

JUSTIFICATION FOR LOCATING THE PROJECT IN FOREST AREA

The current proposal is a linear diversion. The justification for locating the proposed road in forest area is due to following reasons:

- The existing mineral transportation road cannot cater the increase in traffic due to enhance in ore transportation.
- It passes through the market area, school, college, temple, residential area of Suakati village. Intermittent stoppage of transport vehicle to avoid unpleasant situation.
- The existing road connects Banspal Block and is also used by public.
- During FY 2018-19 only 3.85 MTPA of iron ore could be dispatched to different buyers.
- Can avoid unnecessary traffic near sensible zone.

Therefore, two alternate sites in the region were examined out of which the current proposal is felt reasonable due to following reasons:

1. Route-I:

- The topographical study reveals that the proposed road is viable.
- There is no non-forest land through which possible access road can be planned.
- The proposed alignment is the shortest route (3.258 km) and involves less forest area (7.518 ha) to approach the mines.
- The litho strata are suitable for road foundation.
- It does not pass through any habitation & cultivated land.
- It bears minimum forest-growth and do not disturb any surface run-off channel.
- It does not pass through any wildlife sanctuary and elephant movement path.
- The average gradient varies from 1:25 to 1:80.
- It requires less cutting and filling earth work. The number of culverts is less.
- Route-I is shown on the Topo sheet No. F 45 N 6 and F 45 N 10 on 1:50000 scale.

2. Route-II:

- The topographical study reveals that the proposed road passes through an undulating terrain.
- It is not viable due to several perennial streams coming on the way.
- The length of the passage comes to 3.439 km.
- It involves more vegetation to be cleared.
- It requires more tenanted land to be acquired.

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- There is a work place nearby for which villagers' resistance is anticipated.
- More cultivated land will come on the way inviting R&R issues.
- Two 11KVA high tension electric power lines are coming on the way.
- The meeting point of NH-49 is highly unsuitable to maintain the gradient.
- The average gradient varies from 1: 20 to 1: 80.
- Route-II is shown on the Topo sheet No. F 45 N 6 and F 45 N 10 on 1:50000 scale.

3. Route-III

- Topography is unfavorable and the length of the road is 3.707 km.
- Vegetation is much more.
- More seasonal channels are to be treated.
- Cultivated tribal land is more.
- The meeting point of NH-49 is highly unsuitable to maintain the gradient.
- Require more cutting and filling and RCC culverts and bridges.
- The average gradient varies from 1:22 to 1:80.
- Two 11KVA high tension electric power lines are coming on the way.
- It passes through some households and cultivated land.
- Route-I is shown on the Topo sheet No.F 45 N 6 and F 45 N 10 on 1:50000 scale.

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