

The soils deposited on and across this alignment corridor are naturally dense, hard in dry state and compact. It has been observed that the starting part of the alignment slopes are characterized by the scree, talus and debris cone material. The composite material deposited on the alignment slopes is comprised of the angular rock fragments of various shapes and sizes embedded in the sandy silty matrix.

The rock defects along the various slope facets of this alignment generally do not form any adverse geometrical relationship which severely threatens the stability of the hill slopes. The soils present on the slopes are free from any content related to the soft soils.

The entire visible cross slopes of this alignment do not contain any signatures of ground movement, presence of sink/pot holes.

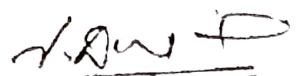
By and large the alignment slopes are stable and free from any prominent mass wasting/ landslides activities.

On the basis of the geological/geotechnical studies carried at the site and the facts mentioned above the following suggestions are being made for the construction of the proposed road failing to these report will be automatically treated as cancelled.

#### **4. Recommendations:-**

1. Form the road by part cut and part fill techniques and compact the fill by proper dynamic method.
2. Do not blast the rock by explosives, otherwise it will generate uncontrolled landslides.
3. Do not dispose the excavated waste on the lower slopes, otherwise it will threat the overall stability of the hill slope.
4. The entire stretch of the road must have adequate drainage arrangements, i.e. wide hillside lined drain with proper cross drainage arrangements.
5. Make proper arrangements for the disposal of waters on the down hill slopes. Flow of the accumulated water on the lower slope will threat the overall hill slope stability.
6. Protect the entire road by properly designed retaining/breast wall having asseismic design.
7. All the construction activity must be carried out as per the standard codes of practice laid by the BIS and MORTH.

**5. Conclusion:-** On the basis of the geological/geotechnical studies carried at the site and with the above recommendations, the site proposed was geologically found suitable for the construction of 15 km long motor road namely Natwar to Kalaph in Mori Block, Distt. Uttarkashi.

  
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