

2347

MUCK DISPOSAL PLAN

PROPOSAL FOR DIVERSION OF DUPRONG RESERVE FOREST LAND AREA 29.421 HECTARES UNDER BANDARDEWA FOREST DIVISION FOR CONSTRUCTION OF -

“Four Laning of NH-415 from Design KM 40.400 to 59.170 (Papunala to Bandardewa Section) (Package B & C) in the State of Arunachal Pradesh under Annual Plan 2016-17 on EPC Mode (Length 18.770. KM).

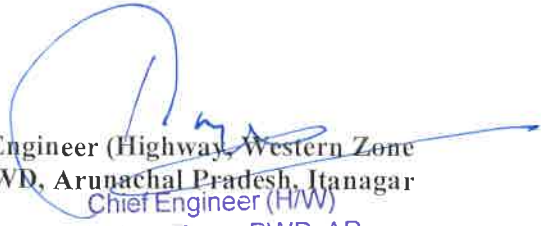
Terrain

1. The Southernmost part of Arunachal Pradesh district of Papumpare is the gateway of whole of the State connects from Assam by NH-415 with NH-37 by Gohpur of District Biswanath while Papumpare district connects to West Kameng, Siang, Lower Subansiri and all other parts of the State, has the only connectivity to the Country. West Siang District leads to the China Boarder via Yingkiang which is also depend on the NH-415 road proposed for **Forest clearance**.

As such the subject proposal has been prepared as per revised forest (Conversation) rule 2003 under Forest (Conservation) Act 1980 for obtaining forest clearance from Govt of India for diversion of forest land for Non forestry purpose for of **“Four Laning of NH-415 from Design KM 40.400 to 59.170 (Papunala to Bandardewa Section) (Package B & C) in the State of Arunachal Pradesh under Annual Plan 2016-17 on EPC Mode (Length 18.770. KM).**

Approximately 717500 cum of muck is to be disposed off in the total length of highway i.e. 18.770 KM. Out of this 30% of muck will be utilized for side filling and raising the level of the road in fill section. Hence the quantity of unusable muck which is to be disposed off = 70% of 717500 = 502250 cum. Out of the surplus quantity i.e. 502250 cum of Muck, 20% i.e. 150000 cum shall be provided to the local habitants and villagers for filling and leveling of their houses and lawns and rest i.e. 352250 cum of Muck shall be disposed off in dumping yards/muck disposal sites having area Of **Pvt Land 7.005 Hectares**. Land acquisition has not been done for these dumping areas. Dumping sites shall be stabilized with provision of retaining structures and plantation enclosed in this proposal.

2. Location of Muck disposal area Of **Pvt Land 7.005 Hectares** as "Annex-III" is enclosed.


Chief Engineer (Highway, Western Zone
PWD, Arunachal Pradesh, Itanagar
Chief Engineer (H/W)
Western Zone, PWD, AP
Itanagar - 791111

OFFICE OF THE CHIEF ENGINEER, HIGHWAY WESTERNZONE
PWD, ARUNACHAL PRADESH, ITANAGAR

DETAILS OF DUPRONG RESERVE FOREST LAND REQUIRED FOR DIVERSION UNDER FOREST CONSERVATION ACT 1980

SI No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)		Proposed ROW under Duprong RF			Remarks
	From	To	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	
1	40+800	40+900	100	15	1500	100	36	3600	2100					
2	40+900	41+000	100	15	1500	100	27	2700	1200					
3	41+000	41+100	100	15	1500	100	24	2400	900					
4	41+100	41+200	100	15	1500	100	26	2600	1100					
5	41+200	41+300	100	15	1500	100	25	2500	1000					
6	41+300	41+400	100	15	1500	100	32	3200	1700					
7	41+400	41+500	100	15	1500	100	34	3400	1900					way to Yupia
8	41+500	41+600	100	15	1500	100	30	3000	1500					
9	41+600	41+700	100	15	1500	100	30	3000	1500					
10	41+700	41+800	100	15	1500	100	25	2500	1000					
11	41+800	41+900	100	15	1500	100	30	3000	1500					
12	41+900	42+000	100	15	1500	100	30	3000	1500					
13	42+000	42+100	100	15	1500	100	32	3200	1700					
14	42+100	42+200	100	15	1500	100	32	3200	1700					
15	42+200	42+300	100	15	1500	100	28.5	2850	1350					
16	42+300	42+400	100	15	1500	100	31.5	3150	1650					
17	42+400	42+500	100	15	1500	100	32	3200	1700	20	10	200	Pachin River	R/F Bandardeva Divn.
18	42+500	42+600	100	15	1500	100	27	2700	1200	40	8	320		
19	42+600	42+700	100	15	1500	100	25	2500	1000					
20	42+700	42+800	100	15	1500	100	25	2500	1000					
21	42+800	42+900	100	15	1500	100	27.75	2775	1275					
22	42+900	43+000	100	15	1500	100	28.5	2850	1350					Lagun Nala
23	43+000	43+100	100	15	1500	100	26	2600	1100					
24	43+100	43+200	100	15	1500	100	26	2600	1100					
25	43+200	43+300	100	15	1500	100	26	2600	1100					
26	43+300	43+400	100	15	1500	100	26	2600	1100					
27	43+400	43+500	100	15	1500	100	26	2600	1100					
28	43+500	43+600	100	15	1500	100	26	2600	1100					
29	43+600	43+700	100	15	1500	100	26	2600	1100					

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Sl No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)		Proposed ROW under Duprong RF			Location Name	Remarks
	From	To	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)		
30	43+700	43+800	100	15	1500	100	26	2600	1100						
31	43+800	43+900	100	15	1500	100	26	2600	1100						
32	43+900	44+000	100	15	1500	100	26	2600	1100						
33	44+000	44+100	100	15	1500	100	26	2600	1100						
34	44+100	44+200	100	15	1500	100	26	2600	1100						
35	44+200	44+300	100	15	1500	100	26	2600	1100						
36	44+300	44+400	100	15	1500	100	26	2600	1100						
37	44+400	44+500	100	15	1500	100	26	2600	1100						
38	44+500	44+600	100	15	1500	100	26	2600	1100						
39	44+600	44+700	100	15	1500	100	26	2600	1100						
40	44+700	44+800	100	15	1500	100	26	2600	1100						
41	44+800	44+900	100	15	1500	100	26	2600	1100						
42	44+900	45+000	100	15	1500	100	26	2600	1100						
43	45+000	45+100	100	15	1500	100	26	2600	1100						
44	45+100	45+200	100	15	1500	100	26	2600	1100						
45	45+200	45+300	100	15	1500	100	26	2600	1100						
46	45+300	45+400	100	15	1500	100	32	3200	1700						
47	45+400	45+500	100	15	1500	100	32	3200	1700						
48	45+500	45+600	100	15	1500	100	32	3200	1700						
49	45+600	45+700	100	15	1500	100	30	3000	1500						
50	45+700	45+800	100	15	1500	100	30	3000	1500	100	17	1700	Kangkar Nala	R/F start from Kangkar RHS	
51	45+800	45+900	100	15	1500	100	58	5800	4300	100	26	2600			
52	45+900	46+000	100	15	1500	100	65	6500	5000	100	50	5000			
53	46+000	46+100	100	15	1500	100	32	3200	1700	100	15	1500			
54	46+100	46+200	100	15	1500	100	36	3600	2100	100	21	2100			
55	46+200	46+300	100	15	1500	100	39	3900	2400	100	22	2200			
56	46+300	46+400	100	15	1500	100	32	3200	1700	100	15	1500			
57	46+400	46+500	100	15	1500	100	31	3100	1600	100	17	1700			
58	46+500	46+600	100	15	1500	100	30	3000	1500	100	7	700			
59	46+600	46+700	100	15	1500	100	30	3000	1500	100	7	700			
60	46+700	46+800	100	15	1500	100	30	3000	1500	100	9	900			
61	46+800	46+900	100	15	1500	100	30	3000	1500	100	11	1100			
62	46+900	47+000	100	15	1500	100	31	3100	1600	100	15	1500			
63	47+000	47+100	100	15	1500	100	34	3400	1900	100	17	1700			
64	47+100	47+200	100	15	1500	100	35	3500	2000	100	13	1300			
65	47+200	47+300	100	15	1500	100	45	4500	3000	100	22	2200			

Sl No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)			Proposed ROW under Duprong RF			Location Name	Remarks
	From	To	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)		
66	47+300	47+400	100	15	1500	100	33	3300	1800	100	14	1400				
67	47+400	47+500	100	15	1500	100	33	3300	1800	100	14	1400				
68	47+500	47+600	100	15	1500	100	51	5100	3600	100	33	3300				
69	47+600	47+700	100	15	1500	100	42	4200	2700	100	25	2500				
70	47+700	47+800	100	15	1500	100	30	3000	1500	100	15	1500				
71	47+800	47+900	100	15	1500	100	40	4000	2500	100	32	3200				
72	47+900	48+000	100	15	1500	100	49	4900	3400	100	38	3800				
73	48+000	48+100	100	15	1500	100	42.5	4250	2750	100	24	2400				
74	48+100	48+200	100	15	1500	100	29	2900	1400	100	13	1300				
75	48+200	48+300	100	15	1500	100	32	3200	1700	100	6	600	ISBT road			
76	48+300	48+400	100	15	1500	100	33	3300	1800	100	20	2000				
77	48+400	48+500	100	15	1500	100	30	3000	1500	100	12	1200				
78	48+500	48+600	100	15	1500	100	30	3000	1500	100	14	1400				
79	48+600	48+700	100	15	1500	100	31	3100	1600	100	15	1500				
80	48+700	48+800	100	15	1500	100	32	3200	1700	100	14	1400				
81	48+800	48+900	100	15	1500	100	30	3000	1500	100	12	1200				
82	48+900	49+000	100	15	1500	100	30	3000	1500	100	10	1000				
83	49+000	49+100	100	15	1500	100	32	3200	1700	100	9	900				
84	49+100	49+200	100	15	1500	100	50	5000	3500	100	35	3500				
85	49+200	49+300	100	15	1500	100	50	5000	3500	100	32	3200				
86	49+300	49+400	100	15	1500	100	30	3000	1500	100	10	1000				
87	49+400	49+500	100	15	1500	100	28	2800	1300	100	6	600				
88	49+500	49+600	100	15	1500	100	35	3500	2000	100	13	1300				
89	49+600	49+700	100	15	1500	100	32	3200	1700	100	16	1600				
90	49+700	49+800	100	15	1500	100	30	3000	1500	100	14	1400				
91	49+800	49+900	100	15	1500	100	30	3000	1500	100	14	1400				
92	49+900	50+000	100	15	1500	100	30	3000	1500	100	14	1400	NERIST niriuli			
93	50+000	50+100	100	15	1500	100	25.5	2550	1050	100	8	800				
94	50+100	50+200	100	15	1500	100	28	2800	1300	100	13	1300				
95	50+200	50+300	100	15	1500	100	29	2900	1400	100	11	1100				
96	50+300	50+400	100	15	1500	100	26	2600	1100	100	7	700				
97	50+400	50+500	100	15	1500	100	25	2500	1000	100	10	1000				
98	50+500	50+600	100	15	1500	100	25	2500	1000	100	13	1300				
99	50+600	50+700	100	15	1500	100	35	3500	2000	100	16	1600				
100	50+700	50+800	100	15	1500	100	32	3200	1700	100	12	1200				
101	50+800	50+900	100	15	1500	100	30	3000	1500	100	8	800				
102	50+900	51+000	100	15	1500	100	30	3000	1500	100	8	800				

SI No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)			Proposed ROW under Duprong RF			Location Name	Remarks
	From	To	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)	Mtr.	Sq.	Length (Mtr.)	Bredth (Mtr.)	Area (Sq. Mtr.)			
103	51+000	51+100	100	15	1500	100	28	2800	1300	1300	100	5	500			
104	51+100	51+200	100	15	1500	100	28	2800	1300	1300	100	5	500			
105	51+200	51+300	100	15	1500	100	28	2800	1300	1300	100	6.5	650			
106	51+300	51+400	100	15	1500	100	28	2800	1300	1300	100	7.5	750			
107	51+400	51+500	100	15	1500	100	28	2800	1300	1300	100	9.5	950			
108	51+500	51+600	100	15	1500	100	28	2800	1300	1300	100	8.5	850		B end C start	
109	51+600	51+700	100	15	1500	100	28	2800	1300	1300	100	8.5	850		NIRJULI Re-alignment	
110	51+700	51+800	100	15	1500	100	31	3100	1600	1600	100	4.2	420			
111	51+800	51+900	100			100	44	4400	4400	4400	100				0 Karma River	
112	51+900	52+000	100			100	133.33	13333	13333	13333	100	133	13300			
113	52+000	52+100	100			100	200	20000	20000	20000	100	200	20000			
114	52+100	52+200	100			100	72	7200	7200	7200	100	72	7200			
115	52+200	52+300	100			100	45	4500	4500	4500	100	45	4500			
116	52+300	52+400	100			100	45	4500	4500	4500	100	45	4500			
117	52+400	52+500	100			100	45	4500	4500	4500	100	0	0			
118	52+500	52+600	100			100	45	4500	4500	4500	100	0	0			
119	52+600	52+700	100			100	45	4500	4500	4500	100	0	0			
120	52+700	52+800	100			100	45	4500	4500	4500	100	0	0			
121	52+800	52+900	100			100	45	4500	4500	4500	100	45	4500			
122	52+900	53+000	100			100	45	4500	4500	4500	100	45	4500			
123	53+000	53+100	100			100	45	4500	4500	4500	100	45	4500			
124	53+100	53+200	100			100	45	4500	4500	4500	100	45	4500			
125	53+200	53+300	100			100	45	4500	4500	4500	100	45	4500		NIRJULI Re-alignment	
126	53+300	53+400	100	15	1500	100	50	5000	3500	3500			3500			
127	53+400	53+500	100	15	1500	100	37	3700	2200	2200			2200			
128	53+500	53+600	100	15	1500	100	30	3000	1500	1500			1500			
129	53+600	53+700	100	15	1500	100	41.25	4125	2625	2625			2625			
130	53+700	53+800	100	15	1500	100	45	4500	3000	3000			3000			
131	53+800	53+900	100	15	1500	100	43	4300	2800	2800			2800			
132	53+900	54+000	100	15	1500	100	41	4100	2600	2600			2600			
133	54+000	54+100	100	15	1500	100	41	4100	2600	2600			2600			
134	54+100	54+200	100	15	1500	100	41	4100	2600	2600			2600			
135	54+200	54+300	100	15	1500	100	41	4100	2600	2600			2600			

SI No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)			Proposed ROW under Duprong RF			Location Name	Remarks
	From	To	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)		
136	54+300	54+400	100	15	1500	100	41	4100	2600					2600		
137	54+400	54+500	100	15	1500	100	38	3800	2300					2300		
138	54+500	54+600	100	15	1500	100	39	3900	2400					2400		
139	54+600	54+700	100	15	1500	100	38	3800	2300					2300		
140	54+700	54+800	100	15	1500	100	41	4100	2600					2600	Karshingsha river	
141	54+800	54+900	100	15	1500	100	46	4600	3100					3100		
142	54+900	55+000	100	15	1500	100	46	4600	3100					3100		
143	55+000	55+100	100	15	1500	100	46	4600	3100					3100		
144	55+100	55+200	100	15	1500	100	46	4600	3100					3100		
145	55+200	55+300	100	15	1500	100	42	4200	2700					2700		
146	55+300	55+400	100	15	1500	100	38	3800	2300					2300		
147	55+400	55+500	100	15	1500	100	38	3800	2300					2300	Nawbanga river	
148	55+500	55+600	100	15	1500	100	45	4500	3000					3000		
149	55+600	55+700	100	15	1500	100	30	3000	1500					1500		
150	55+700	55+800	100	15	1500	100	30	3000	1500					1500		
151	55+800	55+900	100	15	1500	100	30	3000	1500					1500		
152	55+900	56+000	100	15	1500	100	30	3000	1500					1500		
153	56+000	56+100	100	15	1500	100	30	3000	1500					1500		
154	56+100	56+200	100	15	1500	100	38.5	3850	2350					2350		
155	56+200	56+300	100	15	1500	100	39	3900	2400					2400		
156	56+300	56+400	100	15	1500	100	37	3700	2200					2200		
157	56+400	56+500	100	15	1500	100	32	3200	1700					1700		
158	56+500	56+600	100	15	1500	100	35	3500	2000					2000		
159	56+600	56+700	100	15	1500	100	37	3700	2200					2200		
160	56+700	56+800	100	15	1500	100	37	3700	2200					2200		
161	56+800	56+900	100	15	1500	100	37	3700	2200					2200		
162	56+900	57+000	100	15	1500	100	37	3700	2200					2200		
163	57+000	57+100	100	15	1500	100	37	3700	2200					2200		
164	57+100	57+200	100	15	1500	100	37.2	3720	2220					2220		
165	57+200	57+300	100	15	1500	100	39	3900	2400					2400	Khodakhowa river	
166	57+300	57+400	100	15	1500	100	31	3100	1600					1600		
167	57+400	57+500	100	15	1500	100	30	3000	1500					1500		
168	57+500	57+600	100	15	1500	100	35	3500	2000					2000		
169	57+600	57+700	100	15	1500	100	33	3300	1800					1800		
170	57+700	57+800	100	15	1500	100	30	3000	1500					1500		
171	57+800	57+900	100	15	1500	100	39	3900	2400					2400		
172	57+900	58+000	100	15	1500	100	30	3000	1500					1500		

Sl No	Chainage		Existing ROW area			Proposed ROW area			Area required for four laning (Sq. Mtr.)	Proposed ROW under Duprong RF			Location Name	Remarks	
	From	To	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)	Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)		Length (Mtr.)	Breadth (Mtr.)	Area (Sq. Mtr.)			
173	58+000	58+100	100	15	1500	100	30	3000	1500		1500				
174	58+100	58+200	100	15	1500	100	30	3000	1500		1500				
175	58+200	58+300	100	15	1500	100	31	3100	1600		1600				
176	58+300	58+400	100	15	1500	100	32	3200	1700		1700				
177	58+400	58+500	100	15	1500	100	33	3300	1800		1800				
178	58+500	58+600	100	15	1500	100	32	3200	1700		1700				
179	58+600	58+700	100	15	1500	100	37	3700	2200		2200				
180	58+700	58+800	100	15	1500	100	48	4800	3300		3300		FCI Banderdeva		
181	58+800	58+900	100	15	1500	100	35	3500	2000		2000				
182	58+900	59+000	100	15	1500	100	43	4300	2800		2800				
183	59+000	59+100	100	15	1500	100	32	3200	1700		1700				
184	59+100	59+168	68	15	1020	68	30	2040	1020		1020				
					88020			652993	399973		294205				
TOTAL LAND FALLS UNDER DUPRONG RESERVE FOREST AREA										Total Area under R/F (Sq. Mtr.)			Hectares		
										29.421					



Junior Engineer, PWD (Hwy)
Naharlagun Highway Division


Asstt. Engr. (PWD/Hwy)
Naharlagun Highway Division


Chief Engineer (Highway, Western Zone)
PWD, Arunachal Pradesh, Itanagar
Chief Engineer (HW)
Western Zone, PWD, AP
Itanagar - 791111


Executive Engineer, PWD(HWY)
Naharlagun Highway Division

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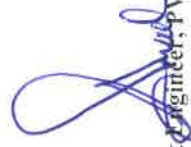
**OFFICE OF THE CHIEF ENGINEER, HIGHWAY WESTERN ZONE
PWD, ARUNACHAL PRADESH, ITANAGAR**

DETAILS OF FORMATION CUTTING AND MUCK DISPOSAL STATIONS

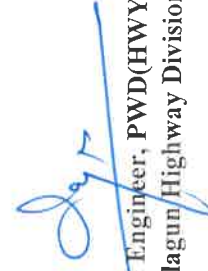
Sr. No	Chainage		Geo- Reference of Muck Disposal Stations		Length (M)	Bredth (M)	Hight (M)	Area (Sq.Mtr)	Volume (Cum)	Remarks
	From	To	Starting Point	Ending Point						
7	46+900		N 27°07'10.56" E 93°42'56.50"	N 27°07'10.92" E 93°42'58.06"	45	150	7	6750	47250	Pvt. Land Muck Disposal Area Kripa Marble
10	48+940		N 27°07'43.69" E 93°43'52.51"	N 27°07'47.66" E 93°43'50.47"	300	211	5	63300	316500	Pvt. Land Muck Disposal Area Sango Motors
TOTAL								7.005	363750	



**Junior Engineer, PWD (Hwy)
Naharlagun Highway Division**



**Assistant Engineer, PWD (Hwy)
Naharlagun Highway Division**



**Executive Engineer, PWD(HWY)
Naharlagun Highway Division**

**Chief Engineer (Highway, Western Zone)
PWD, Arunachal Pradesh, Itanagar
Chief Engineer (H/W)
Western Zone, PWD, AP
Itanagar – 791111**

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