

**NAME OF WORK/ PROPOSAL :- CONSTRUCTION OF GANI TO BHORANI NALA ROAD
KM.0/00 TO 7/200.**

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.2/585 from Jachh to Lot Road of **CONSTRUCTION OF GANI TO BHORANI NALA ROAD KM.0/00 TO 7/200..** In this case the total length of the road worked out to be 7/200 km out of which 6985 meter length falls in forest area which involves 4.6147 hect. With Dumping site.


The 2nd alignment is considered with its commencing point at km 2/585 from Jachh to Lot Road of **CONSTRUCTION OF GANI TO BHORANI NALA ROAD KM.0/00 TO 8/270.** In this case the total length of the road worked out to be 8/270 km out of which 7348 meter length falls in forest area which involves 4.8208 hect.


The 3rd alignment is considered with its concerning point at 2/585 from Jachh to Lot Road of **CONSTRUCTION OF GANI TO BHORANI NALA ROAD KM.0/00 TO 9/000.** In this case the total length of the road work out to be 9.000 km out of which 7864 meter road length passes through the forest area as such the forest area involved stood 5.1139 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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