

**Full Title of the Project :- CONSTRUCTION OF JAROL TO THARU ROAD KM 0/0 TO 3/0**

File No: \_\_\_\_\_  
Date of Proposal: \_\_\_\_\_

**JUSTIFICATION FOR THE LOCATING THE PROJECT IN FOREST AREA**

The proposed alignment for the said road has been carefully finalized after considering a total No. of three alternate alignment in all the cases a portion of the road shall pass through the forest area. The first alignment was considered with its commencing point at km \_\_\_\_\_ from \_\_\_\_\_ Road of **CONSTRUCTION OF JAROL TO THARU ROAD KM 0/0 TO 3/0**. In this case the total length of the road worked out to be 3/0 km out of which 2390 meter length falls in forest area which involves 0.9960 hect.

The 2<sup>nd</sup> alignment is considered with its commencing point at km \_\_\_\_\_ from \_\_\_\_\_

Road of **CONSTRUCTION OF JAROL TO THARU ROAD KM 0/0 TO 3/805**. In this case the total length of the road worked out to be 3/805 km out of which 3195 meter length falls in forest area which involves 1.3180 hect.

The 3<sup>rd</sup> alignment is considered with its concerning point at \_\_\_\_\_ km from \_\_\_\_\_

Road of **CONSTRUCTION OF JAROL TO THARU ROAD KM 0/0 TO 3/450**. In this case the total length of the road work out to be 3/450 km out of which 2840 meter road length passes through the forest area as such the forest area involved stood 1.1760 hect.

The 2<sup>nd</sup> and 3<sup>rd</sup> alignment has to be rejected because of extreme road length and more forest area involved. It involved more number of fully grown trees as compared to second alignment.

The alignment No. 1<sup>st</sup> serve more habitation rather than alignment No. 2<sup>nd</sup> & 3<sup>rd</sup> Contrary above short coming of alignment 2<sup>nd</sup> and 3<sup>rd</sup> alternate alignment No.1<sup>st</sup> is shortest in length involves lesser number of trees and leaser forest area.

Therefore keeping in view the above certain point in the favour of alignment No.1<sup>st</sup> the construction of road in this alignment would save from huge destruction of damages to the forest as well as to environment and beautiful feature of the valley.

Ultimately for the 1<sup>st</sup> alignment is finalized and adopted for the construction of proposed road which is most economical feasible best and is over all public interest as well easy for construction in all respect.

  
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