

## **Justification for Locating the Project in Forest Land**

**.Name of Project for which Forest Land is required :** *Diversion of fresh Forest Land for development of Economic Corridors, Inter Corridors, Feeder Routes etc., under Bharatmala Pariyojana of Jaina More -Gola -Ormanjhi section in the state of Jharkhand.*

The Ministry of Road Transport & Highways, Government of India has entrusted the National Highways Authority of India (NHAI) for the work of “Development of Economic Corridors, Inter Corridors, Feeder Routes and Costal Roads to improve the efficiency of freight movement in India (Odissa, Jharkhand and West Bengal packages)” under Bharatmala Pariyojana i) Jaina More(Bokaro)-Gola section & ii) Gola- Ormanjhi section in the state of Jharkhand.

A direct connection between Dhanbad to Raipur avoiding Ramgarh is considered in this part of Economic Corridor of Bharatmala Pariyojana. To connect Dhanbad and Raipur the alignment is proposed from Dhanbad to Bokaro through NH-32 thence to Jaina ,Petarwar & Gola through NH-23(Jaina More-Gola section) thence to Koiya, Bariatu, Kulhi, id, Charu, Sunri, Guru,Tape through NH-320B (Gola- Ormanjhi section) & thence intersecting with NH-33 near Ormanjhi to reach Ranchi. Thereafter it follows the available route to Raipur through Gumla, Pathalgaon, etc.

Total project stretch, from Jaina More to Ormanjhi, divided into two parts namely Jaina More to Gola (NH23) & Gola to Ormanjhi (NH320B). in case of NH23, it is start from Km.21.110 and ends at Km.55.650 .Within this stretch of NH23, Bokaro district start from Km.21.110 and ends at Km.44.264 and Ramgarh district start from Km.44.264 and ends at Km.55.650.

in case of NH320B, it is start from Km.55.650 and ends at Km.81.450. Within this stretch of NH320B, Ramgarh district start from Km.55.650 and ends at Km.71.323 and Ranchi district start from Km.55.650 and ends at Km.81.450.

Total length of this project stretch (Jaina More – Gola – Ormanjhi) is 60.340 Km. Wide of proposed road varies from 60M to 80M (240M to 255M in rest area & toll plaza portion). Due to poor geometric condition & insufficient right of way of existing road (15M. to 25M.), maximum portion of this stretch passes through green field area.

### **Brief Details of Existing & Proposed Road:**

<b>Title</b>	<b>Unit</b>	<b>Existing ROW</b>	<b>Proposed ROW</b>
Length	KM	72.00	60.340
Width	m	15 to 25	60 to 80
No. of Lane		2	4
Design Speed	kmph	25 to 45	120
Black top width	m	5.0 to 7.5	18.0
Formation width	m	9.0 to 12.0	26.0

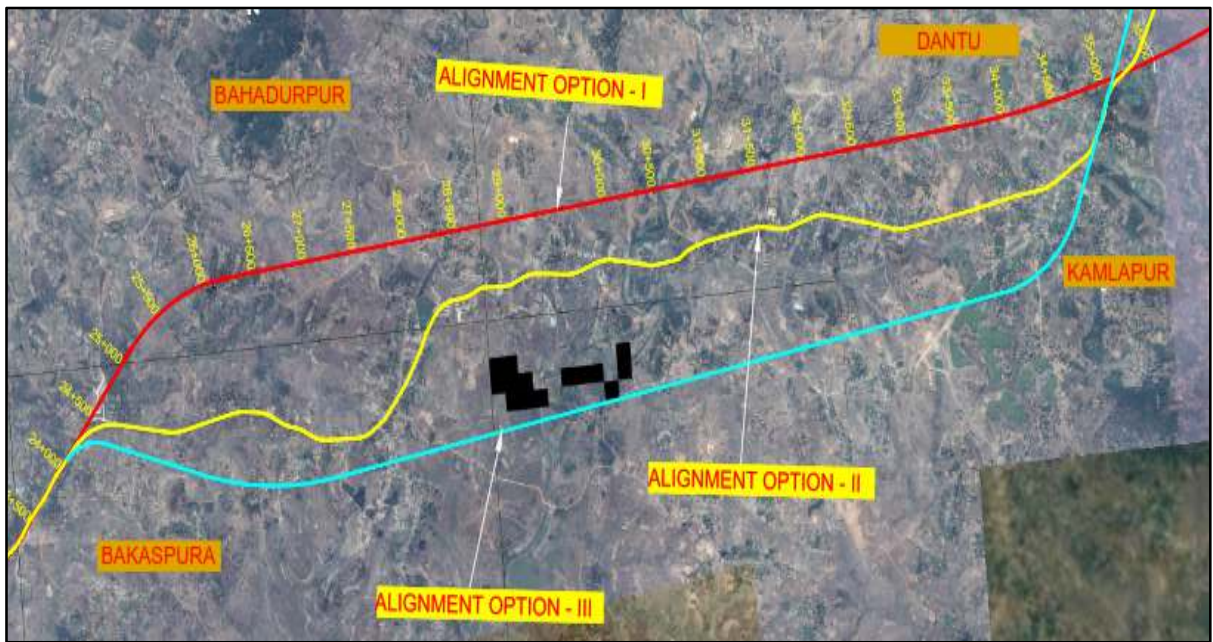


Fig- Alignment Option Map(L1) proposed at Bahadurpur-Dantu

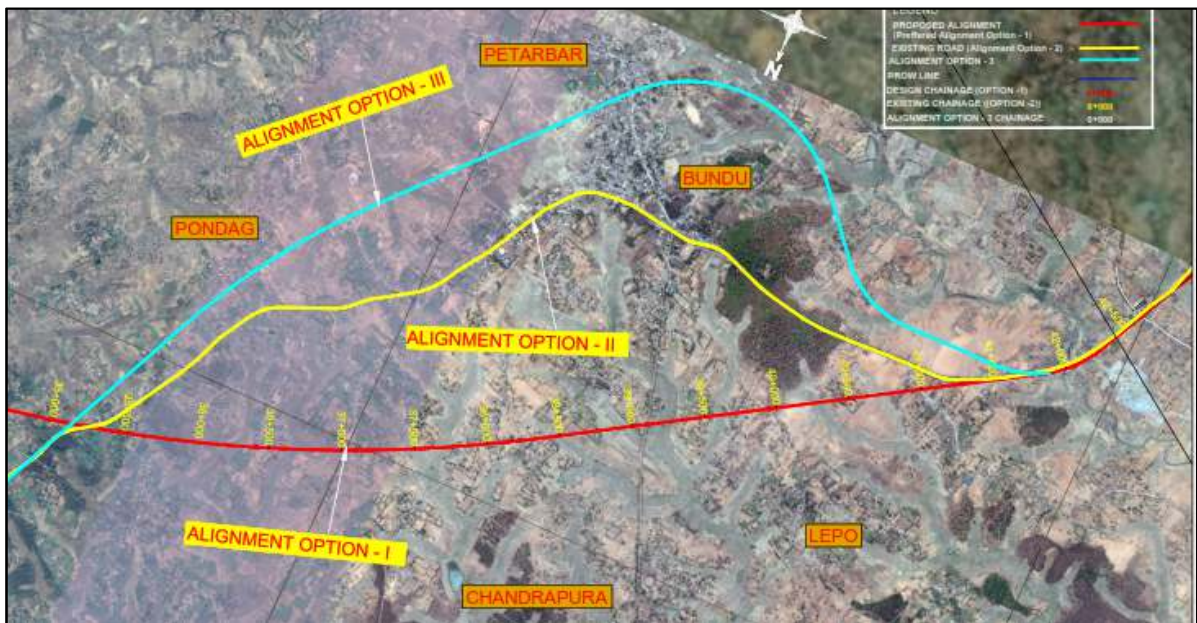


Fig- Alignment Option Map(L2) proposed at Petarwar

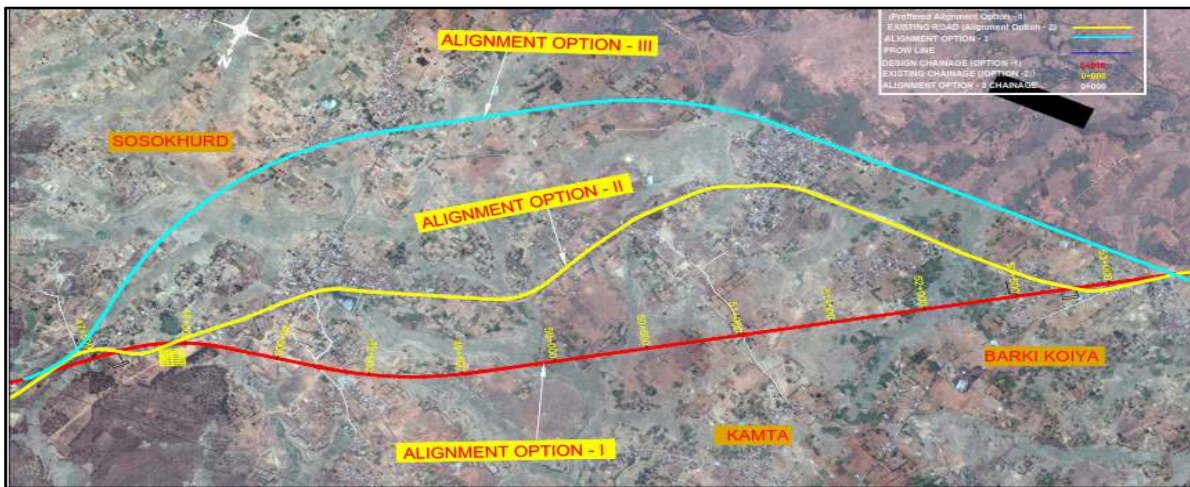


Fig- Alignment Option Map(L3) proposed at Sosokhurd



Fig- Alignment Option Map(L4) proposed at Gola

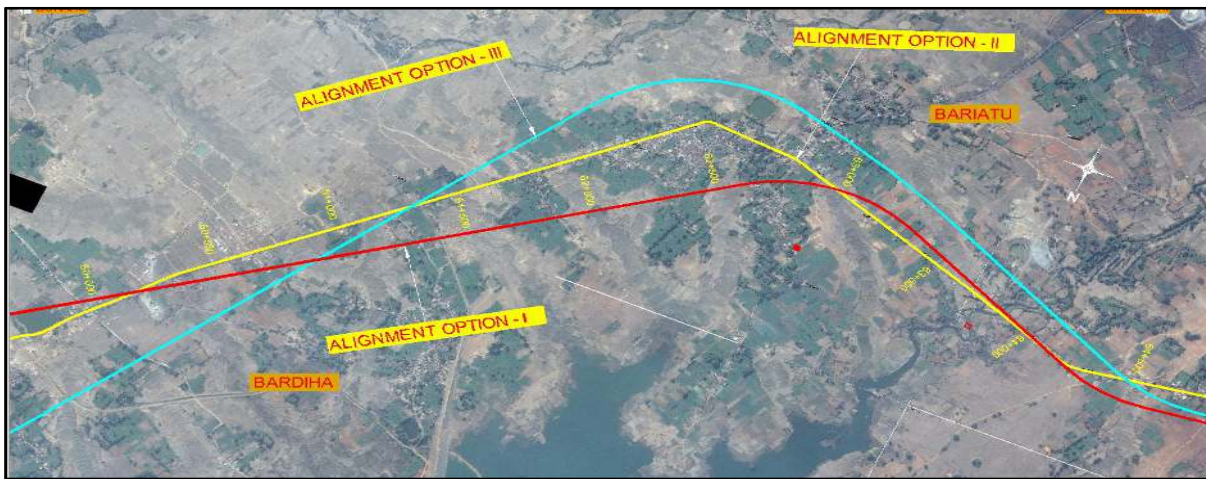


Fig- Alignment Option Map(L5) proposed at Bariatu



**Fig- Alignment Option Map(L6) proposed from Id toOrmanjhi**

**Village Wise Forest Land Details:**

SL. no	Name of District	Name of Anchal	Village	Forest Land(ha.)	Non-Forest Land(ha.)	Total Land In Hact.
1	Bokaro	Jaridih	Bandhdih (11)	3.035	3.2793	6.3143
2			Kalyanpur (81)	2.1091	0.9608	3.0699
3			Baradih (82)	2.5328	5.0122	7.545
4			Bahadurpur (78)	13.8837	1.9884	15.8721
5		Kasmar	Kamlapur (76)	9.0767	5.1423	14.219
6			Ponra (74)	0.8675	2.0068	2.8743
7			Dantu (64)	6.6022	9.6927	16.2949
8		Petarbar	Darid (65)	4.2662	7.2865	11.5527
9			Lukuiya (67)	5.279	1.4932	6.7722
10			Takaha (27)	2.0197	3.7631	5.7828
11			Sadmakalan (28)	7.074	2.5919	9.6659
12			Sadmakhurd (25)	1.5942	2.1738	3.768
13			Chandarpura(24)	2.3948	1.677	4.0718
14			SarlaKhurd alia Jaradih(13)	0	0.2099	0.2099
15			Lepo (15)	0.8137	10.1301	10.9438
16			Chargi (16)	4.995	7.5183	12.5133
<b>G. Total in Bokaro Div.</b>				<b>66.5436</b>	<b>64.9263</b>	<b>131.4699</b>
1	Ramgarh	Gola	Bamansangatu (67)	0.6022	0	0.6022
2			Chopadaru (68)	13.3431	4.0876	17.4307
3			Chakarwali (61)	1.2108	2.5921	3.8029
4			Rola (64)	0.6058	0	0.6058
5			Maganpur (62)	0.6688	16.6015	17.2703

6			Mahalidih (63)	0	1.6029	1.6029
7			Sosokala (58)	0.2551	2.8968	3.1519
8			Sosokhurd (57)	0	5.4408	5.4408
9			Hisimdag (55)	0	1.6903	1.6903
10			Dhamnatand alias Mahadeokudar (56)	0	5.9638	5.9638
11			Hematpur (52)	0.2449	3.8473	4.0922
12			Bantara (24)	0	1.7147	1.7147
13			Kumhardaga (51)	0	3.1587	3.1587
14			Dabhata (25)	1.8249	5.3356	7.1605
15			Rola alias Gola (26)	0	8.2836	8.2836
16			Raipura (30)	0	2.0435	2.0435
17			Kamta (27)	0	0.0903	0.0903
18			Kamti (29)	0	12.875	12.875
19			Badkikoiya (28)	0	3.783	3.783
20			Barughutu (32)	0	1.2081	1.2081
21			Chotkikoiya (35)	0	0.166	0.166
22			Bardiha (34)	0	5.6077	5.6077
23			Sotai (37)	0	2.8054	2.8054
24			Nawadih (38)	0	1.0714	1.0714
25		Dulmi	Beyang (167)	0.3331	7.4302	7.7633
26		Dulmi	Potamdaga (166)	0	7.5668	7.5668
27		Gola	Bariyatu (39)	0	12.0096	12.0096
28		Dulmi	Kulhi (168)	0	12.4737	12.4737
29		Dulmi	Pancha (139)	2.4113	2.0264	4.4377
30		Dulmi	Bongai (138)	7.4869	5.2395	12.7264
			<b>G. Total in Ramgarh Div.</b>	<b>28.9869</b>	<b>139.6123</b>	<b>168.5992</b>
1		Angara	Id(1)	2.1716	1.8551	4.0267
2		Ormanjhi	Charu (76)	0.4623	14.1991	14.6614
3			Hethnagru (77)	0	3.6772	3.6772
4			Uparnagru (78)	0	5.7975	5.7975
5			Banlotwa(74)	0	0.6415	0.6415
6			Sanri (82)	0	3.4037	3.4037
7			Khudia (83)	0	2.579	2.579
8			Lotwa (84)	0	2.327	2.327
9			Kute (85)	0.0972	3.843	3.9402
10			Rola (68)	0	3.4351	3.4351
11			Guru (67)	0	5.3683	5.3683
12			Kurum (50)	0	1.9397	1.9397
13			Chetanbari (66)	0	4.7951	4.7951
14			Koalu (65)	1.5246	4.918	6.4426
15			Tape (58)	0	15.5659	15.5659
16			Palu (52)	0	5.1939	5.1939
				<b>G. Total in Ranchi Div.</b>	<b>4.2557</b>	<b>79.5391</b>
			<b>Total</b>	<b>99.7862</b>	<b>284.0777</b>	<b>383.8639</b>

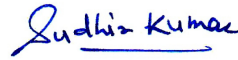
Due to rich of forest in Bokaro, Ramgarh & Ranchi district, without effecting any forest land ,Proposed road construction is impossible.

It is stated that the area of forest land involved in the proposed alignment for this project in Bokaro, Ramgarh & Ranchi district is bare minimum.

In case of Location (L1),Location (L2),Location (L3), Location (L4),Location (L5) & Location (L6), the area of forest land involved in the proposed final alignment (Option -I)for this project in Bokaro, Ramgarh & Ranchi district is bare minimum compare to two another alignments (Option-II & Option-III).

In order to provide smooth and quick mobility to the transportation, providing a alternative alignment to Jaina More to Ormanjhi, is the utmost need of the half an hour.

Thus, the project is required to be completed on priority to mitigate the sufferings of the people and for socio-economic development of the region.

  
Project Director  
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