

कार्यालय अधिशासी अभियन्ता
निर्माण खण्ड, लो०नि०वि०, कपकोट

E-Mail . eepwdkapkot@rediffmail.com

Ph./ Fax No. – 05963.253385 (O)

पत्रांक २२०८ / २५०

दिनांक २८ / ०९ / २०२४

सेवा में,

प्रभागीय वनाधिकारी
वन प्रभाग बागेश्वर।

विषय:-

जनपद बागेश्वर के अन्तर्गत बालीघाट-धरमघर-खन्तोली पुल से गुरुगुच्छा प्राठोपाठ स्कूल तक मोटर मार्ग के निर्माण हेतु ०.६३ है० वनभूमि के प्रत्यावर्तन के सम्बन्ध में। (FP/UK/ROAD /12710/2015)

सन्दर्भ:-

भारत सरकार क्षेत्रीय कार्यालय देहरादून के पत्रांक सं० ८बी०/य०सी०पी०/०६/२४२ /२०१५/एफ०सी०/२०७ दिनांक २१.०६.२०२१ एवं नोडल प्रमुख वन संरक्षक एवं नोडल अधिकारी देहरादून के Eds Dated १५-०७-२०२२

महोदय,

उपरोक्त विषयक सन्दर्भित पत्र के क्रम में अवगत कराना है कि भारत सरकार, पर्यावरण एवं मत्रालय क्षेत्रीय कार्यालय एफ०आरफ०ए० उत्तराखण्ड देहरादून उक्त प्रस्ताव में जो आपत्तियाँ लगायी गयी हैं उनका निम्नानुसार बिन्दुवार निराकरण कर अग्रिम आवश्यक कार्यवाही हेतु प्रेषित किया जा रहा है।

बिन्दु सं०	लगायी गयी आपत्तियाँ	आख्या
१	State Government is requested to mark the location of village as well as the location of the muck disposal sites in the KML file of the proposal.	Location of Village as well as Location of muck disposal site is marked on Kml File
२	State Government is requested to provide the details of the Muck disposal area at para B 2.4 in para I in the component wise breakup.	Details of muck disposal area at para B 2.4 in para I in the component wise breakup is shown.
३	बिन्दु सं०-०३ का उत्तर मान्य योग्य नहीं है। के०एम०एल० फाईल पर कोई भी वैकल्पिक समरेखण नहीं दर्शाया गया है तथा जमीन धसने कि सम्बन्ध में Geologist की रिपोर्ट प्रस्तुत की जाय। साथ ही यदि यह समस्या वैकल्पिक समरेखण के साथ है जो राज्य सरकार यह स्पष्ट करें कि किस आधार पर यह माना गया है कि प्रस्तावित समरेखण पर यह समस्या नहीं है।	भारत सरकार द्वारा लगायी गयी आपत्ति के क्रम में अवगत कराना है कि Kml File पर वैकल्पिक समरेखण को दर्शाया गया है व संशोधित Kml File को अपलोड भी कर दिया गया है। साथी ही अवगत कराना है कि Road के अन्तिम बिन्दु (Shortest distance) से गुरुगुच्छा प्राथमिक पाठशाला को जोड़ा जाता है तो Elevation अधिक व Linear distance कम होने के कारण ५-६ Hair Pin bend आएंगे। जिससे स्वाभाविक है कि पहाड़ कटान की दृष्टि से उक्त भाग Stable नहीं रहेगा। प्रस्तावित समरेखण पर किसी भी प्रकार के जमीन धसने की कोई भी समस्या नहीं है। जिस हेतु Geologist Report संलग्न की गयी है।

रुप० ३५२०४३२०४०३ पुस्तिका० क०

भवतीय,

२८/०९/२४

(अमित कुमार पटेल)
अधिशासी अभियन्ता

कार्यालय प्रमुख अभियन्ता
लोक निर्माण विभाग, देहरादून।

भू - गर्भीय निरीक्षण आख्या एस०जी० -112/ सडक समरेखण/ कुमाऊँ/ 2013

Geological Assessment of the alignment proposed for
Bageshwar- Balighat- Dharamghar motor Road to
Khantola (Khitoli) Bridge to Gurgucha Basic School
motor road, District- Bageshwar, Uttarakhand.

27- फरवरी 2013

**Geological Assessment of the alignment proposed for
Bageshwar- Balighat- Dharamghar motor Road to Khantola
(Khitoli) Bridge to Gurgucha Basic School motor
road,District- Bageshwar, Uttarakhand.**

Vijay Dangwal

27-02-2013

1. Introduction:- The Construction Division, Public Works Department Kapkot has proposed the construction of 3.00 km long motor road from Bageshwar- Balighat- Dharam ghar motor road to Khamtola (khitoli) Bridge to Gurgucha Basic school, District Bageshwar Uttarakhand. On the request of Er. G.C. Arya, the Executive Engineer, C.D. Kapkot, I carried out the geological/geotechnical assessment of the proposed site on 26-11-2012 in presence of Er. Keshav Lal Arya, Astt. Engineer and Er. Santosh Kumar, Jr. Engineer, Construction Division, P.W.D, Kapkot.

2. Location:- The proposed alignment of Bageshwar- Balighat - Dharamghar motor road to Khantola (Khitoli) bridge to Gurguccha Primary School originates from km 20.00 of Bageshwár- Dofad- Dharamghar- Kotmanyा inotor road in District- Bageshwar, Uttarakhand.

3. Geological Assessment:- Geologically the proposed alignment of the Balighat - Dharamghar motor road is located in the Inner Lands of Kumaon Lesser Himalayan Belt which is mostly occupied by the thinly foliated shales/ slates, which are greenish grey to dark grey in colours. The alignment slopes of the proposed rod passes through the right bank of Pungar Nadi which are inclined at low to moderate angle in northward to north- eastward directions. The starting portion of the alignment passes through the unconsolidated dumped material from CH 00/00 to CH 00/10, and thereafter it passes mostly through the slopes consisting of W_0 in-situ rocks. The rocks of the alignment slopes are slightly (Weathering Grade- W_0) to partially (Weathering Grade W_1-W_2) altered and oxidized. The alignment slopes above Gurgucha nala are covered with the scanty forest. These slopes of the alignment are partially covered with the slope wash/ over burden material which is comprised of the rock fragments and chips embedded in the clay silt material. The physical strength of the rock mass has been estimated "Strong Rock" while the composite soils are found containing "Very Stiff" Consistency.

The details of the joints recorded on the rocks exposed along the alignment corridor is given in the following table.

Table-1

S.No	Feature	Dip angle	Azimuth
1	2	3	4
J ₁	(So bedding joint)	52°	N100
J ₂	joint	60°	N 080
J ₃	joint	15°	N230
J ₄	Joint	48°	N310

Presently the alignment slopes are free from any landslides/ mass wasting.

The joint sets dissecting the rock mass do not form adversed geometry prone to the failure of the slope.

The overburden material do not contain any soft/ dispersive soils.

By and large the alignment slopes looks stable and are suitable for the construction of single lane motor road.

On the basis of the walk over survey, the geological studies carried out at the site and the facts given above, the following suggestive measures are being made for the construction of the proposed road.

4. Recommendation:-

- (i) Do not blast heavily on the rocks and blasting restricted near the school and the public properties.
- (ii) The starting 250 m length of the road must be achieved by the walling only. The excavation of the dumped material is strictly prohibited.
- (iii) Form the road with half cut- half fill techniques.
- (iv) Construct extra wide lined hill side long drain along with the adequate provisions of cross drainage arrangements.
- (v) The road must have properly designed retaining / brest walls.
- (vi) Design standers and specification laid down by IRC for similar category roads in the hills should be strictly followed.

5. Conclusion:- On the basis of the geological studies carried at the site and with the above recommendations, the proposed site was found geologically suitable for the construction of 3.00 km long motor road from Bageshwar-Balighat- Dharam ghar motor road to Khamtola (khitoli) Bridge to Gurgucha Basic school, District Bageshwar Uttarakhand.

1071471912
27/12/2013
(Vijay Dangwal)
Sr. Geologist
Office of the Engineer in Chief,
PWD Dehradun

