

From: Nodal Officer-cum-APCCF (FCA)
O/o Pr.CCF, H.P, Shimla-1

To: Integrated Regional Office, Ministry of Environment,
Forest and Climate Change, CGO Complex,
Shivalik Khand, Longwood, Shimla, H.P.

Dated Shimla-1, the 11 7 JAN 2022

Subject: Diversion of 41.8150 ha. of forest land in favour of HPPWD Sundernagar for the construction of Slapper to Tattapani road (km 8/500 to 61/600) within the jurisdiction of Suket and Karsog Forest Divisions, District Mandi H.P. (online No. FP/HP/Road/37858/2018).

Sir,

Kindly refer to your office letter No. 8B/HP/06/90/2020/FC 244 dated 08 09.2021 on the above cited subject.

2. The pointwise reply of the observations as raised vide letter under reference is as under:-

1. User Agency has submitted that the MoRTH has issued guidelines for standards for lane width of NH and roads developed under Central Sector Scheme in hilly and mountains terrain, "For traffic of more than 10,000 PCUs/day or the existing traffic volumes likely to witness a fast growth to reach this level within a period of 3 to 5 years, the carriageway width shall be of two lane NH configuration, i.e. of 7 mtr width." vide letter No. NH-15017/28/2018-P&M dated 23rd March, 2018 (copy enclosed). The detailed report regarding PCUs/day on this road has been submitted to your good office vide office letter No. Ft. 48-3918/2019(FCA) dated 02.09.2021 (copy enclosed). It is pertinent to mention here that the Ministry has been emphasising on improvement of road connectivity for the hilly and mountainous region, backward and tribal areas, and tourist destinations. The provision of protection works, cross drainage works etc. has been taken in the DPR for stabilization of hill slopes and to prevent the progressive damaging effect on the road. The adequate provisions for road signages and marking, crash barriers, parapets have been taken in the DPR as per specification of MoRTH.

2. The area proposed for Compensatory Asforestation i.e. 7 hac. has been revised and revised CA scheme alongwith georeferenced map and toposheet is enclosed herewith. Further the KML file of same area has been uploaded in Part-II online.

Yours faithfully,

Encls. : As above.


Nodal Officer-cum-APCCF (FCA)
O/o Pr.CCF, H.P, Shimla-1.

No. NH-15017/ 28/ 2018 - P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)
Transport Bhawan, 1, Parliament Street, New Delhi - 110001

Dated, the 23rd March 2018

To

1. The Chief Secretaries of all the State Governments/ UTs
2. The Principal Secretaries/ Secretaries of all States/ UTs Public Works Department dealing with National Highways, other centrally sponsored schemes.
3. All Engineers-in-Chief and Chief Engineers of Public Works Department of States/ UTs dealing with National Highways, other centrally sponsored schemes.
4. The Chairman, National Highways Authority of India, G-5 & 6, Sector-10, Dwarka, New Delhi-110 075.
5. The Managing Director, NHIDCL, PTI Building, New Delhi-110001
6. The DG (Border Roads), Seema Sadak Bhawan, Ring Road, New Delhi- 110 010.

Subject: Standards for Lane width of National Highways and roads developed under Central Sector Schemes in Hilly and Mountainous terrains - Reg.

Sir,

On the subject of "Capacity building and lane width of National Highways", it has been stipulated vide this Ministry's letter No. NH-14019/6/2012-P&M dated 05.10.2012 that width of carriageway shall be at least two lane with paved shoulders irrespective of the traffic thereon in new projects undertaken for widening of carriageway/ bypasses/ realignments.

2. However, challenges have come to the fore in adhering to these standards in the context of National Highways and roads in hilly and mountainous terrains. These challenges arise on account of destabilization of hill slopes and progressive damaging effects on road alignments and structures in higher contours on hills due to excavation works, requirement for large-scale felling of precious trees, associated environmental damages. Resultantly, there arises need to provide largescale protection works, acquisition of additional land for Right of Way (ROW), etc.

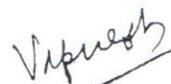
3. It is pertinent to mention in this context that the Ministry has been laying emphasis on improvement of road connectivity for the hilly and mountainous regions, backward and tribal areas, and tourist destinations. Design traffic volumes in most of the roads connecting such destinations are invariably less than about 5,000 PCUs/ day or so. Considering the requirement to enhance road network in the hilly and mountainous regions in a time bound manner, development of connectivity to various destinations in such regions without compromising required road safety standards has to be accorded priority over development of facilities enabling high speed mobility of traffic.

4. The provisions of Ministry's letter No. NH-14019/6/2012-P&M dated 05.10.2012, have, accordingly, been reviewed and it has been decided with the approval of the Competent Authority that the following provisions shall be applicable henceforth for National Highways and roads under Central Sector Schemes in hilly and mountainous terrains until further orders:



1 of 3

- 4.1 The design speed of the roads shall be as per the extant policies (viz. as per IRC: 73 - 1980 (Geometric Design Standards for rural (Non-Urban) Highways). Although, the geometric design standards need to comply with the broad requirements stipulated as per these standards, difficulties may arise in certain site-specific situations to ensure their strict adherence. Necessary speed restriction signs shall be erected at appropriate locations in such situations e.g. for stretches having inadequate available sight distances or at deficient curves/ hair-pin bends, etc. as per site specific requirements.
- 4.2 Adequate provisions for road signage and markings etc. shall be made in the road sections as per the extant policies viz. IRC: 67- 2012 (Code of Practice for Road signs), IRC: 35 - 2015 (Code of Practice for Road markings). Provisions for crash barriers shall also be made as per extant policies, especially at vulnerable locations.
- 4.3 The additional land for the required ROW should preferably be acquired on one side rather than on both sides of the existing road unless dictated by road-geometrics requirements.
- 4.4 Following specific provisions shall be made for traffic volumes ranging from 3,000 PCUs/ day to about 8,000/ day: -
- (i) The carriageway width shall be of intermediate lane configurations, i.e. of 5.5 m width (18 ft), with two-lane structures (23 ft.).
 - (ii) The passing places may have widths of 2.5 m and 12 m length and these may be provided on alternate sides of the road. The length of the tapered section may be 6 m on either side of their approaches. Accordingly, the length of the passing places may be 24 m inclusive of the tapered length.
 - (iii) As far as possible, efforts shall be made to provide passing places at locations that could be inter-visible or upto a maximum distance of 500 m apart.
 - (iv) They should not be sited on the inside of a left hand curve of radius less than the appropriate value for the design speed of the road as this can lead to compromise with visibility.
 - (v) Further, the passing places/ temporary lay-bys should not be sited on the outside of a right hand curve with a radius of less than the appropriate value for the design speed of the road as this increases the risk as a fatigued driver may unintentionally enter the passing places/ temporary lay-by at high speed.
 - (vi) Also, drivers approaching a temporary lay-by along the road must be able to see vehicles entering or exiting the lay-by for a distance corresponding to the desirable Minimum Stopping Sight Distance for the design speed of the road. Informatory signs shall be erected at appropriate locations for such lay-bys and further necessary markings shall also be provided.



No. NH-15017/ 28/ 2018 - P&M
Government of India
Ministry of Road Transport & Highways
(Planning Zone)

Transport Bhawan, 1, Parliament Street, New Delhi - 110001

- (vii) The Roadway width for Hilly and Mountainous Terrain as per IRC: SP-2015 (Manual of Specifications and Standards for Two laning of Highways with paved shoulder) would stand amended accordingly.
- 4.5 For traffic volume of more than 10,000 PCUs/ day or the existing traffic volumes likely to witness a fast growth to reach this level within a period of 3 to 5 years, the carriageway width shall be of two lane NH configurations, i.e. of 7 m width. The carriageway widths shall be of two lane NH configurations with paved shoulders only in cases where the traffic is likely to increase at about more than 10 % per annum.
5. The provisions of Ministry's letter No. NH-14019/6/2012-P&M dated 05.10.2012 shall continue to be applicable in all other cases.
6. It is requested that the contents of this letter may be brought to the notice of all concerned for needful compliance.

Vipnesh

(Vipnesh Sharma)
Superintendent Engineer (Planning)

Copy to:

1. All JSs / CEs in the Ministry of Road Transport & Highways
2. All Technical Officers in the Ministry of Road Transport & Highways
3. All CEs & ROs / SEs & ROs and ELOs
4. The Secretary General, Indian Road Congress
5. The Director, IAHE
6. Technical Circular file of S&R Section
7. NIC - for uploading on Ministry's website under "What's new"

Copy for information and necessary action to:

1. PS to Hon'ble Minister (RT&H)/PS to MOS (RT&H)
2. PPS to Secretary (RT&H)
3. Sr. PPS to DG (RD)&SS
4. PPS to Additional Secretary
5. PPS to AS&FA
6. PS to ADG(Z-I) / ADG(Z-II)/ ADG(Z-III) / ADG(IV)/ ADG(V)

No.Ft.48-3918/2019 (FCA)
H.P. Forest Department.

2230
7-9-2021

From: Nodal Officer-cum-APCCF (FCA)
O/o Pr.CCF, H.P, Shimla-1

To: Integrated Regional Office, Ministry of Environment,
Forest and Climate Change, CGO Complex,
Shivalik Khand, Longwood, Shimla, H.P.

Dated Shimla-1, the

Subject: Diversion of 41.815 ha of forest land in favor of HPPWD for the
construction of Slapper to Tattapani road (Km 8/500 to 61/600),
within jurisdiction of Suket and Karsog Forest Division, Distt.
Mandi H.P. (online no FP/HP/Road/ 37858/2018).

FR/WA

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Memo:

Kindly refer to 57th meeting of Regional Empowered Committee of
Regional Office (North-Central Zone) Dehradun was convened on 11th May, 2021 wherein
various aspect of the proposal have been discussed and various observations are raised.

The point wise reply to the observations agenda Item No. 02 as raised vide
your above referred meeting is submitted as below:-

1. (i) The total length of Slapper to Tattapani road is 68 Km out of which
portion Km 08/500 to 61/600 i.e. 53.100 Km has been proposed as double
lane for which the technical sanction has been accorded amounting to Rs.
184.34 crore vide Chief Engineer (MZ), HPPWD Mandi.
- (ii) A number of link roads meets with this road. There are 21 No. Revenue
villages adjoining to alignment of this road and Nos. of nearby villages will
be directly benefited with this road.
- (iii) The area is very rich in growing cash crops, fruits, vegetable etc. Hence this
road will facilitate the farmer/ orchardist in transporting their produces to
the market.
- (iv) The Hon'ble High Court of HP is monitoring the progress of this road
through a CWPII- 14/2017.
- (v) This road link up with state Highway Shimla Mandi road at Tattapani and
also provides access to Rampur and Border area of Distt. Kinnaur through
Sunni Luhri road which further link up with feeder road (Shimla Rampur
road to indo China Border. This route does not interrupted by snow during
winter and remains open throughout the year. Hence there will be all
weather connectivity to the feeder road to Indo-China Border.
- (vi) As this road link up with Shimla-Mandi-Tattapani road and therefore it will
provide a alternate route to state capital Shimla.
- (vii) Tattapani is a famous sacred and tourist place which is best known for ho
water spring and beautiful Koldam Lake. It is sacred place of three religion
i.e. Hinduism, Sikhism and Buddhism. The pilgrims of all over Himacha
Punjab etc. comes to this place throughout the year. In Koldam Lake variou
water sport activities are organized and the tourists all over India visit th
place throughout the year.
- (viii) Many Hydro-Electric Projects are located along the river Satluj i.
Rampur, Jhakri, Nathpa, Bhawa Nagar, Karchham etc. and number

- employee are working in these projects which are from Distt. Mandi, Bilaspur, Hamirpur, Una, Kangra, and out of the state of Himachal Pradesh. This road will provide shortest and all weather route for these projects.
- (ix) This road is also link up to Chandigarh Mandi Manali road near Slapper which is being upgraded to fourlane. Hence the general public from Karsog, Rampur, Kinnaur etc. will follow this route for travelling to Chandigarh, Delhi and other parts of India.
- (x) Keeping in view the above facts the traffic volume likely to witness a fast growth of more than 10,000 PCU's/ day within next 3 to 5 years. The projection of traffic will be as per detail given below by user agency:-

S. No.	Description	Traffic Projection
1.	Slapper Tattapani Road (Road will be used by General Public, tourists, Businessman etc)	4500 PCU's/ day
2.	Traffic from Karsog, ChuragAlsindi side Slapper Tattapani.	1000 PCU's/ day
3.	Traffic due to Hydro-electric Project to Slapper Tattapani road.	1000 PCU's/ day
4.	Traffic from Rampur Distt. Kinnaur, Spiti valley of LahaulSpitiDistt. Border Area Slapper Tattapani Road (General Public, Army personnel, Tourists, Businessman etc.)	2500 PCU's/ day
5.	Traffic due to proposed cement plant at Gram Panchyat Dhanyara	1000 PCU's/ day
6.	Cement laden trucks from existing cement plants ACC at Barmana, Ultra Tech Bagha, Ambuja at Dharlaghat to Hydro-electric projects & Border Area of Indo-China etc. will use this road as it will be the shortest route.	11500 PCU's/ day

2. The area of CA i.e. 7 ha has been changed and Kml file of changed area has been uploaded in online portal. Further, site suitability certificate for 7 ha area which is falling under MDF, alongwith digital map, toposheet and CA scheme are enclosed herewith and uploaded the same in online portal.

Encls. As above.

Encls. As above

sd/-
Nodal Officer-cum-Addl.Pr.CCF (FCA)
O/o Pr.CCF(HoFF) H.P.

22 SEP 2021

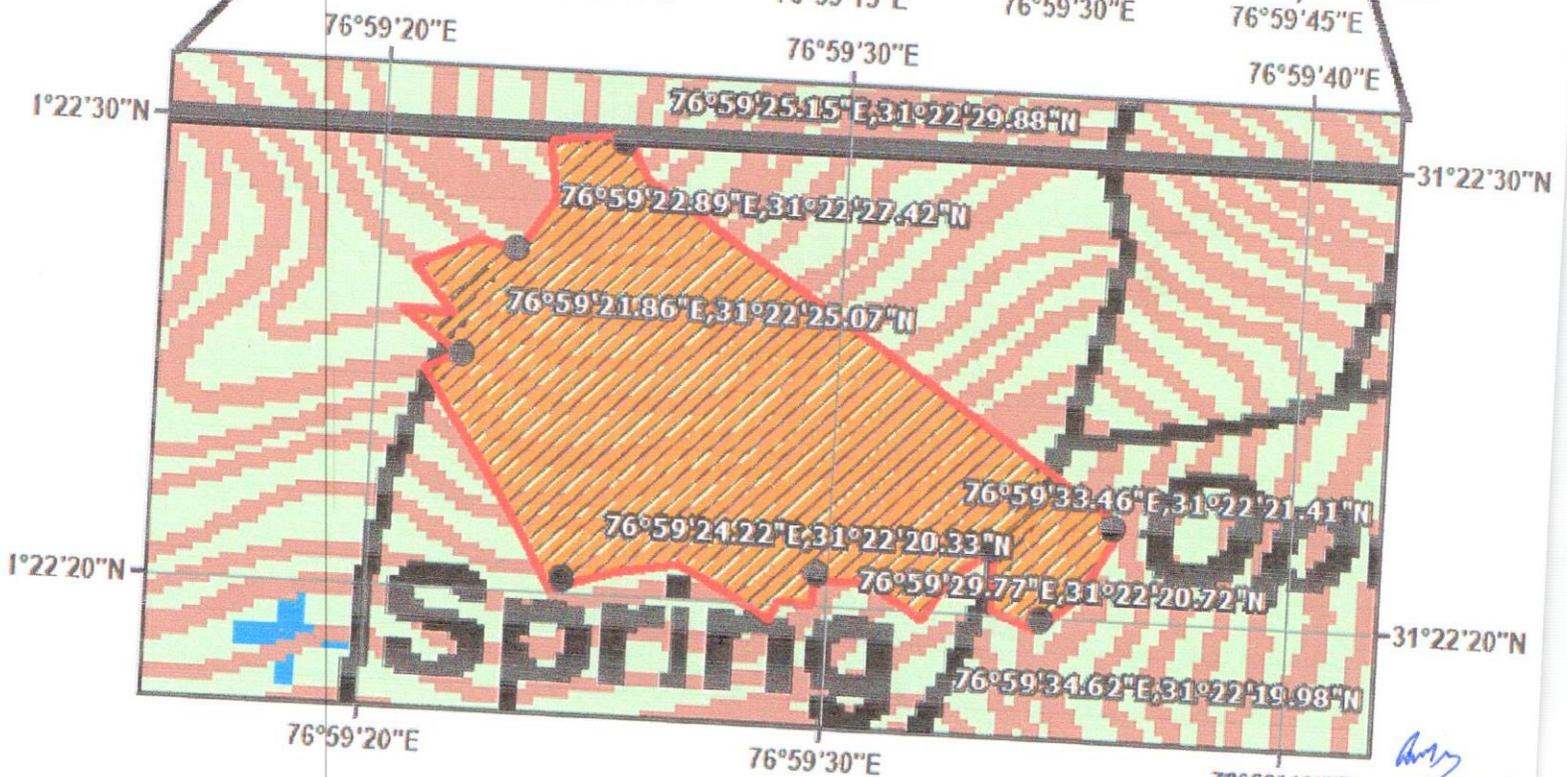
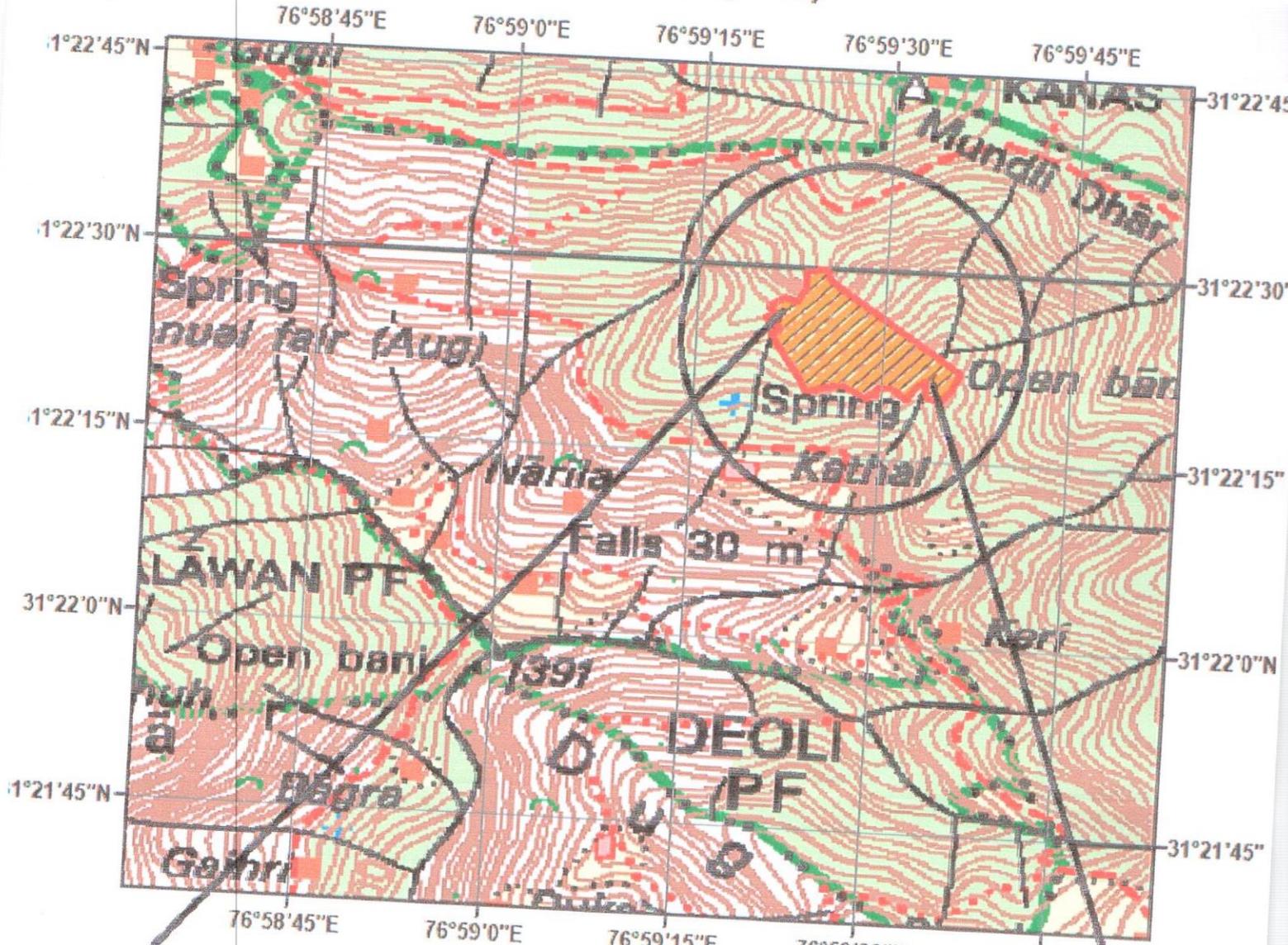
Dated Shimla-171001, the Copy

Endst. No.Ft.48-3918/2019 (FCA),
is forwarded to the following for information and necessary action:

1. CCF Mandi
2. DFO Kasog & Suket.
3. The Executive Engineer, HPPWD Division Sundernagar, Distt. Hamirpur, H.P.

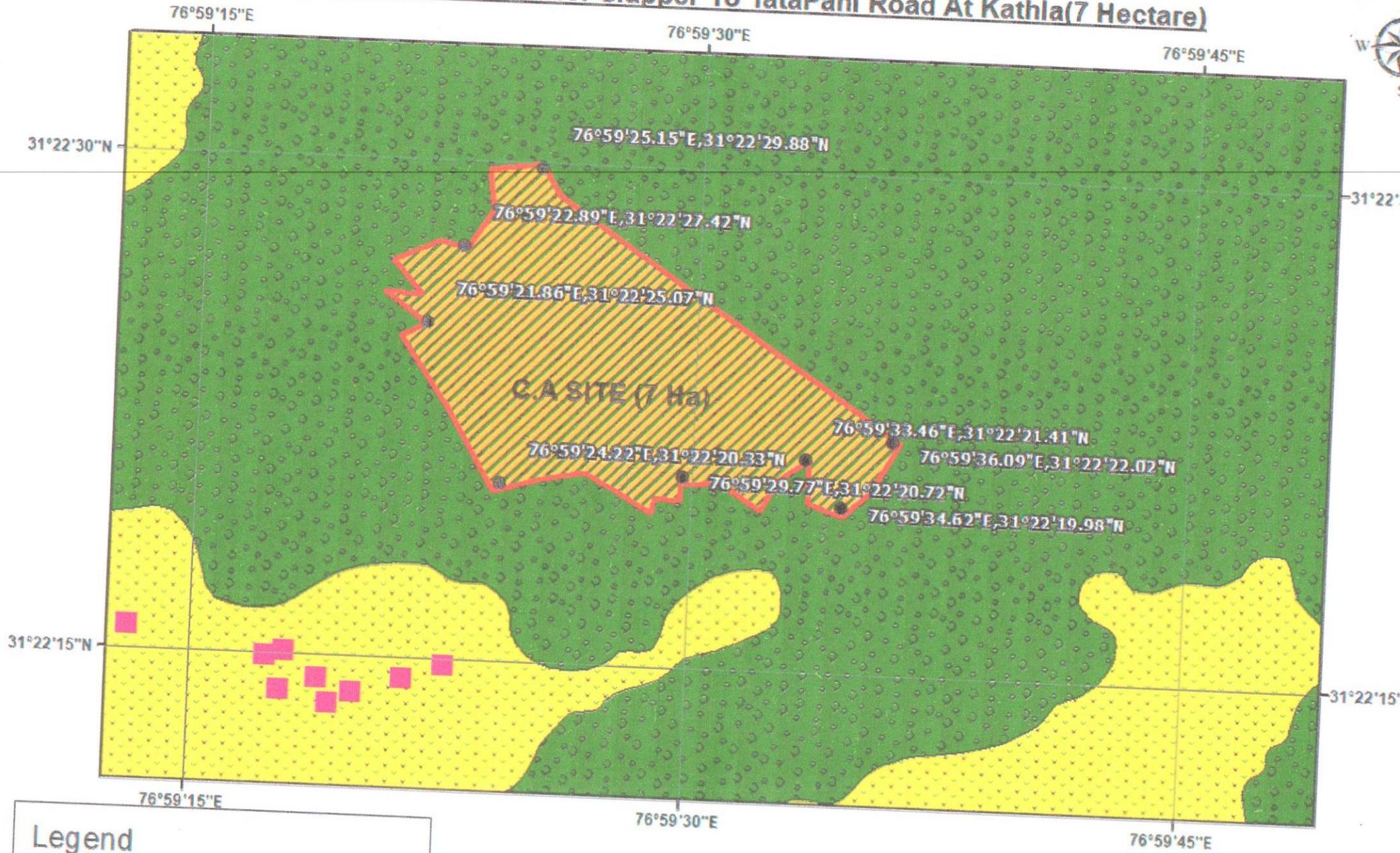
Encl

Sample
Nodal Officer-cum-Addl.Pr.CCF (FCA)
O/o Pr.CCF(HoFF) H.P.



Topo-Sheet No 53A/15
 Forest Officer
 91st Forest Division
 Sundernagar (H.P.) - 17501

Land Use Map for revised C.A Site for Slapper To TataPani Road At Kathla(7 Hectare)



Legend

	Settlement		Agriculture land
	Proposed CA Site		Forest

Amey
 Divisional Forest Officer
 Suket Forest Division
 Sundernagar (H.P.) - 175018

"SCHEME FOR COMPENSATORY AFFORESTATION"

Detail scheme for compensatory Afforestation to be carried out in lieu of forest area to be diverted 41.815 ha for the C/O Slapper to Tattapani road Km 8/500 to 61/600 within the jurisdiction of Suket & Karsog Forest Division, Sundernagar in Mandi District.

1. Detail of degraded forest land/non forest land:-

District	Mandi	Village	Kathla
Tehsil	Sundernagar		
Name of Division	Suket	Range	Jhungi
Block/Compartment/Survey	T 53A/15 UPF Kathla		

Area to be afforested : 7 ha.

2. Description of Area

- i. Whether the site selected for compensatory Afforestation is a land bank yes or not Yes
- ii. If the CA site is other than land bank, reasons be :- No
- iii. In case of non forest area identified for CA, then what is the distance of be given CA site form the adjoining forest boundary :- Within Forest area
- iv. Soil type :- Sandy loam, Shallow
- v. Topography a. Hilly/Undulating/Plain :- Hilly
b. Slope:- Steep/Medium/Gentle :- Steep
- vi. Whether the area is bearing any root stock of vegetation:- Yes

3. Plantation Model

Copy of the approved Compensatory Afforestation Scheme/Model showing component wise physical and financial breakup to be enclosed.

Contd.....2.....

4. Schedule of Plantation Programme

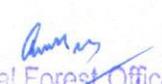
Detail of year wise breakup of requirement of funds is as under :-

Year	Area	Rate/ha.	Nursery cost	Total Amount
0 th Year (New Plantation)	7.0000 ha	83660	19976	725452
1 st . Year	7.0000 ha	9100	5993	105651
2 nd Year	7.0000 ha	6140	3995	70945
3 rd . Year	7.0000 ha	3180	1998	36246
4 th Year	7.0000 ha	3180	1998	36246
5 th Year	7.0000 ha	3180	1998	36246
6 th Year	7.0000 ha	3180	1998	36246
7 th Year	7.0000 ha	3180	1998	36246
8 th Year	7.0000 ha	3180	1998	36246
9 th Year	7.0000 ha	3180	1998	36246
10 th Year	7.0000 ha	3180	1998	36246
Total C.A. Scheme				1192016
Contengency charges @ 5%				59601
Total				1251617
Departmental charges @ 17.5%				208603
G.Total				1460220

2. Technical details

Technical details of Compensatory Afforestation Scheme are as follows :

- General Details : The area shall be closed to improve the vegetation cover in locality
- Spacement : 3X3 mtrs. Between pits & pits of size 45X45x45 cm.
- Species : Broad leave
- Plantation Method : Pit digging
- Soil and Moisture Conservation Works : Small scale engg.
- Protection : (Fencing, Watch man, People's Participation etc.)
- Proposed Monitoring , Mechanism : As per guidelines
- Any other information. : No.


Divisional Forest Officer
Suket Forest Division
Sundernagar (H.P.) - 175018

LAND SUITABILITY CERTIFICATE BY THE DFO

This is to certify that 7 hac land bearing Survey No. / Compartment No./Kh. No 53A/15 in UF Kathla Muhal Kathla Tehsil Nihri District Mandi, H.P. falling under Balag beat, Trechh block, Jhungi range, of Suket Forest Division identified for Compensatory Afforestation is suitable for plantation from management point of view and are free from all sorts of encumbrances and encroachments.

Place: Sundernagar
Date Dec 2021


(Divisional Forest Officer)
Suket Forest Division

Sundernagar Forest Officer

Suket Forest Division

Office Seal

Sundernagar (H.P.) - 175018