

**कार्यालय वन संरक्षक, शिवालिक वृत्त, उत्तराखण्ड, देहरादून।**

पत्रांक— 1801 / 12-1 दिनांक, देहरादून 24 फरवरी, 2024

सेवा में,

अपर प्रमुख वन संरक्षक एवं नोडल अधिकारी,
वन संरक्षण, इन्दिरानगर फॉरेस्ट कालोनी,
उत्तराखण्ड देहरादून।

विषय:- उत्तराखण्ड राज्य में राष्ट्रीय राजमार्ग संख्या-72 (झाझरा के पास) को दिल्ली-देहरादून एक्सप्रेसवे (आशारोडी सेक्शन के पास) से जोड़ने वाले चार लेन ग्रीनफील्ड रोड का विकास कि०मी० 0.000 से कि०मी० 12.000 तक निर्माण हेतु 20.0849 है० वन भूमि का गैरवानिकी कार्य हेतु भारतीय राष्ट्रीय राजमार्ग प्राधिकरण को प्रत्यावर्तन
(ऑनलाईन प्रपोजल न०:- FP/UK/ROAD/140350/2022)

संदर्भ - भारत सरकार की पत्र सं०- 8बी/यू०सी०पी०/06/67/2023/एफ०सी०/929 दिनांक 16/10/2023 एवं आपकी पत्र संख्या - 1675/12-1 दिनांक 17.02.2024।

महोदय,

उपरोक्त विषयक संदर्भित पत्र के कम में प्रभागीय वनाधिकारी देहरादून द्वारा अपने कार्यालय पत्रांक संख्या- 5269/12-1 दिनांक- 12/02/2024 एवं पत्रांक- 5410/12-1 दिनांक- 23/02/2024 से भारत सरकार द्वारा लगायी गई आपत्तियों का बिन्दुवार उत्तर निम्न प्रकार इस कार्यालय को प्रस्तुत किया है :-

S.No	Observations	Reply by User Agency
i	According to the DSS analysis of the CA area, a KML file of 53.25 ha area was uploaded instead of the correct 40.1698 ha area, which appears to be incorrect. The State Government is requested to upload the revised/corrected KML file	KML file corrected and uploaded on Web Portal.
ii	The DSS analysis of the CA area indicates that 6 ha area is designated as Very Dense Forest (VDF) and 9 ha as Moderately Dense Forest (MDF), proposed on degraded forest land. The State Government is requested to choose an alternative area instead of the one falling within VDF and MDF.	Kudog 21 patch is replaced by Kudog 20b. Accordingly KML file and CA Map are corrected and uploaded on Web Portal.
iii	The SOI Toposheet and digital map of the CA area, as mentioned in para 13 of Part II, have not been uploaded. The State Government is requested to upload the SOI Toposheet and digital map of the CA area at para 13 in Part II of the proposal.	Toposheet and digital Map uploaded on Web Portal.
iv	The muck disposal plan states that the complete muck will be consumed. The State Government is requested to submit the muck disposal plan duly authenticated by the concerned DFO.	Muck disposal Plan is placed as प्रारूप-49 duly authenticated by DFO copy is attached as Annexure-1.
v	The proposed width is up to 45 meters, which seems to be on the higher side. The State Government is requested to submit a copy of MoRTH norms regarding width in hilly areas.	In forest area a ROW of only 30 m has been proposed in most of length. The ROW of 45 is proposed in private land areas only in 426 m length due to following constraints: In km 2.260 to 2.444 there is deep cutting of 8-12 m and in km 4.815 to 5.057 the Service roads on either side (2x 2 Lane are also to be accommodated along with 2x 2 Lane main highway. Being close to interchange. The project road is falling plain and rolling terrain. The recommended ROW for 4- Lane Highways is as below: 45m as per IRC:73-2023 Geometric Design Standards for Non-Urban Road- Para 4.1. Table 4.1 (copy attached as Annexure -2A)- 60 as per IRC:SP-84-2019, Manual for four laning highways - Para 2.3 (copy attached as Annexure - 2B)
vi	In the SIR of DFO, the entire area is mentioned to be in the reserve forest, and in para 2 of Part II. However, in the land schedule, 0.3877 ha area is marked as civil soyam land. The State Government is requested to clarify this discrepancy.	It is clarified that out of a total 20.0849 Ha proposed for diversion, 0.3877 Ha is Section 4 Land. Hence included under area of Forest Diversion.

vii	The proposed road is affecting 6574 trees. The State Government is requested to submit details of the alternatives examined and the reasons for their rejection.	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. The details of alternatives considered along with their merits and demerits are attached as Annexure-3
viii	The State Government is requested to clarify the necessity of cutting all the 6574 trees in the Right of Way (Row considering the area is almost flat. Additionally, re-examine the situation and submit details of the trees that are actually required to be felled.	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 fillings are required in most of length. Even with 1 m fill the toe line width works out to 27.5 m leaving no space for trees. Therefore, all the trees coming in the proposed ROW have to be cut. It may however be mentioned that out of 6574 trees 2118 are saplings, which can be transplanted in the nearby forest.
ix	The State Government is requested to re-examine the fact that the project does not affect wildlife and submit their comments accordingly.	The proposed alignment in forest land runs very close to the forest boundary having urban settlement in the vicinity. Since a large number of trees is proposed to be felled, it would definitely cause some slight adverse effects on wildlife of the said area. To overcome these adverse effects, a wildlife mitigation plan amounting to 2.0% of the total cost of the project in Reserve Forest area has been prepared by DFO Dehradun and has been sent to you vide letter number 5075/12-1 dated 29.01.2024.

अतः अनुरोध है कि उक्त प्रस्ताव की स्वीकृति के सम्बन्ध में अग्रेत्तर कार्यवाही किये जाने हेतु विचार करना चाहें।

संलग्न:—उपरोक्तानुसार।

भवदीय
(राजीव धीमान)
वन संरक्षक,
शिवालिक वृत्त, देहरादून।

पत्रांक : 1801 / 12-1 तददिनांकित।

प्रतिलिपि:— प्रभागीय वनाधिकारी देहरादून वन प्रभाग, देहरादून को उपरोक्त विषय के क्रम में सूचना एवं आवश्यक कार्यवाही हेतु प्रेषित।

(राजीव धीमान)
वन संरक्षक,
शिवालिक वृत्त, देहरादून।