

Full Title of the Project :- CONSTRUCTION OF LINK ROAD BANOUN KANCHI SE GAHRA ROAD KM 0/0 TO 4/0

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 2/100 from **MAHAN ROAD** road of **CONSTRUCTION OF LINK ROAD BANOUN KANCHI SE GAHRA ROAD KM 0/0 TO 4/0**. In this case the total length of the road worked out to be 4/0 km out of which 3435 meter length falls in forest area which involves 2.27 hect.

The 2nd alignment is considered with its commencing point at km 2/100 from **MAHAN ROAD** road of **CONSTRUCTION OF LINK ROAD BANOUN KANCHI SE GAHRA ROAD KM 0/0 TO 4/350**. In this case the total length of the road worked out to be 4/350 km out of which 3785 meter length falls in forest area which involves 2.47 hect.


The 3rd alignment is considered with its concerning point at 1/90 km from **MAHAN ROAD** road of **CONSTRUCTION OF LINK ROAD BANOUN KANCHI SE GAHRA ROAD KM 0/0 TO 4/850**. In this case the total length of the road work out to be 4/850 km out of which 4285 meter road length passes through the forest area as such the forest area involved stood 2.75 hact.


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 first alignment.

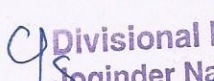
The alignment No. 1 serve more habitation rather than alignment No. 2 & 3. Contrary above short coming of alignment 2nd and 3rd alternate alignment No.1 is shortest in length involves lesser number of trees and leaser forest area.

Therefore keeping in view the above certain point in the favour of alignment No.1 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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