

JOINT INSPECTION REPORT

Joint inspection of site for diversion of land for Construction motorable of Link road from Rajera (Bhaniya) Bailly Km. 0/0 to 4/500 was done 20/6/18 by the committee consisting of undersigned officers. This road is being constructed by HPPWD to connect villages of Bailly and other sub villages. The villages have a population of about 785 souls. These villages are proposed to be connected by construction of a length 4.500 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.1 forest land involved for diversion is 2.51 ha and 56 trees will be required removal. In the second alignment 2.37 ha of forest land is involved and 21 trees will be required removal. In the third alignment 2.47 ha of forest land and 48 are involved. 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 2.22 ha for construction of road + 0.15 ha for dumping site for disposal of muck/debris= 2.37 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 88395.55 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 182807.15 Cubic metre out of which 109684.29 cubic metre will be used locally and balance 73122.85 cubic metre to be dumped in dumping sites. (Detail attached at page- 4). 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 73500.00 Cubic metres (Detail attached at page 64) 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 0.15 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 2.22 hectares for construction of road + 0.15 hectares for dumping site for disposal of muck/debris) = 2.37 hectares.

The Joint Inspection Committee therefore recommends that the forest measuring 2.37 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	Bailly	44/1	Chargah Billa Darktan	09-17-00	0.788	
2	Bailly	224/205/90/1	Chargah Billa Darktan	05-15-00	0.460	
3	Bailly	235/233/42/1	Chargah Billa Darktan	10-07-00	0.828	
4	Rajera	458/1	Chargah Billa Darktan	01-15-00	0.140	
			Total	27-14-00	2.220 Ha	
DUMPING SITES FOR DISPOSAL OF MUCK						
1	Bailly	44/2	Chargah Billa Darktan	0-07-10	0.033	
2	Bailly	44/3	Chargah Billa Darktan	00-07-10	0.033	
3	Bailly	235/233/42/2	Chargah Billa Darktan	01-00-00	0.080	
			Total	01-15-00	0.150 Ha.	
			G.Total	29-09-00	2.37	

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

Rajera (Bhaniya) Bailly road

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

Alternative A-I: The A-I 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 for construction motorable of Link road from Rajera (Bhaniya) Bailly Km. 0/0 to 4/500. In this alignment involvement of forest land as well as the felling of trees is lesser.

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