

Joint Inspection Report

On dated **13.03.2018** joint inspection team comprising of following officers of P.W.D. department and Forest department inspected the proposed alignment for construction of link road Gulriya Dhang to Naron Kotri road km. 0/0 to 4/935. The alignment was seen with view to minimize the involvement of forest land and also to minimize the adverse environment affect due the construction of road.

Out of two alignments, alignment No 1 has been found suitable whereas alignment No. 2 as shown in map have been rejected on the following grounds.

Alignment No. 2

The length of alignment no. 2 is 5.00 kms and its gradient is very steep at some locations. It involves more forest area, more trees as compared to alignment No. 1 Hence alignment No.2 is rejected.

Alignment No. 1.

The alignment No. 1 passes through reserve forest compartment No.C1, R.F. Mahidhar, C5, C6 of R.F. Bhudpur Kotla of Trilokpur Range., Nahan Block. The total length of proposed alignment is 4.935 kms with average width of 6.00 meter. The road alignment passes through forest and private land. The portion from km. 0/0 to 0/120, 0/585 to 2/945, 3/015 to 3/795 & 4/135 to 4/500 will be passes through forest land and portion from km. 0/120 to 0/585, 2/945 to 3/015, 3/795 to 4/135 & 4/500 to 4/935 will passes through private land. Excavated earth will be dumped on valley side of proposed road at RD. 0/0 to 0/060 in forest land which includes 0.18 Ha. Area of forest land and RD. 0/200 to 0/260, 0/350 to 0/410 & 3/800 to 3/800 to 3/860, having area of 0.54 Hac. private land on proposed road site. Hence total forest land of **2.355 hectare** including 1 number dumping site will be required for construction of this project in forest land. The private land of **1.326 hectare** i/c 3 nos dumping will be required for the road project.

The joint inspection team has come to conclusion that the proposed alignment No. 1 whose length is less as compare to the alignment No. 2 and involves less forest area and trees as well as has an easy gradient as compare to the alignment No. 2, is finalized for the construction of link road Gulriya to Naron km. 0/0 to 4/935.

The involvement of forest land is unavoidable as whatever the alternative alignment is feasible that passes through forest land, thus, making it inescapable to involve forest land.

The said final alignment identified at site by the PWD department is final and is not likely to change at any point of kind. The proposal for construction is aligned in such a way so that there is least possibility of ecological imbalance including soil erosion.

The case has to be moved under section 2 of FCA 1980 before starting the work.


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