



झारखण्ड सरकार
कार्यपालक अभियंता का कार्यालय
राष्ट्रीय उच्च पथ प्रमण्डल, हजारीबाग

पी०टी०सी० ग्राउण्ड के दक्षिण, हजारीबाग -825301

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पत्रांक :- **1209 (भन्ग)** दिनांक :- **09/12/24**

प्रेषक,
कार्यपालक अभियंता,
रा०उ०पथ प्रमण्डल, हजारीबाग।

सेवा में,
वन प्रमण्डल पदाधिकारी,
दक्षिणी वन प्रमण्डल,
चतरा।

विषय :- चतरा जिला अंतर्गत NH-99 पर चतरा बाईपास सड़क निर्माण हेतु कुल 60.0849 हे० वनभूमि
अपयोजन प्रस्ताव के संबंध में।

प्रसंग :- उप वन महानिरीक्षक, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, भारत सरकार का पत्रांक
- FP/JH/Road/146786/2021/556 दिनांक 06.09.2024

महाशय,
उपर्युक्त विषयक प्रासंगिक पत्र में किये गये कारण पृच्छा के निराकरण के संबंध में प्रतिवेदन
निम्नवत् है :-

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.	After getting approval of Chatra bypass alignment from Ministry of Road Transport and Highways (MoRT&H), Govt. of India, DPR has been prepared and accordingly forest diversion proposal has been uploaded. According to approved alignment 64.0849 ha forest diversion proposal is uploaded in the portal.



II	<p>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.</p>	<p>Proposed Alignment 1 & 2 passes through valleys portion. So, technically it is not feasible to construct bypass along alignment 1 & 2. Also land has been acquired for some another projects where Alignment 1 & 2 passes by the State Govt. NH-22 starts from Dobhi (Gaya) and end at Chandwa at NH-75 passes through Chatra main town. Proposed Alignment-3 starts from Ch. 42.112 of NH-22 crosses NH-522, Chouparan-Chatra road and Hazaribagh-Katkamsandi road and end at Ch. 54.701 of NH-22.</p> <p>All traffic coming from NH-522, Chouparan-Chatra road and Hazaribagh-Katkamsandi road and going towards Ranchi or Daltonganj and towards Gaya use this bypass. After construction of this bypass public get relief from traffic congestion in Chatra town. If we follow Alignment 1 & 2, traffic going towards Ranchi or Daltonganj and Gaya couldn't get relief from congestion of traffic because finally they will use Chatra town of NH-22.</p>
III	<p>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.</p>	<p>Proposed Alignment 1 & 2 passes through valleys portion. So, technically it is not feasible to construct bypass along alignment 1 & 2. Also land has been acquired for some another projects where Alignment 1 & 2 passes by the State Govt. NH-22 starts from Dobhi (Gaya) and end at Chandwa at NH-75 passes through Chatra main town. Proposed Alignment-3 starts from Ch. 42.112 of NH-22 crosses NH-522, Chouparan-Chatra road and Hazaribagh-Katkamsandi road and end at Ch. 54.701 of NH-22.</p> <p>All traffic coming from NH-522, Chouparan-Chatra road and Hazaribagh-Katkamsandi road and going towards Ranchi or Daltonganj and towards Gaya use this bypass. After construction of this bypass public get relief from traffic congestion in Chatra town. If we follow Alignment 1 & 2, traffic going towards Ranchi or Daltonganj and Gaya couldn't get relief from congestion of traffic because finally they will use Chatra town of NH-22.</p>



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.	Attached.
V	Cost Benefit analysis is not correct. It may be rectified.	Rectified Cost Benefit Analysis attached.
VI	Undertaking/ Comments of User Agency regarding the implementation of Wildlife Management Plan, Soil Conservation Measures.	Attached.
VII	The details (PF & JJ LAND) of kml and Geo-referenced pdf map are mismatched. Therefore, it needs to be corrected.	Corrected and uploaded online.
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.	For the construction of Chatra bypass, it has been requested to DC, Chatra vide this office letter no. - 941 dated 22.09.2024 for Non-forest land. But not found yet. This case may co-relate with Simariya bypass where 14.284 ha forest diversion has been taken in the forest proposal. For this it has been requested to DC, Chatra vide this office letter no. - 40 dated 09.01.2024, 199 dated 20.02.2024, 423 dated 04.05.2024, 664 dated 04.07.2024 for Non-forest land. But till now, CA land has not been given by Chatra administration. So, considering the importance of work and the situation of not getting non-forest land for forest diversion in Chatra district and also in light of Gazette no. - CG-DL-E20092024-257289 dated 20.09.2024. So, considering the above facts, the proposal may be send to competent authority for forest clearance.
IX	Encroachment, both agricultural & residential, has been observed at place in the proposed forest.	Not related to User Agency

अनुलग्नक :- यथोक्त।

विश्वासभाजन
09/12/24
कार्यपालक अभियंता
रा.उ.पथ मसमडल, हजारीबाग
Er. Ranjit Kumar Barnwal
Executive Engineer
National Highway Division
Hazaribagh