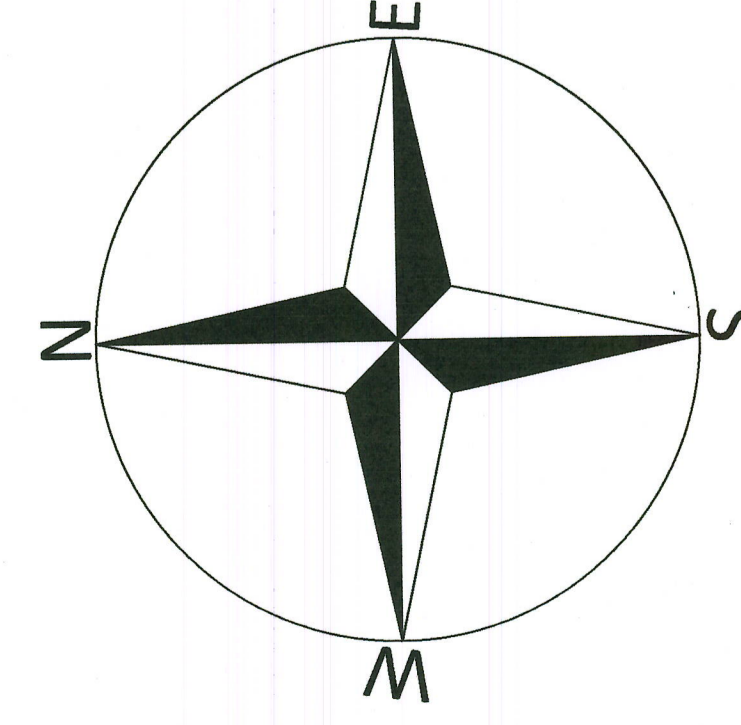
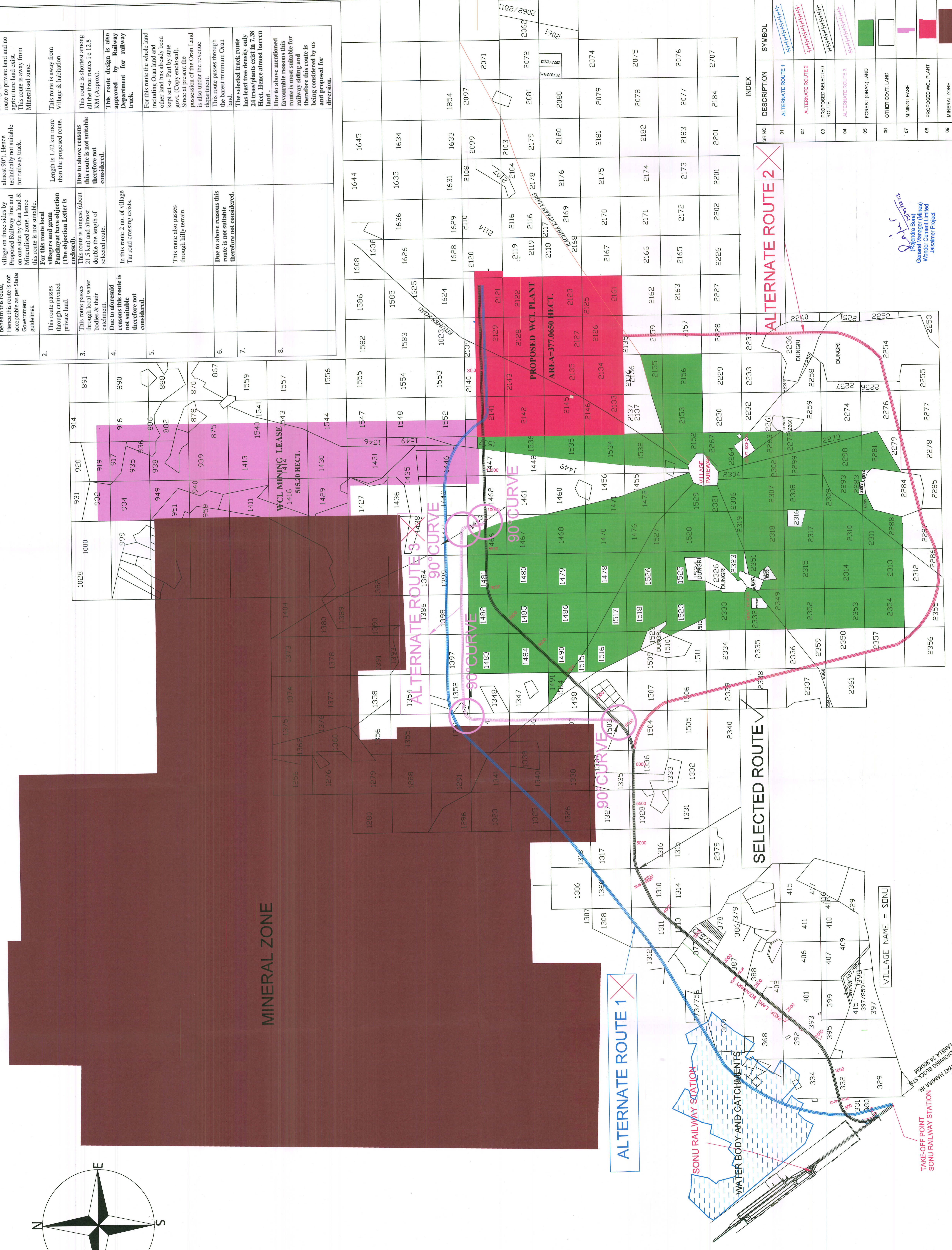


COMMON MAP SHOWING ALTERNATE ROUTE-1, ALTERNATE ROUTE-2, ALTERNATE ROUTE-3, SELECTED ROUTE FOR PROPOSED FOREST LAND TO BE DIVERTED FOR RAILWAY LINE OF PRIVATE SIDING OF CEMENT PLANT OF WONDER CEMENT LTD. UNDER FCA -1980
FORM - A, PART - I
SCALE = 1 CM : NOT TO SCALE



SELECTION CRITERION				
Points	Alternate Option-1	Alternate Option-2	Alternate Option-3	Selected Option
1.	Miscellaneous zone exist beneath this route. Hence this route is not acceptable as per State Government Forest zone & guidelines.	This route completely encircles the Patewar village on these sides by Proposed Railway line and in one side it passes through forest zone. Hence this route is not suitable.	This route has 4 numbers of abrupt bends (90° or almost 90°). Hence technically not suitable for railway track.	This Complete route passes through govt. land. In this route no private land and no agriculture land exist. This route is away from Mineralised zone.
2.	This route passes through cultivated private land.	For this route local villagers and gram Panchayat have objection (The objection letter is enclosed).	Length is 1.42 km more than the proposed route.	This route is away from Village & habitation.
3.	This route passes through local water bodies & their catchment.	This route is longest (about 2.5 km) and almost double the length of selected route.	Due to above reasons this route is not suitable therefore not considered.	This route is shortest among all the three routes i.e 1.28 KM (Approx).
4.	Due to aforesaid reasons this route is not suitable therefore not considered.	In this route 2 no. of village Tar road crossing exists.	This route design is also approved by Railway Department for railway track.	This route design is also approved by Railway Department for railway track.
5.		This route also passes through hilly terrain.		For this route the whole land including Oran land and other land has already been kept set-aside by state Govt. (Oran Land). Since at present the possession of the Oran Land is also under the revenue department.
6.		Due to above reasons this route is not suitable therefore not considered.		This route passes through the barest minimum Oran land.
7.				The selected track route has least tree density only 24 trees/plants exist in 7.58 Hect. Hence almost barren land.
8.				In favourable mentioned route is most suitable for railway siding and therefore this route is being considered by us and proposed for diversion.



SRNO	DESCRIPTION	SYMBOL
01	ALTERNATE ROUTE 1	
02	ALTERNATE ROUTE 2	
03	PROPOSED SELECTED ROUTE	
04	ALTERNATE ROUTE 3	
05	FOREST (ORAN) LAND	
06	OTHER GOVT. LAND	
07	MINING LEASE	
08	PROPOSED WCL PLANT	
09	MINERAL ZONE	
	WATER BODY AND CATCHMENTS	

General Manager (Mines)
Wonder Cement Limited
Jaisalmer Project