



# कार्यालय, प्रभागीय वनाधिकारी, देहरादून वन प्रभाग, देहरादून।

पत्रांक : 414 / 12-1

देहरादून,

दिनांक 15 दिसम्बर, 2023

सेवा में,

वन संरक्षक,  
शिवालिक वृत्त,  
उत्तराखण्ड, देहरादून।

विषय:- उत्तराखण्ड राज्य के जनपद देहरादून में राष्ट्रीय राजमार्ग संख्या-7 के भानियावाला-जौलीग्रान्ट-ऋषिकेश कि०मी० 0.000 से कि०मी० 19.780 तक के चार लेन चौड़ीकरण एवं सुदृढीकरण विषयक-आनलाईन वन भूमि हस्तान्तरण प्रस्ताव संख्या-FP/UK/ROAD/146663/2021 के सम्बन्ध में।

संदर्भ:- अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी, वन संरक्षण, इन्दिरानगर फॉरेस्ट कालोनी, उत्तराखण्ड देहरादून के पत्रांक-814/12-2, दिनांक 21.10.2023 एवं भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, परियोजना कार्यान्वयन ईकाई-वसन्त विहार, मकान संख्या-171, फेज वसन्त विहार, देहरादून के पत्रांक-NHAI/PIU/VV/2022/Bhaniyawala-Rishikesh/Forest/5698, दिनांक-30.11.2023.

महोदय,

उपरोक्त विषयक संदर्भित पत्र के क्रम में अवगत कराना है कि उक्त प्रकरण में भारत सरकार द्वारा अपने पत्रांक-8बी/यू०सी०पी०/०६/६६/२०२३/एफ.सी./९३२, दिनांक 16.10.2023 के द्वारा लगायी गयी आपत्तियों का निराकरण कर प्रस्तावक विभाग/कार्यदायी संस्था ने अपने पत्रांक-5698, दिनांक 30.11.2023 को बिन्दुवार सूचना इस कार्यालय को निम्न प्रकार उपलब्ध करायी गयी है:-

S.No.	Observations	Compliances
i.	No details of existing approval under FCA of the existing road are found available in the proposal. State Government is requested to provide the same.	The forest land proposed for diversion is required for widening of the existing road which existed prior to 1980 therefore no Forest land diversion proposal was submitted in the past. However, the area of existing road overlapping on proposed road has already been incorporated into total area of forest land proposed for diversion in the current proposal.
ii.	No details of existing Black top area, carriage way and RoW is found available. State Government is requested to provide the same and also provide details for the proposed existing Black top area, carriageway and RoW.	The existing road has black top / carriageway of 7 m and ROW of 11 m. For the proposed four lane Black top will be 17m. In general, the proposed ROW is 23m including median, shoulder, toe wall, retaining wall etc. However, the average width of proposed ROW is 21.6298m due to variable width of forest land needed in different chainages. (Segment & Compartment wise area calculation sheet already included)
iii.	As per land schedule, average width proposed in this proposal is 21.6298 m. State Government is requested to clarify whether this average width involves existing road width. It is also requested to submit the details of approved width in hilly area for four laning as per norms and order of MoRTH.	The average road width of 21.6298 m includes the existing road width also.  The Project road is falling under the category of plain and rolling terrain as per clause 2.2.1 of IRC:SP:84-2019, manual for Four-Laning of highways. The recommended ROW for 4-lane highways as per IRC codal provisions is as below: - Minimum 45 m (as per para 4.1, table 4.1 IRC:73-2023 copy attached as Annexure-1A) - Minimum 60 m (as per Para 2.3 IRC:SP:84-



		2019, copy attached as Annexure-1B)  With a view to minimizing the cutting of trees, average road width of 21.6298m (maximum upto 23m in forest area) is proposed instead of recommended minimum 45 m width of road as per IRC:73-2023, and only 23 m ROW is proposed in the forest area.
iv.	State Government is requested to clarify whether tree counting of 4442 trees is done in RoW or in carriageway.	Tree counting of 4442 trees are done in the proposed ROW. As there will be requirement of construction of shoulder, retaining walls, toe walls also in addition to carriageway.
v.	State Government is requested to submit the list of trees which are actually required to be felled out of 4442 trees.	User agency has made the possible efforts to minimize the area of forest land for diversion as well as minimum number of trees to be felled out and constructing the four-lane Road within 23m width. Out of 4442 nos of trees, 1085 are samplings. The user agency has already proposed four-lane Road with 23m width and, will consumed entirely in accommodating carriageway, Median, toe/retaining/breast walls, crash barriers/fencing, boundary walls and utility corridors. Hence, the number of trees to be felled down would be 4442.
vi.	It is seen that the shape of proposed road mentioned in KML file and in digital map are not matching. Shifting of road alignment is found at starting, ending and point no.12 & 17 as provided in digital map. State Government is requested to clarify the same.	Revised Digital map are uploaded.
vii.	Instead of administrative approval of the proposed road, administrative approval of Paonta Sahib Ballupur road is found uploaded in part I addl. document. It is requested to upload the administrative approval of the proposed road.	A copy of the Standing Finance Committee approval of the Bhaniyawala-Rishikesh project order no. RW/ NH-37011/ 102/ 2022- BP&SP dated 03.02.2023 is attached herewith.
viii.	Cost benefit analysis not found uploaded which is required to be uploaded at para G in Part-I.	As per policy circular/guideline No. 7-69/2011 FC (Pt) dated 01.08.2017 Cost benefit analysis is not applicable whereas forest land proposed for diversion is less than 20 ha, Therefore, it was not uploaded. <b>(Copy attached)</b>
ix.	It is seen that the form III is not signed by CF at para 16 in part II. State Govt is requested to submit/upload the signed copy of the recommendation of CF.	Related to Forest Department.
x.	In the CA site suitability certificate, it is mentioned that density of two sites i.e. Khanan ii and Khanana 12 are 0.4. As per guidelines, CA area proposed in degraded forest cannot be accepted for sites having density 0.4 and more. It is requested to change these two sites out of three and select some other site suitable for raising CA.	DFO, Narendernagar vide letter no. 1392/12-1 dated 29.11.2023 has submitted that site inspection was conducted again regarding the density in the proposed compensatory afforestation of total 39.669 ha area due to the presence of bushes and green grass, the density appears to be high whereas as per the actual condition of the area, the vegetation density is less than 0.30 and the said site is absolutely suitable for compensatory afforestation. A certification has also been issued by DFO Narendernagar in this regard. <b>(Certificate Attached)</b>



xi.	It appears that there is continuous movement of wildlife across the proposed road. However, no comments have been provided regarding the effect of widening on the movement of elephants. Also, no mitigation measures have been proposed. State Government is requested to make comments in this regard and provide a mitigation plan, if necessary	NOC has been received from the Chief Wildlife Warden, Dehradun (Copy enclosed). In view of the movement of wildlife, the user agency has already proposed 04 elephant passes with an aggregate length of 3060 m, 01 major bridge cum elephant pass of 340 m, 02 minor bridges and 19 culverts in forest area for crossing of all types of animals including elephants.
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संलग्नक: यथोपरि।

भवदीय,  
प्रभागीय वनाधिकारी,  
देहरादून वन प्रभाग, देहरादून।

पत्रांक:- /12-1 तददिनांकित।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

1. अपर प्रमुख वन संरक्षक/नोडल अधिकारी वन संरक्षण, इन्दिरानगर फारेस्ट कालोनी, उत्तराखण्ड देहरादून को सूचनार्थ प्रेषित।
2. भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, परियोजना कार्यान्वयन ईकाई-वसन्त विहार, मकान संख्या-171, फेज वसन्त विहार, देहरादून को सूचनार्थ प्रेषित।

प्रभागीय वनाधिकारी  
देहरादून वन प्रभाग, देहरादून।