

Full Title of the Project :- CONSTRUCTION OF LAKHWAN DAHANU HAWANU
BHANGOT RATHOL ANDRETA MERAMASIT ROAD KM 0/0
TO 8/010

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 8/375 from Ratti Kalkhar Road of **CONSTRUCTION OF LAKHWAN DAHANU HAWANU BHANGOT RATHOL ANDRETA MERAMASIT ROAD KM 0/0 TO 8/010**. In this case the total length of the road worked out to be 8/010 km out of which 3820 meter length falls in forest area which involves 2.3698 hect.

The 2nd alignment is considered with its commencing point at km 9/180 from Ratti Kalkhar Road of **CONSTRUCTION OF LAKHWAN DAHANU HAWANU BHANGOT RATHOL ANDRETA MERAMASIT ROAD KM 0/0 TO 8/815**. In this case the total length of the road worked out to be 8/815 km out of which 4625 meter length falls in forest area which involves 2.8270 hect.

The 3rd alignment is considered with its commencing point at km 8/825 from Ratti Kalkhar Road of **CONSTRUCTION OF LAKHWAN DAHANU HAWANU BHANGOT RATHOL ANDRETA MERAMASIT ROAD KM 0/0 TO 8/460**. In this case the total length of the road work out to be 8/460 km out of which 4270 meter road length passes through the forest area as such the forest area involved stood 2.6254 hect.

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

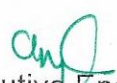
Therefore keeping in view the above certain point in the favour of alignment No.1st the construction of road in this alignment would save from huge destruction of damages to the forest as well as to environment and beautiful feature of the valley.


Ultimately for the 1st 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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