

# कार्यालय वनमण्डलाधिकारी, सामान्य वनमण्डल ग्वालियर (म.प्र.)

सेन्ट्रल नर्सरी, केप्टन रूप सिंह स्टेडियम के पास, सिटी सेन्टर, ग्वालियर (म.प्र.)

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क्रमांक/मा.चि./24/ 560

ग्वालियर, दिनांक 31/01/2024

प्रति,

प्रधान मुख्य वन संरक्षक (भू-प्रबंध)  
वन भवन, लिंक रोड-2, तुलसी नगर,  
भोपाल (म.प्र.)

विषय :- ग्वालियर जिले में वेस्टर्न बायपास के निर्माण हेतु 42.83 हेक्टेयर वन भूमि भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, ग्वालियर को उपयोग पर देने बाबत।

संदर्भ :- 1-आपका पत्र क्रमांक/एफ-5/1121/2022/10-11/5279 दिनांक 13-12-2023  
2-आवेदक विभाग, परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, पी.आई.यू., गोविन्दपुरी सचिन तेन्दुलकर मार्ग, ग्वालियर का पत्र क्रमांक/20019/01/2018-Western Bypass/ 12603 दिनांक 30-01-2024

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विषयांकित प्रकरण में निवेदन है कि संदर्भित पत्र क्रमांक-1 के माध्यम से भारत सरकार द्वारा उल्लेखित 06 बिन्दुओं की बिन्दुवार स्पष्ट जानकारी परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, पी.आई.यू., गोविन्दपुरी सचिन तेन्दुलकर मार्ग, ग्वालियर से प्राप्त कर अधोहस्ताक्षरकर्ता के अभिमत सहित चाही गई थी। तदनुसार संदर्भित पत्र क्रमांक-2 से 06 बिन्दुओं पर प्राप्त जानकारी पर अधोहस्ताक्षरकर्ता के अभिमत सहित जानकारी संलग्न कर आपकी ओर संप्रेषित है।  
संलग्न-उपरोक्तानुसार

(अंकित पाण्डेय)

वनमण्डलाधिकारी

सामान्य वनमण्डल ग्वालियर

ग्वालियर, दिनांक 31/01/2024

पृ.क्रमांक/मा.चि./24/ 561

प्रतिलिपि:-

1-मुख्य वन संरक्षक, वन वृत्त, ग्वालियर की ओर सूचनार्थ संप्रेषित।

2-आवेदक विभाग, परियोजना निदेशक, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, पी.आई.यू., गोविन्दपुरी सचिन तेन्दुलकर मार्ग, ग्वालियर की ओर आपके पत्र क्रमांक/12603 दिनांक 30-01-2024 के संदर्भ में सूचनार्थ।

वनमण्डलाधिकारी

सामान्य वनमण्डल ग्वालियर

**Compliance to the Observations in the Forest clearance proposal (Proposal No. FP/MP/Road/149532/2021)**

Sr. No.	Observation	Reply/Compliance	Comments of DFO, Gwalior
1	The State Govt, shall submit the complete KML file of proposed Forest land and non Forest land involved in this road project.	Already attached in the proposal in Parivesh Portal. However, for ready reference, again being attached.	Required .kml/.kmz files have been submitted by the project proponent.
2	The State Govt. shall explore the possibilities of minimising the area proposed for diversion.	<p>The various alignment options were examined by NHAI and following is submitted: -</p> <p><b>(i) Alternative Alignment No. 1</b></p> <ul style="list-style-type: none"> <li>It was observed that the alternative Alignment-01 has significantly poor vertical geometry and cross slope which shall require significant cutting and filling the wildlife section.</li> </ul>	Alternative alignments have been examined and the selected alignment have been chosen based on considerations such as cost involved, technical feasibility and economic viability.
3	The State Govt./User Agency shall submit detailed reasons for not choosing alternative one in which the affected forest length is minimum and submit the detail Alternative route maps along with KML files.	<ul style="list-style-type: none"> <li>On account of undulation in the vertical profile of the ground, the height of various cross-drainage structures and other underpass structures shall be significant.</li> <li>Further, the project alignment passes through the close proximity of the submergence zone of the Tighra Dam, causing profile and height of the structures on the project highway to be comparatively higher.</li> <li>The Alternative Alignment-01 has higher total length of 30.127 Km and shall require higher resettlement and land acquisition cost, thereby increasing the capital cost of the project significantly.</li> </ul> <p><b>(ii) Alternative Alignment No. 2</b></p> <ul style="list-style-type: none"> <li>It was observed that Alternative Alignment-02 has significantly poor vertical geometry and cross slope which shall require significant cutting and filling the wildlife section.</li> <li>On account of undulation in the vertical profile which Tunnels/Cut&amp; Cover shall be required which will increase the construction cost manifold and construction will be extremely difficult.</li> <li>On account of undulation in the vertical profile of the ground, the height of various cross-drainage structures and other underpass structures shall be significant.</li> <li>The Alternative Alignment-02 has higher total length of 29.5 Km and shall require higher resettlement and land acquisition</li> </ul>	



		<p>cost and utility shifting, thereby increasing the capital cost of the project significantly.</p> <p>On account of above, recommended alignment of length 28.800 KM has been found suitable in comparison to Alignment option-01 and option-02 with respect geometry (vertical and horizontal), minimum Land Acquisition impact and resettlement and Cost, Cross Slope of Ground, ease of construction along with Cost of Construction.</p> <p>With respect to recommended alignment of the length 28.800 KM, it is pertinent to inform that the said alignment also bears the consent and recommendation of the District Administration/Govt of MP and Public Representative. (Please refer Collector-Gwalior letter dated 25.10.2021 and PS-PWD letter dated 29.10.2021 )</p> <p>In furtherance to above, it is submitted that details of the alternative alignment are already enclosed in the proposal on Parivesh Portal and were again submitted vide this office letter dated 12.09.2022 which was also submitted by PCCF(LM)-Bhopal to IRO, MoEF&amp;CC in compliance to observation of MoEF&amp;CC dated 22.06.2022.</p> <p>However, for ready reference the details along with relevant documents/Kmz are again being enclosed.</p>	
4	The State Govt. shall submit the status of clearance form SCNBWL (part of Ghatiguon WLS)	<p>The agenda was listed on 72<sup>nd</sup> meeting of NBWL dated 25.04.2023 whereby NBWL has <u>recommended</u> the proposal subjected to incorporation of condition of WII-Dehradun as per report dated 31.03.2023 in the project.</p> <p>WII Dehradun has submitted the details site visit of the project highway, and the report has been received from WII on 24.08.2023. Accordingly, the revised mitigation plan has been submitted to DFO on 23.10.2023. DFO Gwalior has further submitted the mitigation plan to APCCF(W/L) vide letter dated 28.11.2023.</p>	<p>The agenda was listed on 72<sup>nd</sup> meeting of NBWL dated 25.04.2023 whereby NBWL has <u>recommended</u> the proposal subjected to incorporation of condition of WII-Dehradun. The mitigation plan as per the inputs received from WII has been submitted by the project proponent.</p>
5	The State Govt. shall submit the documentary evidence of existence of this road prior to 1980.	<p>It is submitted that the length of the project is 28.800 Km i.e from Design Chainage Km 0+000 to Km 28+800. The section from Km 0+000 to Km 16+500 is brownfield and follows the alignment of existing road in SADA, Region. As per the available records, the existing road has been constructed after 1980 by SADA, Gwalior.</p> <p>NHAI while preparing the proposal for forest clearance incorporated the area of the existing road section developed by SADA Gwalior from Km 5.960 to Km 6.420 (1.38 Hac) and from Km 10+600 to Km 11+360 (3.42 Hac.) falling in the proposed ROW of NH in the forest clearance proposal.</p>	<p>The existing road in forest area outside the sanctuary has been constructed by SADA, Gwalior after 1980. The section of road proposed inside the sanctuary area is greenfield and prior road doesn't exist. The project proponent has submitted a Compensation/offset plan based on WII recommendations to compensate for the</p>

		<p>The section from Km 16+500 to Km 28+800 is greenfield alignment, out of which section from Km 16+500 to KM 24+800 (38.03 Hac) passes through Wildlife Sanctuary, which has been incorporated in the proposal and the section from 24+800 to KM 28+800 is revenue land. It is clarified here that no existing road exists from Km 16+500 to Km 28+800, as the section is greenfield.</p> <p>Thus, the entire forest land proposed for diversion for the western bypass of the Gwalior has been incorporated in the Forest Clearance proposal and tabulated as under:-</p> <table border="1"> <thead> <tr> <th>Sr. No.</th><th>Chainage</th><th>Area</th><th>Remark</th></tr> </thead> <tbody> <tr> <td>1</td><td>Km 5.960 to KM 6.420</td><td>1.38 Hac</td><td>Including part of Existing Road</td></tr> <tr> <td>2</td><td>Km 10+600 to Km 11+360</td><td>3.42 Hac</td><td>Including part of Existing Road</td></tr> <tr> <td>3</td><td>Km 16+500 to Km 24+800</td><td>38.03 Hac</td><td>Green field alignment</td></tr> </tbody> </table>	Sr. No.	Chainage	Area	Remark	1	Km 5.960 to KM 6.420	1.38 Hac	Including part of Existing Road	2	Km 10+600 to Km 11+360	3.42 Hac	Including part of Existing Road	3	Km 16+500 to Km 24+800	38.03 Hac	Green field alignment	habitat loss.
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3	Km 16+500 to Km 24+800	38.03 Hac	Green field alignment																
6	Details of existing ROW's proposed ROW and land width (ROW) availability for road side plantation needs to be submitted and accordingly plantation scheme for roadside plantation needs to be submitted	<p>The section from KM 0+000 to 16+500 is brownfield, whereby the existing ROW is primarily 30-60 Meter which is being utilised for proposed project highway and the rest of the section is green field. The proposed ROW varies from 45-60 Meter. As per the available ROW, the roadside (avenue) plantation scheme has been prepared and is attached with the letter.</p> <p>It is clarified here that no avenue plantation has been proposed in the protected area as per the report of the WII-Dehradun dated 24.08.2023. Further, other mitigation measures such as noise/sound barriers and other requirements as brought out in the WII report shall also be ensured.</p>	The project proponent has submitted the plantation scheme for avenue plantation and for replantation of uprooted grassland vegetation as per WII recommendations.																

  
**Divisional Forest Officer**  
**Division Gwalior (M.P.)**