

**CHHATTISGARH STATE POWER GENERATION CO. LTD.****छत्तीसगढ़ स्टेट पावर जनरेशन कंपनी लिमिटेड**

(A Govt. of Chhattisgarh Undertaking)

(छत्तीसगढ़ शासन का एक उपक्रम)

CIN: U40108CT2003SGC015821

**Justification Note**

It is proposed to construct an approach road upto Gharghoda siding of East Rail corridor, connecting it to the Gharghoda – Chhal State Highway No. 17. As per the DGPS survey undertaken by CCOST, the proposed alignment of the approach road falls in protected forest, Compartment No. 1235 P of Gharghoda Forest Range. The approach road is planned to be utilized by CSPGCL for delivering its coal upto the Gharghoda siding. This approach road may also be used by other agencies and public in general.

The comparison of three proposed alternative routes surveyed by CCOST and selection of most viable route evolving minimum diversion of forest land and technical feasible, is as follows :-

Sl. No.	Description	Route-1	Route-2	Route-3
1	Types of Forest & compartment No.	Protected Forest, Compartment No. - 1235P	Protected Forest, Compartment No. - 1235P	Protected Forest, Compartment No. - 1235P
2	Length (m) x Width (m)	882.880 X 11.00	902.126 X 11.00	869.770 X 11
3	Bounding Area (Ha)	0.971	0.988	0.956
4	Vegetation affected	Existing Kachcha Road and there is no vegetation	Along this proposed route, there is fairly dense vegetation and thus Loss of forest shall be more	Loss of Forest is Negligible. There is about 50 Nos. of newly planted vegetation
5	Technical Feasibility	There is sharp curve and comparatively steeper gradient near Railway bridge which may lead to serious accidents with the loaded truck of Coal. Hence not feasible.	Sharp bending with comparatively steeper gradient near railway bridge which may lead to serious accidents with the loaded truck of Coal. Hence not feasible.	Straight and shortest route, hence Chances of accidents as compared to route-1 and 2 is very less and thus safe and suitable for plying loaded trucks of Coal. Feasible on ground of negligible loss of forest (about 50 number of newly planted vegetation) and thus technically feasible.

Regd. Office: "Vidyut Sewa Bhavan" Dangania, Raipur (C.G.)

CHIEF ENGINEER (CIVIL-PROJECT-I), Shed No. 02, Dangania, Raipur (C.G.) 492013

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**Conclusion :-**

Out of above three proposed alternative routes, surveyed by DGPS, Route No. 3 is shortest, comparatively safe being straight with minimum loss of forest vegetation (about 50 number of new plants) and hence it is feasible for diversion of forest land for construction of approach road to Gharghoda Railway siding.

*[Signature]*  
09/04/2020  
**Chief Engineer (Civil-Project-I)**  
**CSPGCL, Raipur**

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