So this habitation is proposed to be connected through this road as this proposed road will be all weather road and will serve as lifeline to all these above mentioned habitations.

In addition to this road will become through route and will connect at Lahru at Major District road (MDR - 87) and will be shortest to all habitations i.e. Turkada, Sarna, Suloh to connect with Major District road (MDR- 87) at Lahru.

Executive Engineer Chowari Division HPPWD Chowari

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वन अधिकार समिति मुहाल सालोह प्यायत जतकन हि० प्र० सरिविषि सरिविषि सरताव सेम्पा - 1 8 धरताव संख्या अपन दिनाक ०५-०१-२०१५ को वन अधिकार समीति मुद्दल जनभन पैठक अख्यक्त काबुल सिंह जी की अस्यक्रता में सम्पन हुई वि कार्यवार्ध अञ्च में लाई गई, कारम 10/10 क्रमिक वस्पाक्ष जामू 49 allow अध्यम Kabul Singh 1 कुमार Parlem Kursor गांची 3 Crandoli रमेश 2421 3AK 4 तिलक 5 tilal Ray सिंह भगवान 7 श्रामित्र स्मन लाल charman de कुमार ९ भइ। हरिनाभ सिंह 10 कार्यबाही , ङामूल बैठक में निम्न अधिनियम् २००६ के सलाह, मेपन गाम प्रांपत प्रतरून के महात पृष् । आह्मेप उन्हें विषय का। संस्ताव अन्दयहाँ महीदय हारा काफी विचार - विमर्ज इ.जा विचार विमरा उपरान डु अ मिया विमेरा अपन रखा गया फिस अधिकार समीत JEK प्ताह वन अवस द्वारा प्रस्तुत और यह दावे जारीप रमित्र वन आक्रम आर्थप भारतीह स्मरहाप में रहेगे जी वन अहिनार के भीतर दिपराकर <del>आप</del>म उपरांतीप भागित कर्लाह महला बारा मिष्टाकर अपग जाएंगी, उत्तः वन अक्षित्र समीते मुहस सर्वाह इस एसाव को सर्वसम्मा हास पास करते हैं तत्रा पास दुसा कि पारित एस्ताव की आगितम एवं आ क्राप्क कार्यवाही हेतु. श्लेषत हैं Rouany Up-Pardhan Grain Panchayat, 1885 n Dev. Block Bhattiyat, Distr. Chamba (R.P.) वनियम का आध्यार प्रमिति अध्यव वन अधिकार समिमि मुहाल स्ताह ज्याने प्याप अल्ब मुहाल सलाह स्रोम पंचायत जतरून Horse soil andres of the

Amis war wours Auni - Itali

Classmate वन अधिकार ध्यमीति महाम सारमा पंचायत जतरून हि॰ प्र॰ प्रतिलिष्:-सरन्था प्रस्ताव प्रतिलिपि :-प्रस्ताव सरव्या दिनांक 05-09-२०५ को वन अधिकार समी जनस्तुन की वैठक अध्यक्त झल्पना जी की ता में भापन हुई जिसमें निम्न कार्यवाही अम्त मेलाई गई, 10/10 क्रमाक पद माम। हरनाक्षर अल्पनी, अध्यक्ष अल्पना, द्वा काला देवी सिचव क्राना इव विमला विभला सवित्री 601 Savito devi संह जरम परन सिंह लील lal Singh अर्गण THE अनी Anu deus त्धिता देवी ( अस्ति। देवी अश्रा, निम्न कार्यविह अ्भल में ली वार् 96g प्वायत प्रतक्ष्म के महाल साम्ना में वन अधिनयम 2006 के अत्मेत दाप / आह्रेपू कर्म वारे यह कि उस्त विषय का प्रस्ताव अध्यक्ष महीहय द्वारा रखा गया पिस पर काकी विचार - विमर्श हुआ विचार - विमर्श उपरान्त पाया गया कि वन अधिकार करे यह बावे / आक्राप सीचव का अधिकार समिति को आक्रीप प्रसुत करे यह बावे / आक्राप सीचव का अधिकार समिति सामना समझा में रहीं। यन अधिकार समिति समीच सामिति सामना समझा में रहीं। भूमीत सहाल क्षरा सावना वन अधिकार सामिति को पन अधिकार समिति सलीह भाइला घारा तीन माह के ब्रीतर मिपराकर उपमंडलाती. वन आदिकार समिति को बीप जापी अतः वन अधिकार समीति मुद्दान बसीह इस प्रस्ताव को सर्वसम्मावि क्षारापा करते हैं तथापा इमा नि पासेर प्रस्ता की प्रविधिप क्षीत्रान उपमंद्रवीय वन आध्यमार रक्तीरी भाष्या जी की हेल प्रीयर ह सेवा में अरित्म एवं आवश्यक व्याचिवारी Allema dent अहं से सारमा ग्रांभपनाय प्रमान स्यीचव वन अविकार समिति महरू साम् भाम वनाक प्रस्त phore Marrieyes

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Gram Panchay M Dev. Block Blatt

# **CHECKLIST NO-12**

# UNDERTAKING FOR PAYMENT OF COST OF COMPENSATORY AFFORESTATION

It is certified that I, Er. Harsh Puri, Executive Engineer, HPPWD Division Chowari Distt Chamba (H.P.) have applied for diversion of 4.9794 hectare forest area for the purpose of Construction of Link road from Kalam Khhad to Sarna Saloh Naddal Km 0/00 to 8/450 falling under Dalhousie Forest Division in Tehsil Bhattiyat Distt Chamba (H.P.)

I, hereby undertake to pay entire amount of compensatory afforestation in lieu of the forest area diverted for the above said purpose as per prevailing wage rates before final (Stage-II) approval.

Executive Engineer Chowari Division HPPWD Chowari Divisional Porest Officer Dalhousie Forest Division Distt Chamba HP

# COMPONENT WISE DETAIL OF MUCK TO BE GENERATED IN RESPECT OF CONSTRUCTION OF LINK ROAD FROM KALAM KHHAD TO SARNA SALOH NADDAL

S.No.	Quantity to be generated (Cum)	To be used Locally (Cum)	To be dumped (Cum)	To be dumped after swell (40%)
1	112000.00	50400.00	61600.00	86240.00

Assistant Engineer
Chowari Sub Division
HPPWD Chowari

Executive Engineer Dalhousie Division HPPWD Dalhousie Divisional Eurest Officer Dalhousie Forest Divisio Dalhousie Pin – 176304

# DETAIL OF MEASUREMENT

Name of Work: C/O Link road from Kalam Khadd to Sarna Saloh Naddal (Sub Head: Dumping place of muck/debris to be dumped in between RD 1/685 to 1/845, 2/160 to 2/320, 2/860 to 3/020 & 3/200 to 3/300)

S.No.	RD/KM	Name of dumping places	X- Sectional area (Sqm)	Length (m)	Quantity (Cum)
1	1/685 to 1/845	DSI	136.25	160.00	21800.00
2	2/160 to 2/320	DS II	136.25	160.00	21800.00
3	2/860 to 3/020	DS III	136.25	160.00	21800.00
4	3/200 to 3/300	DS IV	208.40	100.00	20840.00
		TOTAL			86240.00

Assistant Engineer Chowan Sub Division HPPWD Chowari

Executive engineer Dalhousie Division HPPWD Dalhousie

> Divisional Forest Officer Dathousie Forest Division Dalhousie Pin - 176304

# COST ESTIMATION OF RECLAMATION OF DUMPING SITES OF CONSTRUCTION OF LINK ROAD FROM KALAM KHADD TO SARNA SALOH NADDAL

S.No.	DESCRIPTION	UNITS	QUANTITY	RATE (RS)	(RS)
A	Engineering Measures				
1	Wire Crates and retaining walls	Cum	76.7965	1458.4	112000.00
В	Biological Measures				
1	Cost of fence post	No	40	150	6000.00
2	Carriage of fence Post to work site manually	No	40	8	320.00
3	Fixing of fence post	No	40	4.77	191.00
4	Cost of Barbed wire	Qtl	0.45	5500	2475.00
5	Carriage of barbrd wire by vehicle	Qtl		LS	3000.00
6	Carriage of barbed wire to work site manually	Qtl		LS	1500.00
7	Streching and fixing of barbed wire	Rmt	360	3.16	1138.00
8	Interlacing of thorny bushes in Barbed wire	Rmt	360	2.74	986.00
9	Layout of pits	Ha	0.6474	68.15	44.00
10	Digging of pits(60cm x 60 cm x 60 cm)	No	2877	6.98	20081.00
11	Filling of pits	No	2877	1.42	4085.00
12	Cost of Plants	No	2877	7	20139.00
13	Carriage of plants by vehicle	No	2877	1.5	4316.00
14	Carriage of plants to work site manually	No	2877	2	5754.00
15	Planting of entire plants raised in polybags	No	2877	8.73	25116.00
16	Planting of shrubs grasses in inerspaces	LS			5000.0
17	Watering of plants during dry season	LS			1500.0
18	Providing imported	No	2877	5	14385.0
19	Watch and ward	Manday	s 150	200	30000.0
	TOTAL	-	20-	77	258030.0
С	Contingencies	LS			10000.0
D	Maintenance 1st to 7th year				73300.
_		GRA	ND TOTAL	(A+B+C+	
					ay 341300.

Assistant Engineer Chowan Sub Division HPPWD Chowari

Divisional Forest Officer
Dalhousie Forest Division
Dalhousie Pin - 176304

Exective Engineer Dalhousie Division HPPWD dalhousie A

(cuin)

STATEMENT SHOWING DETAIL OF THE ROAD TO BE CONSTRUCTED ( LINK ROAD FROM KALAM KHADD TO SARNA SALOH NADDAL) Refer Item No 9(I) to (IV)

· ·	-	S.No					
0/000	1	From	Ι,				
8/450	4	То	3				
7/220	4	In forest land/ Govt Land	Distance				
1/230	0	In non Forest Land	nce in				
8/450	6	Total					
5.00 mtrs on straight portion and up to 7.000 mtrs on curves	7	Width or righ of way in meters	nt				
43320.00 Sqm (4.3320 Hectare) for road construcion	8	Area of forest Land					
43320.00	9	In forest land/ govt land (Sqm)					
7380.00	10	In non forest (	Area of road in				
50700.00	=	Total	3				
Turkada, Sarna, Saloh & Naddal (Sarna DPF, Nadal Saloh C-1 DPF, Naddal Saloh No 3 DPF, Naddal Saloh No 4 DPF	12	Name of the village and forest nearby					
112000.00	13	Muck/ Debris to be produced (Cum)					
50400.00	14	Muck/ Debris to be used locally (Cum)	_				
61600.00 Cum (With swell @ 40% = 86240.00 Cum)	15	Muck/ debris to be dumped (Cum)					
Muck will be disposed in four dumping sites identified along the proposed road	16	Remarks					

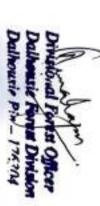
Executive Engineer HPPWD Dalhousie Dalhousie Division



Assistant Engineer Chowart Sub Division HPPWD Chowari

	33	-		-	S.No.							
Road	Formatio si	on Cutting de	g of hill	2	Name the Component from where Muck Debris is to be produced							
	1120	00.00		ω	Total quantity of muck/ debris to be produced (Cum)							
	6160	00.00		4	Total Quantity of muck/ debris to be dumped on compact bases (Cum) Factor for increase in volume for dumping							
	40	0%		5								
	8624	40.00		6	Quantity of muck / debris to be dumped on basis of increase (Cum)							
DS-IV	DS-III	DS-II	DS-I	7	Name of Dumping Place							
	25	5%		00	Slope of Dumping place							
DS- IV (3/200 to 3/300)	DS-III( RD 2/860 to 3/020)	DS-II (RD 2/160 to 2/320)	DS-I (RD 1/685 to 1/845)	9	Location of Dumping Place							
2.00	Kms from	Sama k	Khhad	10	Distance of Dumping place from nearby river with name of river (Kms)							
DS-IV = 1674 Sqm (L=100 m, Width=16.74 m)	DS-III= 1600 Sqm (L=160 m, Width=10 m)	DS-II= 1600Sqm (L=160 m, Width=10 m)	DS-I = 1600 Sqm (L=160 m, Width=10 m)	11	Area of dumping place with length and Breadth							
	N	lit .		12	Area of Ft Land out of Land Col							
DS-IV=12.45m	DS-III=13.63m	DS-II=13.63m	DS-I=13.63 m	13	Height of Muck/ Debris dumped Expressed Vol 11 area in Mtrs							
				14	Remarks							

Executive Engineer
Dalhousie Division
HPPWD Dalhousie



# PERFORMA V

# STATEMENT SHOWING THE DETAILS OF PLACES FOR DISPOSAL OF ROAD TO BE CONSTRUCTED IN CHAMBA DISTRICT OF HP STATE

Road	12.45	20840.00	DS-IV = 1674 Sqm (L=100 m, Width=16.74 m)	40%	DS- IV Sama 443/435/7	DS-IV	4
Road	13.63	21800.00	DS-III = 1600 Sqm (L=160 m, Width=10 m)	25%	Sarna 443/435/6	DS-III	ω
Road Road	13.63	21800.00	DS-II = 1600 Sqm (L=160 m, Width=10 m)	25%	Sama 409/2/6	DS-II	2
Road Road	13.63	21800.00	DS-I = 1600 Sqm (L=160 m, Width=10 m)	25%	Turkada, 532/2	DS-I	
Along Proposed	7	6	5	4	3	2	-
Remarks	Height of dumping expected in mtrs	Quantity of muck/ debris to be dumped (Cum)	Length, Breadth & area muck/ debris of dumpimg place to be dumped (Cum)	Slope of Dumping Place	Location of Dumping Place i.e. Village and Khasra No etc	Name of Dumping Place	S.No

Cum 50400.00 Cum of muck will be used in above mentoned construction activities. Rest of muck will be dumped in proposed dumping in derpressions, filling in Retaining Walls, wing Walls etc to make road fit for smooth plying of vehicular traffic. So out of 112000.00 Total muck generated from road formation cutting will be 112000.00 Cum. As the road is a new construction muck will be used in filling

Assistant Engineer
Chowart Sub Division
HPPWD Chowari

Executive Engineer
Dalhousie Division
HPPWD Dalhousie

Dhustonal Forest Officer
Dalhousie Forest Division
Dalhousie Fin - 176304

### CERTIFICATE

Certified that during the execution period of the proposed road i.e. Construction of link road from Kamal Khhad to Sarna Saloh Naddal 0/00 to 8/450 retaining structures such as retaining walls and breast walls in Concrete as well as in wire crates (gabion walls) will be constructed in the areas where land slide/ soil erosion is likely to occur. Also Longitudinal drains and cross water drains (Hume pipe culverts, slab culverts and solid causeways) will be constructed for proper channelization of rain water which will reduce chances if soil erosion. And after the construction period labour and machinery will be deployed for maintenance of longitudinal drains and well as Cross drainage structures.

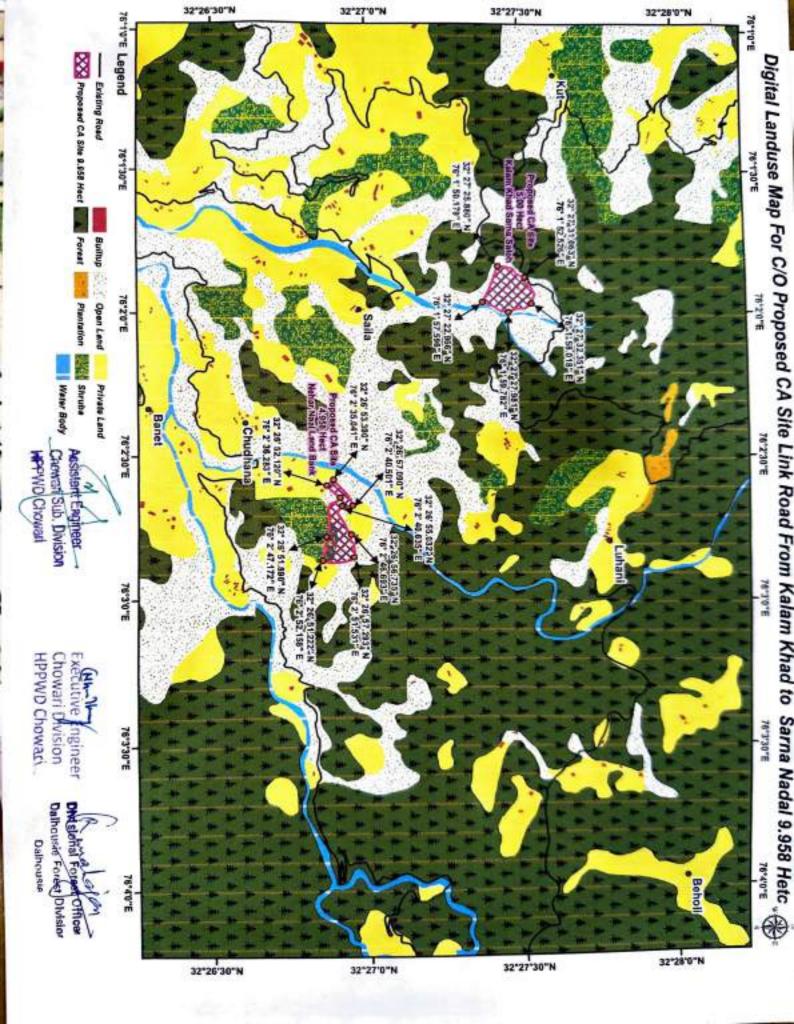
Executive Engineer Chowari Division HPPWD Chowari 76'3'30'

# UNDERTAKING FOR SOIL AND MOISTURE CONSERVATION PLAN (SMCP)

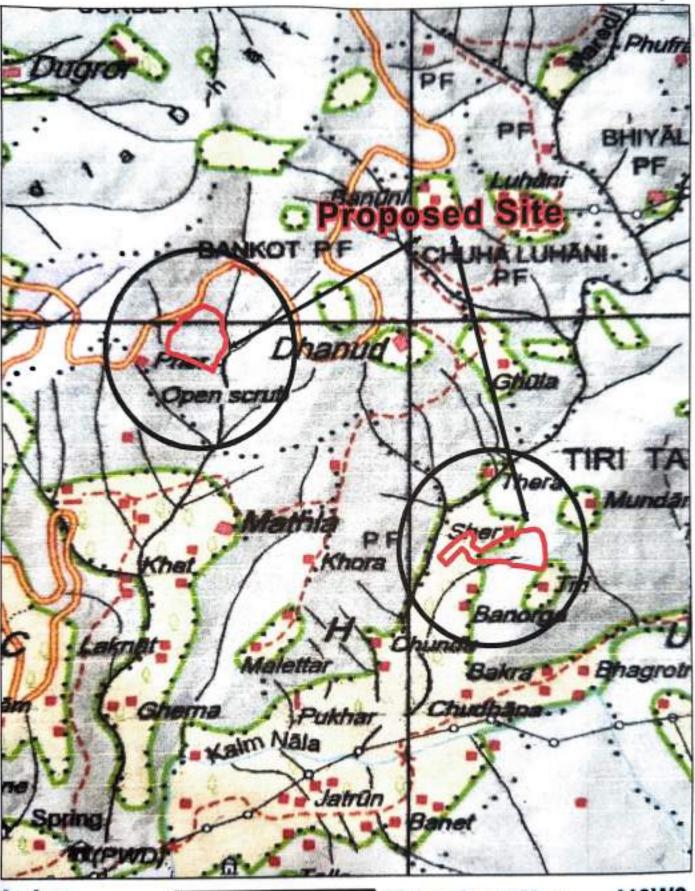
Name of work: Construction of Link road from Kalam Khhad to Sarna Saloh Naddal

I/We Executive Engineer, Dalhousie Division, HPPWD Dalhousie hereby undertake to pay a lump sum amount of 0.5% of the project cost which shall be deposited in CAMPA account alongwith Stage-I compliance and deficit amount, as per the said plan, if any shall be deposited in CAMPA account prior to actual working on the forest area.

Executive Engineer Dalhousie Division HPPWD Dalhousie







Index

Proposed Site

Assistant Engineer Chowan Sub. Division MPPWD Chowari Executive Engineer
Chowari Division
HPPWD Chowari

Toposheet No :-

143W3

Scale

On elever Forest Officer Delhousie Forest Division Delhousie 1.50000

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# COMPONENT WISE DETAIL SHOWING KHASRA NO OF FOREST AND PRIVATE LAND

.No.	Component	Type of Land	Khasra No	Area (Sqm)
1	Road Construction	Forest	534/9/1	1578.00
2	Road Construction	Forest	215/1	888.00
3	Road Construction	Forest	216/1	1296.00
4	Road Construction	Forest	536/214/1	240.00
5	Road Construction	Forest	538/253/1	1080.00
6	Road Construction	Forest	538/253/2	42.00
7	Road Construction	Forest	213/1	240.00
8	Road Construction	Forest	209/2	42.00
9	Road Construction	Forest	209/1	444.00
10	Road Construction	Forest	196/1	42.00
11	Road Construction	Forest	296/1	444.00
12	Road Construction	Forest	298	366.00
13	Road Construction	Forest	301/1	120.00
14	Road Construction	Forest	530/1	930.00
15	Road Construction	Forest	531/1	930.00
16	Road Construction	Forest	532/1	1578.00
17	Road Construction	Forest	428/325/1	606.00
18	Road Construction	Forest	409/2/1	5220.00
19	Road Construction	Forest	443/435/1	4452.00
20	Road Construction	Forest	314/1	42.00
21	Road Construction	Forest	426/306/1	1740.00
22	Road Construction	Forest	378/1	4128.00
23	Road Construction	Forest	128/1	1212.00
24	Road Construction	Forest	581/129/1	1782.00
25	Road Construction	Forest	128/1	444.00
26	Road Construction	Forest	581/129/2	1620.00
27	Road Construction	Forest	338/1	42.00
28	Road Construction	Forest	603/337/1	648.00
29	Road Construction	Forest	588/340/1	78.00
30	Road Construction	Forest	595/342/1	1458.00
31	Road Construction	Forest	25/1	1416.00
32	Road Construction	Forest	21/1	888.00
33	Road Construction	Forest	5/1	1092.00
34	Road Construction	Forest	1053/906/1	2466.00
35	Road Construction	Forest	903/1	42.00
36	Road Construction	Forest	902/1	1578.00
37	Road Construction	Forest	901/1	204.00
38	Road Construction	Forest	904/1	402.00
39	Road Construction	Forest	1053/906/2	1260.00
40	Road Construction	Forest	908/1	240.00
		orest Area for Ro	ad Construction	43320.00 Sqm or 4.3320
				Hectare
41	Dumping Site	Forest	532/2	1600.00

S.No.	Component	Type of Land	Khasra No	Area (Sqm)
42	Dumping Site	Forest	409/2/6	1600.00
43	Dumping Site	Forest	443/435/6	1600.00
44	Dumping Site	Forest	443/435/7	1674.00
	Tota	al Forest Area for	Dumping Sites	6474.00
				Sqm or 0.6474
45	Road Construction	Private Land	537/253/1	Hectare 162
46	Road Construction	Private Land	208	42
47	Road Construction	Private Land	211/1	78
48	Road Construction	Private Land	297	
49	Road Construction	Private Land	434/261/1	162 240
50	Road Construction	Private Land	315/1	282
51	Road Construction	Private Land	424/306/1	528
52	Road Construction	Private Land	431/365/1	690
53	Road Construction	Private Land	432/365/1	810
54	Road Construction	Private Land	127/1	324
55	Road Construction	Private Land	336/1	690
56	Road Construction	Private Land	335/1	402
57	Road Construction	Private Land	334/1	204
58	Road Construction	Private Land	585/333/1	282
59	Road Construction	Private Land	587/340/1	528
60	Road Construction	Private Land	924/1	78
61	Road Construction	Private Land	925/1	78
62	Road Construction	Private Land	930/1	162
63	Road Construction	Private Land	931/1	120
64	Road Construction	Private Land	1029/929/1	120
65	Road Construction	Private Land	1030/929/1	120
66	Road Construction	Private Land	941/1	402
67	Road Construction	Private Land	944/1	204
68	Road Construction	Private Land	151/1	120
69	Road Construction	Private Land	149/1	324
70	Road Construction	Private Land	907/1	114
71	Road Construction	Private Land	122/1	114
	Total Pr	ivate Land for Roa	d Construction	7380.00 Sqm or 0.7380
-				Hectare

Total Forest Area For Road Construction=
Total Forest area for Dumping Sites=
Total Forest Area (Road + Dumpping Sites)=
Total Private Land for road Construction=
Total (Private + Forest Land)=

Assistant Engineer, Chewart Sub-Division HPPWD Chowari

Executive Engineer, Chowari Division, HPPWD Chowari 43320.00 Sqm 6474.00 Sqm

49794.00 Sqm 7380.00 Sqm 57174.00 Sqm

> Divisional Forest Officer Dalhousie Forest Division Dalhousie Pin + 176304

### CERTIFICATE

Certified that the alignment of the proposed road i.e.

Construction of Link road from Kalam khhad to sarna saloh Naddal Km 0/00 to 8/450 has been re- examined and it if found that minimum 152 No trees have necessarily required to be felled and there is no possibility to reduce the number of trees.

Executive Engineer Chowari Division HPPWD Chowari

# DETAIL OF LENGTH AND WIDTH (COMPONENT WISE)

S.No.	Component Name	Length (m)	Width (m)
1	Road (Violated Part)	1000	2.75
2	Newly Proposed Road	7450	5.00 to 7.00
3	Dumping Site - I	160.00	10.00
	Dumping Site - II	160.00	10.00
5	Dumping Site - III	160.00	10.00
6	Dumping Site - IV	100.00	16.74

Assistant Engineer, Chowsii Sub-Division HPPWD, Chowari

Executive Engineer Chowari Division HPPWD Chowari Divisional Forest Officer Dalhousie Forest Division Dalhousie Pin – 176304 0

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187	8	185	Ŧ	183	182	181	180	79	178	177	176	175	174	173	173	171	170	169	168	-	-		-		Ė			
76 lin	C/o lim	Clotin	C/o lin	Coli	Col	Con	C/o J	S	Co	C/o I	-	-	do	40	4		1	-	1	167 0	8	163 C	20	1				-
C/o link road to village Naddal	Clo link road from Ranged to Kuricra	Co link road from Tulke to Kudera	Co link road from Khorti via Siyukat	183 Co link road to village Jambel to Lahru Km 2/800 to 5/000	Clo link road from Parsians to Gurnraber	Co road from Dralla to Jot	C/o Jeepable road to village Aghet	C/O Jeggeble road village Gamiyar	C/o link road from Kahri to Rakhed	C/o link road from Chowart to Kainthly	C/O Link road to community Centre at Silbanta	-do- 30.00 mtrs span Bridge over Channal Khad	from Kalhar Johna Transformer	to village Bhiora saini in Teheil Bhattiyat	From Bhated to Joina	do- to village Nega -I and II	do- to village Danged	de John to Keets via Bhated	do Langhi to Droni	C/O Link road from Khanora to village Narvaari	C/o link road from Morthu to Dokhra km (00) to 4/0	C/o link road from Kuyod to Malwa km 0.0 to 3/400	C/o link road from Jandrog to Chakk; km 0/9 to 13/0	to link toward strict a communa communa van Kalch Inti Colony Km 000	to link road from Kalampur to Sarna Saloh Naddal			
2020-307-779	2026-307-773	2020-307-772	2020-307-771	2020-307-763	2020-307-740	2020-307-668	2020-307-665	2020-307-650	2020-307-646	2015-307-1456	2013-307-374	2010-307-994	2008-307-56355	2008-307-56349	2008-307-53969	2008-307-53968	2008-307-53967	2008-307-56341	2008-307-53966	2008-307-53965	2019-307-1309	2019-307-852	2019-307-848	2019-307-333	2019-307-231			Code No.
23	23	23	23	23	23	23	23	23	23	31	32	33	34	35	35	35	35	35	35	35	26	25	25	25	25		No.	ook / P.
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