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**JOINT INSPECTION REPORT**

Joint inspection of site for diversion of land for Construction of motorable link road from Mani to Jhulara (Tryia to Kuthed Khas) Km. 8/0 to 11/500 was done 15-06-20 by the committee consisting of undersigned officers. This road is being constructed by HPPWD to connect villages Kuthed Khas. The villages have a population of about 1332 souls. These villages are proposed to be connected by construction of a length 3.500 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 2.45 ha and 138 number of trees will be required removal. In the second alignment 2.41 ha of forest land is involved and 133 number of trees will be required removal. In the third alignment 2.47 ha of forest land and 142 number of trees 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 1.87 ha for construction of road + 0.54 ha for dumping site for disposal of muck/debris)= 2.41 ha of forest land as coming in the 2<sup>nd</sup> 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 36506.62 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 81465.89 Cubic metre out of which 48879.53 cubic metre will be used locally and balance 32586.32 cubic metre to be dumped in dumping sites. (Detail attached at page- \_\_\_\_). 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 33719.90 Cubic metres (Detail attached at page-75) 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 0.54 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 1.87 hectares for construction of road + 0.54 hectares for dumping site for disposal of muck/debris) = 2.41 hectares.

The Joint Inspection Committee therefore recommends that the forest measuring 2.41 ha coming in the 2<sup>nd</sup> alignment and for dumping site as per Khasra number wise detail is given as under :-

S. No	Distt.	Division	Range/ Tehsil/ Village	Khasra/ Survey or Compartment Number of Km. Stone	Classification as per Revenue record.	Forest Area proposed for Diversion (Ha)		Legal status of Forest Area	Remarks
						B-B-B.	Hect.		
<b>A :- TRIYA MOHAL</b>									
1	Chamba	Chamba	Masroond Chamba/	409/1	Gair Mumkin Nali	00-01-00	0.004	Mangol DPF	
2	Chamba	Chamba	Masroond Chamba/	419/1	Chargah Darktan	00-06-00	0.024	Mangol DPF	
3	Chamba	Chamba	Masroond Chamba/	353/1	Chargah Darktan	01-06-00	0.104	Mangol DPF	
4	Chamba	Chamba	Masroond Chamba/	430/1	Chargah Darktan	01-08-00	0.112	Mangol DPF	
5	Chamba	Chamba	Masroond Chamba/	658/1	Chargah Darktan	01-08-00	0.112	Mangol DPF	
					<b>Total</b>	<b>04-09-00</b>	<b>0.356 Ha</b>		
<b>B:- KUTHED MOHAL</b>									
1	Chamba	Chamba	Masroond Chamba/	435/1	Gair Mumkin Nali	00-03-00	0.012	Lagetu DPF	
2	Chamba	Chamba	Masroond Chamba/	448/1	Chargah Billa Darktan	03-14-00	0.296	Lagetu DPF	
3	Chamba	Chamba	Masroond Chamba/	1164/434/1	Chargah Billa Darktan	00-16-00	0.064	Forest land virtue of 1952 notification	
4	Chamba	Chamba	Masroond Chamba/	1164/434/2	Chargah Billa Darktan	00-07-00	0.028	Forest land virtue of 1952 notification	
5	Chamba	Chamba	Masroond Chamba/	557/1	Chargah Darktan	02-02-00	0.168	Lagetu DPF	
6	Chamba	Chamba	Masroond Chamba/	557/2	Chargah Darktan	00-09-00	0.036	Lagetu DPF	

7	Chamba	Chamba	Masroond Chamba/	557/3	Chargah Darktan	00-12-00	0.048	Lagetu DFF
8	Chamba	Chamba	Masroond Chamba/	1166/1156/1	Chargah Darktan	06-17-00	0.548	Forest Land virtue of 1952 modification
9	Chamba	Chamba	Masroond Chamba/	1174/589/1	Chargah Billa Darktan	03-18-00	0.312	— do —
					<b>Total</b>	<b>18-18-00</b>	<b>1.512 Ha</b>	
					<b>Total A+B</b>	<b>23-07-00</b>	<b>1.868 Ha. or 1.87 Ha</b>	

**C :- DUMPING SITES FOR DISPOSAL OF LEFT OUT MUCK**

1	Chamba	Chamba	Masroond Chamba/	430/2	Chargah Darktan	02-16-00	0.224	Mangal DFF
2	Chamba	Chamba	Masroond Chamba/	1164/1156/2	Chargah Billa Darktan	02-06-00	0.184	Forest Land virtue of 1952 modification
3	Chamba	Chamba	Masroond Chamba/	1166/1156/2	Chargah Darktan	01-12-00	0.128	— do —
					<b>Total</b>	<b>06-14-00</b>	<b>0.54 Ha.</b>	
					<b>G.Total A+B+C</b>	<b>30-01-00</b>	<b>2.41 Ha.</b>	

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

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

**Alternative – I (Marked on map as A-I & III) :-** The forest land involved is much more than the final alignment selected. The grade of the road is very steep in this alignment. Moreover, it does not touches the obligatory villages. Hence this alternative is finally rejected.

**Alternative A-II:** The forest land involved is the least in this alignment. The trees involved are the minimum. The grade is smooth and the alignment touches all the obligatory points. This alternate is finally selected.

Range Forest Officer,  
Masroond Forest Range

Deputy Conservator of Forest,  
Chamba Forest Division  
CHAMBA-170010

Assistant Engineer,  
Koti Sub Division.,  
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H.P.PWD., T.I.S.S.

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