सत्यमेव जयते

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण

(सड़क परिवहन एवं राजमार्ग मंत्रालय, भारत सरकार)

National Highways Authority of India

(Ministry of Road Transport & Highways, Govt. of India)

परियोजना कार्यान्वयन ईकाई–वसन्त विहार। **Project Implementation Unit-Vasant Vihar**

मकान सं0 171, फेज– I, वसन्त विहार, देहरादून – 248006 House no.171, Phase-I, Vasant Vihar, Dehradun - 248006

दूरभाष/Phone: 0135-2760001 ई–मेल/E-mail: piuvasantvihar@nhai.org वेब/Web:www.nhai.gov.in

NHAI/PIU-VSNT-VHR/22021/Jhajhra-Asharori/Forest/2020/8676 Date 11.04.2025

To,

Divisional Forest Officer
Dehradun Forest Division,
Dehradun

Sub.: Diversion of 20.0849 Ha of Forest Land (Reserve Forest) for Development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori Section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand.in favour of NHAI, within the jurisdiction of Dehradun Forest Division, Dehradun District of Uttarakhand.

- **Minutes of MoEF&CC's 89th REC Meeting dated 27.02.2025 (Forest Clearance Proposal No. FP/UK/ROAD/140350/2021)**

Ref.: Government of India, Ministry of Environment, Forest & Climate Change, Regional office, Dehradun, letter No. RO-DDN/REC/1-2014/VOL-6/1438 dated 13th March 2025

Sir,

The proposal for the forest clearance were submitted through MOEF&CC web portal on 31.01.2025 by the State Government, Uttarakhand to the Regional Office, Uttarakhand. During the 89th REC meeting convened on 27.02.2025 at IRO MoEF&CC, Dehradun under agenda Item 89.01 (U.K.) REC has taken a decision that "After detailed discussion on various aspects of the proposal, the committee decided to recommend the proposal with standard terms and conditions and only after the submission of compliance of specific additional condition(s)". The pointwise compliance report of EDS is as below:

Sl. No.	Conditions	Reply
1.	The DFO Dehradun and Project Proponent shall submit a technical specification and details of attempts made to reduce the felling of trees and findings thereof.	In forest area, a ROW of only 30 m has been proposed in most of length. The top width for a 4-lane divided highway with a minimum 2.5 m of median works out to be 23.5 m in plain and rolling terrain. The ground is not exactly flat and is undulating in which cutting and fills are required in most of length. Even if 1 m toe line is filled, the total width required would be 27.5 m to maintain adequate slopes, leaving no room for trees. The project road is falling plain and rolling terrain. The recommended ROW for 4-Lane Highways is as below: - 45 m as per IRC:73-2023 Geometrics Design Standards for Non-Urban Road-Para 4.1, Table 4.1 **(Annexure-1)** - 60 m as per IRC:SP-84-2019, Manual for four laning highways-Para 2.3 **(Annexure-2)** Best efforts were made to minimize the no. of trees as well as forest land proposed for diversion and alternatives is also examined but selected route is most viable with minimum tree involvement. Apart from above the following is also submitted: i) A joint inspection was conducted with the representatives of the Forest department and NHAI on 20.07.2023 to review the alignment falling in the forest land. ii) Since this highway is planned as fully access controlled for fast-moving of traffic, the ruling speed is 100 kmph. To minimize forest land deficient geometrics with speed restriction of 80 kmph has been adopted. iii) During the alignment study report three alignments were studied. The adopted alignment was found to be most suitable and adopted accordingly. iv) Normally Right of Way of 60 m is adopted for 4/6 lane access-controlled highways. In this project, to minimize cutting of trees a bare minimum ROW of 30 m has been adopted. It may be appreciated that the width of the structures is 25.5 m. Considering some nominal width of trees and clearance from the structure, trees within 30 m width will have to be cut.

Contd. ..2

		v) Further, following the 89th REC's suggestion to reduce tree felling, again a joint site visit with DFO Dehradun was conducted on 05.03.2025, and the possibility of shifting the alignment over the existing 50ft fire line for a length of 1km at a distance of 40m from adopted alignment) has been explored. vi) However, DPR consultant after conducting detailed examination and tree counting on fire line within ROW, vide letter dated 01.04.2025 **(Annexure-3)** has submitted that" there is no appreciable advantage in changing the alignment. On the contrary more number of large size trees would have to be felled"
2.	The project proponent shall submit an undertaking that the final outcome w.r.t Hon'ble Supreme Court Orders in the CWP (C) No. 1164/2023 dated 03.02.2025 shall be complied.	Draft undertaking is attached
3.	The DFO Dehradun shall prepare a plan for fencing (wall fencing) around the forest land adjacent to the proposed road to avoid any encroachment and protect forest land from collateral damage. The cost of the proposed wall shall be borne by the user agency.	Reply to be submitted by DFO. Draft undertaking is attached.
4.	The DFO Dehradun shall prepare a plan for fencing (wall fencing) in the patches of adjacent forest lands inside the residential area that are prone to encroached in future. The cost shall be borne by the user agency.	Reply to be submitted by DFO. Draft undertaking is attached.
5.	The State Forest Department shall ensure that the CA area shall be planted with minimum 50% of Sal Trees.	Reply to be submitted by DFO.

Yours faithfully

Encl.: As above.

(Pankaj Kumar Mourya)
GM (Tech) cum Project Director
PIU-Vasant Vihar (Dehradun)

Copy to: Team Leader, M/s Yongma Engg. Co. Ltd. - for information and necessary action please.

Full Title of the Project: Development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand.

Proposal No. : FP/UK/ROAD/140350/2021

Date of Proposal: 01/04/2021

Forest Land Proposed For Diversion: Total Area : 20.0849 Hectare

वचन बद्धता प्रमाण पत्र

प्रमाणित किया जाता है, कि उक्त परियोजना हेतु Final outcome w.r.t. Hon'ble Supreme Court Orders in the CWP (C) No. 1164/2023 dated 03.02.2025 shall be complied इसमें प्रयोक्ता अभिकरण की पूर्णतया सहमति है।

पंकज कुमार मौर्य
महाप्रबंधक (तकनीकी)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
पी.आई.यू., वसन्त विहार,
देहरादून (उत्तराखण्ड)

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Full Title of the Project: Development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand.

Proposal No. : FP/UK/ROAD/140350/2021

Date of Proposal: 01/04/2021

Forest Land Proposed For Diversion: Total Area : 20.0849 Hectare

वचन बद्धता प्रमाण पत्र

प्रमाणित किया जाता है, कि उक्त परियोजना के निर्माण हेतु fencing (wall fencing) around the forest land adjacent to the proposed road to avoid any encroachment and protect forest land from collateral damage. The cost of the proposed wall shall be borne by the user agency. इसमें प्रयोक्ता अभिकरण की पूर्णतया सहमति है।

पंकज कुमार मौर्य
महाप्रबंधक (तकनीकी)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
पी.आई.यू., वसन्त विहार,
देहरादून (उत्तराखण्ड़)

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Full Title of the Project: Development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand.

Proposal No. : FP/UK/ROAD/140350/2021

Date of Proposal: 01/04/2021

Forest Land Proposed For Diversion: Total Area : 20.0849 Hectare

वचन बद्धता प्रमाण पत्र

प्रमाणित किया जाता है, कि उक्त परियोजना के निर्माण हेतु fencing (wall fencing) in the patches of adjacent forest lands inside the residential area that are prone to encroached in future. The cost shall be borne by the user agency. इसमें प्रयोक्ता अभिकरण की पूर्णतया सहमति है।

पंकज कुमार मौर्य
महाप्रबंधक (तकनीकी)
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
पी.आई.यू., वसन्त विहार,
देहरादून (उत्तराखण्ड)

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

ANNEXURE-1

IRC:73-2023

GEOMETRIC DESIGN STANDARDS FOR NON-URBAN ROADS

(First Revision)

INDIAN ROADS CONGRESS

2023

distance of an object stereoscopically and its speed are important to the road user. Older drivers have special needs that should be considered in roadway design and traffic control.

Hearing is an aid to the road user which can at times be very vital. The sound of a horn or the sound of the nearby vehicle itself can alert a pedestrian to safely cross or doing other manoeuvre. Elderly persons with poor eyesight can perceive better through hearing than through seeing.

The important psychological characteristics of road user include perception, intellection, emotion and volition, abbreviated as PIEV and the time taken for these processes is known as PIEV time. **Perception** is the process of perceiving the sensations received through the eyes, ears, nervous system and brain. **Intellection** is the identification of the stimuli by the development of new thoughts and ideas. **Emotion** is the personal trait of the individual that governs his decision-making process, after the perception and intellection of the stimuli. **Volition** is the will to react to a situation. This PIEV time is used in the calculation of sight distance. According to AASHTO Green book, average PIEV time ranges from 0.6 seconds to 2 seconds when an event is expected, and it increases by 35 percent in case of unexpected events. Thus, for a simple, unexpected decision and action, some drivers may take as long as 2.7 seconds to respond. A complex decision with several alternatives may take several seconds longer than a simple decision. In India, a design value of 2.5 seconds is taken for calculating the required stopping sight distance and 2.0 seconds for calculating the required overtaking sight distance.

3.3.4 *Traffic*

The volume and characteristics of traffic should be considered for the design of a roadway. Traffic volumes for an interval of time shorter than a day more appropriately reflect the operating conditions that should be used for the design and mostly, in all the cases, adequate time period is considered to be one hour. Due to the changing traffic pattern during the various hours of the day, a key decision is involved in determining the appropriate hourly volumes for design. It would be uneconomical if maximum peak-hour traffic during a year is used for design and if average hourly traffic is used, it would lead to inadequacy. So, always a reasonable value of traffic is considered for the geometric design. The traffic characteristics include directional distribution, composition and speed of traffic which are necessary to be considered for the geometric design.

3.3.5 *Environment and Economy*

The term environment includes human, animal, and plant communities and the forces acting on all the three. The roadway design should be in such a way that it would not affect the sustenance and quality of human life. The design developed considering all the above factors should be economical and must be within the allocated budget for the construction and maintenance of roadways.

The roadway geometric design should be in such a way that the overall aesthetics of the environment is not affected.

4. CROSS-SECTIONAL ELEMENTS

4.1 Right-of-Way

Road land width (also termed the Right-of-Way) is the land acquired for road construction purposes and provision of utilities along the length of road. However, additional land is required

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

for accommodating cross sections, improvement of geometrics, realignment, junctions, bypasses etc., should be acquired by the authority. A minimum ROW to be available for development of highways is given in **Table 4.1**. Desirable land widths for other classes of roads are indicated in **Table 4.2.**

Table 4.1 Recommended Right-of-Way for Highways and Expressways

S. No.	Road Classification	Minimum Right of Way
1	2- lane Highways	30 m
2	4- lane Highways	45 m
3	6- lane Highways	60 m
4	8- lane Highways	120 m
5	Expressways	90-120 m
6	2- lane Highways with Bypasses	45-60 m
7	2- lane Highways in Open Areas** (Mountainous and steep terrain)	24 m 18 m (Exceptional)
8	2- lane Highways in Built-up Areas** (Mountainous and steep terrain)	20 m 18 m (Exceptional)

Note: *The ROW width must include the 2 m wide strip on either side reserved for placement of utilities outside the fencing.*

Table 4.2 Recommended Right-of-Way for Other Classes of Roads (in m)

S. No.	Road Classification	Plain and Rolling Terrain				Mountainous and Steep Terrain			
		Open Areas		Built-up Areas		Open Areas**		Built-up Areas**	
		Normal	Range	Normal	Range	Normal	Exceptional	Normal	Exceptional
1	Major District Roads	25	25-30	20	15-25	18	15	15	12
2	Other District Roads	15	15-25	15	15-20	15	12	12	9
3	Village Roads	12	12-18	10	10-15	9	9	9	9

In order to ensure proper sight distance and for the circumstances given below in notes, it will be necessary to acquire additional right of way over that indicated in **Table 4.1** and **Table 4.2

Notes:

1. Right of way shall be enough to ensure minimum setback of 5 m for building line from edge of road land boundary.

2. Additional land is required at locations involving deep cuts to maintain stability of slopes, high fills and unstable/ land slide area.

3. If the road is planned to be upgraded in the future, land width shall correspond to higher class of road.

4. Keeping in view the fast pace of ribbon development of habitation along the roads in hilly/ mountainous region, encumbrance free future expansion and safety of road users, minimum two-lane carriage way road as per national highway standard shall be planned and the land width shall be planned accordingly.

5. In case of village roads where initially it is decided to construct single lane carriage way due to low volume of traffic, the width of the land to be acquired shall be planned for two lane road as per national highway standards in the beginning for safety of road users and to take care of encumbrance free future expansion on account of ribbon development along right of way.

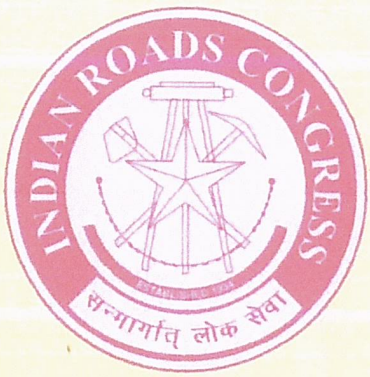
परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways

ANNEXURE-2

IRC:SP:84-2019

MANUAL OF SPECIFICATIONS AND STANDARDS FOR FOUR LANING OF HIGHWAYS

(Second Revision)



INDIAN ROADS CONGRESS
2019

Table 2.1 Design Speed

Nature of Terrain	Cross Slope of the Ground	Design Speed (km/h)	
		Ruling	Minimum
Plain and Rolling	Up to 25 percent	100	80
Mountainous and Steep	More than 25 percent	60	40

Short stretches (say less than 1 km) of varying terrain met with on the road stretch shall not be taken into consideration while deciding the terrain classification for a given section of Project Highway.

2.2.2 In general, the ruling design speed shall be adopted for the various geometric design features of the road. Minimum design speed shall be adopted only where site conditions are restrictive and adequate land width is not available. Such stretches where design speed other than ruling speed is to be adopted shall be as indicated as deviation in **Schedule 'D'** of the Concession Agreement.

2.3 Right-of-Way

A minimum Right of Way (ROW) of 60 m should be available for development of a 4-lane highway. The Authority would acquire the additional land required, if any. The land to be acquired shall be indicated in **Schedule 'B'**of the Concession Agreement. The consideration for planning, design and construction described in Para 1.13 shall apply.

2.4 Lane Width of Carriageway

The standard lane width of project highway shall be 3.5 m.

2.5 Median

2.5.1 The median shall be either raised or depressed. The width of median is the distance between inside edges of carriageway. The type of median shall depend upon the availability of Right of Way. The minimum width of median, subject to availability of Right of Way, for various locations shall be as in **Table 2.2**.

Table 2.2 Width of Median

Type of Section	Minimum Width of Median (m)		
	Plain and Rolling Terrain		Mountainous and Steep Terrain
	Raised*	Depressed Median	Raised*
Open country with isolated built-up area	5.0	7.0	2.5
Built up area	2.5	Not Applicable	2.5
Approach to grade separated structures	5.0	Not Applicable	2.5

* Including Kerb shyness of 0.50 m on either side. In the existing 4-lane reaches also, the minimum kerb shyness of 0.5 m shall be maintained. This additional width for kerb shyness shall be catered by augmenting the carriageways toward the shoulder side. The type and widths of median in various stretches of Project Highway shall be as indicated in **Schedule 'B'**.

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

ANNEXURE-3

Yongma Engineering Co. Ltd.
India Branch: Korea Business Development Center, 8th Floor, Building No.8, Tower C, DLF Cyber City, Phase 2, Sector 24, Gurugram-122002, Haryana, India.
Email:info@ymeng.in,
tl.paonta.dpr@gmail.com

in association with

CHO & KIM ENGINEERING PVT.LTD.
Registered: L-19, LGF, Kalkaji, New Delhi, South Delhi, India – 110019.
Phone: 0124-4742955, Fax no: 0124-4746202,
E-mail: chossik@gmail.com,manojb@ymeng.in

Ref. No. YM(EN) 2025-0104001

Date: 01.04.2025

To,
The Project Director
PIU Vasant Vihar
National Highways Authority of India
House No. 171, Phase I, Vasant Vihar,
Dehradun – 248006 (Uttarakhand)
E-mail: piuvasantvihar@nhai.org,
piuvasantvihar@gmail.com

Sub.: Development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori Section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand. **– Study on Alternate Alignment through Fire Line**

Dear Sir,

As desired by PIU, a study was made of altering the alignment making use of Fire Line existing close to the proposed alignment. The alternative alignment was designed satisfying the requirements as adopted in the alignment proposed for Forest Clearance and demarcated on the ground. The google image showing the two alignments is attached. The change is between Chainage 6.530 and Chainage 8.850 of the proposed alignment.

1. A comparative study has been made for the following parameters:
i) Effect on the number of trees to be felled
ii) Closeness to forest boundary
iii) Crossing of alignment by Fire Line
iv) Fire hydrant laid in the Fire Line will have to be relocated.
v) Geometric parameters

1.1 Effect on the number of trees to be felled

The trees were counted by the forest staff in the presence of Consultant's representatives during the period 20.03.2025 to 23.03.2025. The trees were tabulated compartment wise in different sizes. A summary of number of trees affected is given in Table below:

COMPARISON OF THE NUMBER OF TREES AFFECTED

ITEM	ALIGNMENT	COMPARTMENT		TOTAL
		LALDANG	CHANDRABANI	
Number of Trees (incl saplings)	Alignment As proposed to REC	525	1297	1822
	Alternate alignment using FIRE Line	603	974	1577
	Saving	**-78**	**323**	**245**
LARGE SIZE TREES (>5)	Alignment As proposed to REC	71	188	259
	Alternate alignment using FIRE Line	105	219	424
	Saving	**-34**	**-31**	**-65**

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

It is observed that there is a reduction of about 245 trees (including saplings) by changing the alignment through Fire Line. However, there is an increase of 65 number of large size trees by adopting new alignment. During the REC meeting a concern was made about saving of full grown (large size trees). The objective is not achieved by changing the alignment.

1.2 Closeness to forest boundary

The alignment was proposed closest to the forest boundary so that continuity of forest is least affected. The alternate alignment will shift the proposed road inside the forest (away from forest boundary). It will make management of leftover area difficult for forest department to manage.

1.3 Crossing of alignment by Fire Line

The proposed alignment crosses the existing Fire Line at one location, whereas in the new alignment the Fire Line will meet at two locations. At both the locations median cut (controlled) will have to be provided for movement of forest officials both during emergency as well as in normal times. Since the facility is planned fully access controlled, it will create additional safety hazard.

1.4 Utilities in Fire Line:

It was observed during field survey and a pipe line is running at the edge of the fire line. Since Fire Line is not straight, the water pipe line will have to be relocated along the new alignment.

1.5 Geometric parameters

It will be possible to achieve the geometric parameters similar to the proposed alignment.

2. Conclusion:

In view of the above, it may be observed that there is no appreciable advantage in changing the alignment. On the contrary more number of large size trees would have to be felled.

Thanking you and always assuring you of the best services.

Yours sincerely

Yongma Engineering Co. Ltd.

(Rohan Chaudhary)
Project Manager (Tech)
Authorized Signatory

Encl.: As above.

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

भारत सरकार / GOVERNMENT OF INDIA
पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय /
Ministry of Environment, Forest & Climate Change
क्षेत्रीय कार्यालय, देहरादून /
Regional Office, Dehradun
25 सुभाष रोड, देहरादून-248001/ 25 SUBHASH ROAD, DEHRADUN-248001
दूरभाष/ PHONE-0135-2650809, ई-मेल/ E-mail-moef.ddn@gov.in

File No. RO-DDN/REC/1-2014/VOL-6/1438 Dated: 13 March 2025

क्षेत्रीय सशक्त समिति/ REGIONAL EMPOWERED COMMITTEE

89वीं आर० ई० सी० बैठक दिनांक 27 फरवरी, 2025 का कार्यवृत्त /

MINUTES OF 89th MEETING OF THE REC DATED 27th JANUARY, 2025

वन (संरक्षण एवं संवर्धन) अधिनियम, 1980 तथा वन (संरक्षण एवं संवर्धन) नियम, 2023 के तहत वन भूमि प्रत्यावर्तन से संबंधित प्रस्तावों पर चर्चा करने हेतु आर० ई० सी० की बैठक दिनांक 27 फरवरी, 2025 को पूर्वाह्न 11:00 बजे श्री संतोष तिवारी, भा०व०से०, उप वन महानिदेशक, क्षेत्रीय कार्यालय, पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, देहरादून की अध्यक्षता में क्षेत्रीय कार्यालय, MoEF&CC, देहरादून के सम्मेलन कक्ष में आयोजित की गई।

बैठक में निम्नलिखित अधिकारी व्यक्तिगत / विडियो कॉन्फ्रेंस के माध्यम से उपस्थित थे-

S.No.	Name	Designation
1.	Shri. Santosh Tewari, IFS, DDGF(C), Regional Office, Dehradun	Chairman
2.	Shri. A.K Johari, IFS (Retd.)	Non-Official Member (Through VC)
3.	Shri. Raj Kishor Singh, IFS (Retd.)	Non-Official Member (Through VC)
4.	Shri. Ranjan Kumar Mishra, IFS, PCCF-cum- Nodal Officer (Uttarakhand)	Special Invitee
5	Smt. Neelima Shah, IFS, AIGF(C), Regional Office, Dehradun.	Member Secretary
6.	Representatives of State Forest Department and User Agencies.	

At the outset, the Chairman of the Committee welcomed all the members present in the meeting or connected through Video-Conference.

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Following proposals pertaining to the state of Uttarakhand were discussed in detail and the case wise decision taken by REC is as under:

Agenda item 89.01 (U. K.)

Online No.: FP/UK/ROAD/140350/2021

Diversion of 20.0849 ha of Forest Land (Reserve Forest) for development of 4-lane Greenfield road connecting NH-7 (old NH-72) (near Jhajhra) to Delhi-Dehradun Expressway NH-307 (old NH-72A) at Asharori Section from Km. 0.000 to Km. 12.000 in the State of Uttarakhand in favour of NHAI, within the jurisdiction of Dehradun Forest Division, Dehradun District of Uttarakhand.

The details of the proposal are as under:

1. The proposal has been signed and recommended by the all concerned authorities in the part I, II, III, IV & V. In part II, III, IV and V of the proposal, **no specific comments** have been recorded by the competent authority.
2. As per site inspection report of the concerned DFO having territorial jurisdiction on proposed forest land violation of Forest (Conservation) Act, 1980 **is not reported.**
3. As per part II of the proposal, the proposed forest patch is **a part of Shivalik Elephant Reserve. As far as impact of ESZ of Rajaji National Park or Shivalik Elephant Reserve is concerned, the user agency has submitted Chief Wildlife Warden letter No-455/12-1 dated 11.08.2021 according to which the project will not have any adverse effect on wildlife.**
4. As per part II of the proposal, the proposed forest patches are **not located** in the area having protected archaeological/heritage site/defence establishment or any other important monument.
5. Rare/endangered/unique species of flora and fauna is not reported in the area.
6. The justification for the requirement of forest land and for locating the project in forest area has been provided.
7. DSS analysis of the KML file of the area proposed for diversion has been carried out. Area comes to **20.05 ha instead of 20.08 ha and the area is having wildlife habitat.**
8. The detail of forest area and number of trees, NPV and compensatory afforestation is as under:

Trees Detail

Area wise details with density and tree detail

Sl. No.	Administrative Unit	Area proposed for diversion (in hectares)				Details of tree	
	Forest Division/ District	Civil Soyam land	Village Forest area	Reserve Forest area	Total Area	Crown density & Eco Class	No. of trees enumerated
1	Dehradun Forest Division	-	-	20.0849	20.0849	Density: 0.6; Eco-class: I	6574 trees (including 2118 saplings)
	Total:	-	-	20.0849	20.0849	-	6574 trees

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Species-wise and Girth-wiseTree detail

S. No.	Scientific Name	Local Name	(0-30)cm.	(31-60)cm.	(61-90)cm.	(91-120)cm.	(121-150)cm.	(>150)cm.
1	Shorea Robusta	Sal	16	62	798	1217	1087	877
2	Tectona Grandis	Sagun	98	59	135	56	7	3
3	Melotus Philippensis	Rohini	1337	16	9	4	2	1
4	Syzigium Cumini	Jamun	119	2	9	2	3	5
5	Dalbergia sissoo	Sesham	10	0	0	0	0	0
6	Others miscellaneous spp.		538	9	25	29	15	24
Total			2118	148	976	1308	1114	910
Sub Total (No of Trees.)			6574					

Net Present Value (as per DFO

Sl. No.	Name of Forest Division	ForestArea (in ha.)	NPV Rate (in Rs per ha)	Crown Density	Eco-Class	Total (Rs.)
1.	Dehradun Forest Division	20.0849	14,36,670/-	0.6	I	2,88,55,373/-
					Total:-	2,88,55,373/-
(Rupees Two Crores, Eighty-Eight Lakhs, Fifty-Five Thousand, Three Hundred Seventy-Three only)						

Compensatory Afforestation

Sl. No.	Details of CA area	Status of CA land	Area for CA (in ha)	Name of Forest Division	Total Financial Outlay for CA Scheme (Rs.)
1	Gadeta, Khasra no. 1, 4 & 5	Civil Soyam	23	Soil Conservation Forest Division, Kalsi	1,13,54,410/-
2.	Thena, Khasra no. 766	Civil Soyam	10	Soil Conservation Forest Division, Kalsi	49,36,700/-
3.	Latau, Khasra no. 148	Civil Soyam	8	Soil Conservation Forest Division, Kalsi	39,49,360/-
Total:			41		3,18,73,500
(Rupees Thirty-Eight Lakh, Seventy Thousand only.)					

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

9. **DSS report details are as follows :**

Items	Proposed area (ha)	KML (Uploaded) area (ha) As per DSS analysis	Remarks of DSS section
Proposed Diversion area	20.0849	20.04	Slightly lesser than proposed
CA area	41	41	8.00 ha has MDF cover in patch -4

10. As per the GIS-DSS analysis of the KML file of the CA area 8.00 ha MDF is reported.
11. The certificate of District Magistrate w.r.t Forest Right Act, 2006 is provided in the proposal.
12. The details of employment generation through the proposal –
    (i) Permanent-0;
    (ii) Temparory-545 man-days.
13. The cost benefit analysis has been submitted.
14. The proposal was examined and last EDS was raised on 03.04.2024 after which the proposal was also discussed in the FRCM held on 13.08.2024. The reply of the State Government was received on 31.01.2025. The details are as under:

Sl. No.	Information sought through EDS	Reply submitted by State Government
1	क्षतिपूरक वृक्षारोपण हेतु क्षेत्र गैर-वन भूमि के स्थान पर अवनत वन भूमि पर प्रस्तावित है। परन्तु वन (संरक्षण एवं संवर्धन) नियम 2023 के अनुसार क्षतिपूरक वृक्षारोपण हेतु क्षेत्र का चयन गैर-वन भूमि पर आवश्यकता है एवं वन (संरक्षण एवं संवर्धन) नियम 2023 के पैरा 16 (8) (ii) अनुसार "Any provision of the extant rules will be applicable on the proposals which are yet to be granted 'in principle approval under the Adhiniyam। अतः राज्य सरकार से यह अनुरोध है कि यह क्षतिपूरक वृक्षारोपण हेतु उपयुक्त गैर-वन भूमि का चयन कर (KML File, CA Scheme, Maps etc.) प्रेषित करने का कष्ट करें।	प्रभागीय वनाधिकारी, देहरादून वन प्रभाग द्वारा प्रयोक्ता अभिकरण से प्राप्त सूचना के आधार पर अवगत कराया गया है कि भारत सरकार द्वारा प्रदत्त निर्देशों के अनुसार विषयांकित परियोजना के निर्माण हेतु प्रस्तावित 20.0849 है० वन भूमि के एवज में प्रतिपूरक वृक्षारोपण हेतु कालसी भूमि संरक्षण वन प्रभाग के कार्यक्षेत्रान्तर्गत जनपद देहरादून, तहसील कालसी के अन्तर्गत ग्राम गडैता के खाता संख्या-44 के खसरा नं० 1 रकबा 12.000 है०, खसरा नं0 4 रकबा 3.000 है०, खसरा नं० 5 रकबा 8.000 है० व ग्राम थैना के खाता संख्या 87 के खसरा नं0 766 रकबा 10.000 है० तथा ग्राम लटौ के खाता सं० 91 के खसरा नं0 148 रकबा 8.000 है०, कुल रकबा 41.000 है० भूमि चयनित की गयी है। जिलाधिकारी देहरादून द्वारा पत्र संख्या- 330/XIIA-20/डी०एल० आर०सी० / 2024, दिनांक 24 दिसम्बर, 2024 से उक्त भूमि

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Sl. No.	Information sought through EDS	Reply submitted by State Government
		को वन विभाग को हस्तान्तरण/नामान्तरण किये जाने के आदेश निर्गत किये गये हैं। उक्तानुसार चयनित भूमि में प्रभागीय वनाधिकारी, कालसी द्वारा प्रेषित प्रतिपूरक वनीकरण एवं उसके 10 वर्षों के रख-रखाव की योजना, के०एम०एल० फाईल डी०एस०एस० रिपोर्ट, टोपाशीट व जीयोरेफरेन्स मानचित्र एवं उपयुक्तता प्रमाण पत्र समोहर हस्ताक्षर सहित इस पत्र के साथ संलग्न कर अग्रिम कार्यवाही हेतु प्रेषित हैं एवं उक्त दस्तावेज प्रयोक्ता अभिकरण द्वारा ऑनलाईन पोर्टल के भाग-1 में यथास्थान अपलोड कर लिया गया है।
2	प्रयोक्ता अभिकरण द्वारा एक वचन पत्र प्रस्तुत किया जायेगा कि Wildlife Management Work and Soil & Moisture Conservation Work हेतु भारत सरकार / राज्य सरकार द्वारा जो भी शर्त अधिरोपित/निर्धारित की जायेगी, उनका पूर्ण रूप से अनुपालन किया जायेगा।	बिन्दु संख्या 2 के अनुपालन में रू0 279.64 लाख धनराशि की वन्यजीव प्रबंधन योजना एवं रू0 77.102 लाख धनराशि की मृदा और नमी संरक्षण योजना संलग्न है व पोर्टल पर Additional column में अपलोड कर दी गई है। Wildlife Management Work and Soil & Moisture Conservation Work हेतु प्रयोक्ता अभिकरण द्वारा उपलब्ध कराया गया। वचन पत्र संलग्न है।

- *As per DSS analysis of CA area, 8.00 ha of CA land in Kalsi Forest Division has MDF. In this regard, the CF, Shivalik Circle certified that the said area covered with Lantana and scrubs.*
- *The CWLW, Govt. of Uttarakhand certified a Wildlife Management Plan of Rs. 279.64 Lakh and SMC work of Rs. 77.102 Lakh. The User Agency submitted an undertaking to bear the said cost.*

The reply has been perused/ examined and it is decided to place the proposal before the REC for further discussion and decision in the proposal.

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Discussion:

The proposal was presented by the project proponent along with the DFO, Dehradun Forest Division. The KML file of the proposal was seen in the meeting. The committee was apprised that the CA has now been proposed over 41.00 ha of Civil & Soyam Land (NFL) which is under control of Revenue Department and shall be mutated in favour of State Forest Department before Stage-II approval. It was also informed that in 41.00 ha CA area, 8.00 ha land in Kalsi Division has MDF. In this regard, the DFO, Dehradun submitted a certificate that the area is covered with Lantana and scrubs. The committee was also apprised that the project proponent has also submitted an undertaking for submission of the Wildlife Mitigation Plan of Rs. 279.64 Lakhs and Rs. 77.102 lakhs for SMC works as directed by the CWLW, Govt of Uttarakhand.

The project proponent informed that this road is in 6.715KM long stretch, which would act as bypass of Dehradun city. The route will connect Dehradun-Delhi Expressway to Ballupur-Paonta Saheb road. Major purpose of the road is to reduce the traffic jam in Dehradun city. Further It was noted that there is huge number of tree felling proposed in this project i.e 6574 trees (including 2118 saplings) and majorly of it includes Sal trees. The DFO Dehradun Forest Division informed that he has visited the site and found out that there is no possibility to avoid the tree felling, these are the bare minimum trees which were enumerated in the proposal .Further, in site inspection report of DFO, it is already submitted that adjacent to the proposed area is the habitation area. The area (small pockets) in between the proposed area and habitation would be prone to encroachment in future, therefore user agency shall fence (wall fencing) those forest area which is prone to encroachment i.e. adjacent to village.

In the meeting, the PCCF-cum-Nodal Officer (FC) also pointed out strip of forest area between the proposed road and residential area and also patches of forest land inside the residential area that may be encroached in future. It was advised to the user agency to protect this existing forest land from encroachment to the maximum extent by fencing.

Decision of REC:

After detailed discussion on various aspects of the proposal, the committee decided to recommend the proposal with standard terms and conditions and only after the submission of compliance of specific additional condition(s):

1. *The DFO Dehradun and Project Proponent shall submit a technical specification and details of attempts made to reduce the felling of trees and findings thereof.*
2. *The project proponent shall submit an undertaking that the final outcome w.r.t.*

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून

Hon'ble Supreme Court Orders in the CWP (C) No 1164/2023 dated 03.02.2025 shall be complied.

3. *The DFO Dehradun shall prepare a plan for fencing (wall fencing) around the forest land adjacent to the proposed road to avoid any encroachment and protect forest land from collateral damage. The cost of the proposed wall shall be borne by the user agency.*
4. *The DFO Dehradun shall prepare a plan for fencing (wall fencing) in the patches of adjacent forest lands inside the residential area that are prone to encroached in future. The cost shall be borne by the user agency.*
5. *The State Forest Department shall ensure that the CA area shall be planted with minimum 50% of Sal trees.*

****X****

Agenda item 89.02 (U. K.)

Online No.: FP/UK/ROAD/21335/2016

Diversion of 7.152 ha of Forest Land (6.522 ha Reserve Forest and 0.63 ha Civil &Soyam Land) for construction of Bangaon-Chapada-Kaslana motor road in favour of PWD, within the jurisdiction of Upper Yamuna Forest Division, Barkot (3.735 ha) and Uttarkashi Forest Division (3.417 ha) in Uttarkashi District of Uttarakhand.

The details of the proposal are as under:

1. The proposal has been signed and recommended by the all concerned authorities in the part I, II, III, IV & V. In part II, III, IV and V of the proposal, **no specific comments** have been recorded by the competent authority.
2. As per site inspection report of the concerned DFO having territorial jurisdiction on proposed forest land violation of Forest (Conservation) Act, 1980 is not reported.
3. As per part II of the proposal, the proposed forest patch is **not a part of** national park, wildlife sanctuary, biosphere reserve, tiger reserve, elephant corridor, wildlife migration corridor etc.
4. As per part II of the proposal, the proposed forest patches are **not located** in the area having protected archaeological/heritage site/ defence establishment or any other important monument.
5. Rare endangered/unique species of flora and fauna is not reported in the area.
6. The justification for the requirement of forest land and for locating the project in forest area has been provided.

परियोजना निदेशक/Project Director
भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
National Highways Authority of India
(सड़क परिवहन राजमार्ग मंत्रालय, भारत सरकार)
Ministry of Road Transport & Highways
पी०आई०यू०-वसन्त विहार, देहरादून