

Joint Inspection Report

On dated **27.02.2018** joint inspection team comprising of following officers of P.W.D. department and Forest department inspected the proposed alignment for obstruction of link road Jabbal Ka Bag Kaindiawala Kharkon Road km. 0/0 to 12/255. 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 13.500 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.C-3,R.F. Jabbal Ka Bag of Nahan Range and C-2 of R.F. Trilokpur of Trilokpur Block of Nahan division.. The total length of proposed alignment is 12.255 kms with average width of 6.00 meter. The road alignment passes through forest and private land. The portion from km. 0/0 to 3/200, 3/735 to 4/650, 9/465 to 12/255 will be passes through forest land and portion from km. 3/200 to 3/735, 4/650 to 9/465 will passes through private land. Total 3 Nos dumping sites have selected. Excavated earth will be dumped on valley side at RD. 2/105 to 2/175 & 10/465 to 10/530 in forest land which includes 1.685 Hectare addl. Area of forest land. Total forest 5.828 hecatre area are required for construction of this project. 1 No dumping has been proposed in the private land at RD. 6/810 to 6/880 which includes 0.91 hectare addl. Land. Thus, Total land 9.948 hectare will be required for road construction project.

Hence total land will be required for this project is 9.948 hectare.

a. Forest land including dumping site land	= 5.828 hectare
b. Private land i/c dumping site	= <u>4.12 hectare</u>
Total land	= 9.948 hectare.

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 be changed 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 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 easy gradient as compare to the alignment No. 2 has been finalized for the Jabbal Ka Bag Kaindiawala Kharkon Road km. 0/0 to 12/255.

The case has to be moved under section 2 of FCA 1980 before starting this project.

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