

### प्रारूप-8

परियोजना का विवरण :- जनपद पौड़ी गढ़वाल के विकास खण्ड रिखणीखाल में देवियोखाल -डाबरीसैण - डाबरीपल्ली -मुगयाखाल तक मोटर मार्ग का निर्माण। लम्बाई (4.00) किमी०।

### वैकल्पिक संरेखणों को निरस्त किये जाने का प्रमाण पत्र

प्रमाणित किया जाता है कि प्रस्तावित परियोजना हेतु विभिन्न उपलब्ध विकल्पों पर विचार किया गया व वर्तमान विकल्प को सर्वदा उपयुक्त पाया गया। तुलनात्मक विवरण संलग्न है।

ह०/  
प्रभागीय वनाधिकारी

*Vishnu*  
AHE

*[Signature]*  
सहायक अभियन्ता  
प्रा० खण्ड लो०नि०वि०  
लैन्सडोन

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लैन्सडोन

## COMPARATIVE STATEMENT OF VARIOUS ALIGNMENT

Name of Work :- Construction of Deviokhal-Dabrisain-Dabripalli-Mugiyakhal Motor Road under State sector. Total Length – 4.00 Km.

| S.N. | Item                                                                                      | Alignment No. 1                                                                                            | Alignment No. 2                                                                              |
|------|-------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| 1.   | Survey of road main topography of the area main feature and description of the alignment. | This alignment starts from Km. 39 of Deriakhal-Chundai-Rikhanikhal Motor Road.                             | This alignment also starts from Km. 39 of Deriakhal-Chundai-Rikhanikhal Motor Road.          |
| 2.   | a. Length of alignment from starting to terminal point.<br>b. Length to be constructed.   | 4.00 Km.<br>4.00 Km.                                                                                       | 4.00 Km.<br>4.00 Km.                                                                         |
| 3.   | Geometric                                                                                 |                                                                                                            |                                                                                              |
|      | a. Gradient in different stretches of the alignment.<br>b. Curves and HP. bends.          | 1:20 F, 1:40 F in H.P. Bends, Level, 1:20F Respectively. All curve as per I.R.C. Standard 2 No. H.P. Bend. | 1:20 R, 1:24 F, 1: 15 F, 1:20F. All curve as per I.R.C. Standards 4 No. H.P. Bend.           |
| 4.-  | Terrain and soil conditions<br>a. Geology of area.<br>b. Road length passing through.     | Hilly terrain and fields of local villagers of Dabripalli tok chhutadanda.Ghweeri,Dabripalli               | Hilly terrain and fields of local villagers of Dabripalli tok chhutadanda.Ghweeri,Dabripalli |

दा.प. जे. वि. स. पाणिपत  
www  
 सहायक अध्यापक  
 शास्त्र म. ख. ० सं. ० नि. वि. ०  
 प्रो. ० (गढ़वाल)  
 १०/११/२०२३



|    |                                                                                                     | 0.100 Km.                                                           | 0.750 Km.                                                                                    |
|----|-----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------|
| 5- | a. Road length passing through mountainous terrain (Cross of slope 25 to 60)                        |                                                                     |                                                                                              |
|    | b. Steep terrain (Cross slope greater than 60)                                                      | Nil                                                                 | 0.250 Km.                                                                                    |
|    | c. Stretch with indication of length in loose rocks.                                                | Nil                                                                 | Nil                                                                                          |
| 6- | Bridge Requirements                                                                                 |                                                                     |                                                                                              |
|    | A. Minor bridge                                                                                     |                                                                     |                                                                                              |
|    | a. Total No.                                                                                        | Nil                                                                 | Nil                                                                                          |
|    | b. Range of span                                                                                    | Nil                                                                 | Nil                                                                                          |
|    | c. Total water way                                                                                  | Nil                                                                 | Nil                                                                                          |
|    | B. Major Bridge                                                                                     |                                                                     |                                                                                              |
|    | a. Total No.                                                                                        | Nil                                                                 | Nil                                                                                          |
|    | b. Range of span                                                                                    | Nil                                                                 | Nil                                                                                          |
|    | c. Total water way                                                                                  | Nil                                                                 | Nil                                                                                          |
| 7  | a. General elevation of the indication maximum and minimum negotiated by main ascends and descends. | Nil                                                                 | Nil                                                                                          |
|    | b. Total No. of ascends and descends                                                                | Nil                                                                 | 1 No                                                                                         |
|    | c. Length of cliff and gorges.                                                                      | Nil                                                                 | Nil                                                                                          |
| 8. | a. Right of way bringing on construction of account of built area movement and other structure      | Road passing through middle of hill, cultivated & uncultivated land | Road passing through middle of hilly land and dense civil forest land through steep terrain. |
|    | b. Approximate length of road passing through                                                       |                                                                     |                                                                                              |

डा. ए. प्र. सि. स. म. नि. र.

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सहायक अभियन्ता

भारत प्र. ख. नं. ०. नि. वि.

रह. सेन्सडोन (गढ़वाल)

भारत प्र. ख. नं. ०. नि. वि.

रह. सेन्सडोन (गढ़वाल)



|     |                                                                                                                                                                                |                                                                                                                                                                                           |                                                                                                                                                                                                           |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|     | 1. Cultivated land<br>2. Forest Land<br>3. Uncultivated land                                                                                                                   | 2.501 km.<br>1.509 km<br>0.00 km                                                                                                                                                          | 2.500 Km.<br>1.500 Km.<br>0.500 Km.                                                                                                                                                                       |
| 9.  | a. Existing mean of communication<br>mule path / jeep / truck<br>b. Relation of proposed alignment<br>with existing or under construction                                      | Mule path                                                                                                                                                                                 | Mule path                                                                                                                                                                                                 |
| 10. | a. Availability of road const. material<br>b. Location of quarries<br>c. Average lead<br>Length of land slide<br>Length of portion with lose rocks<br>Length of unstable area. | The Proposed alignment will be<br>not linked any motor road before<br>next sanction.<br>It will be decided after road cutting<br>-----do -----<br>-----do -----<br>Nil<br>Nil<br>Nil      | The Proposed alignment will be<br>not linked any motor road<br>before next sanction.<br>It will be decided after road<br>cutting<br>-----do -----<br>-----do -----<br>0.200 Km.<br>0.200 Km.<br>0.200 Km. |
| 11. |                                                                                                                                                                                |                                                                                                                                                                                           |                                                                                                                                                                                                           |
| 12. |                                                                                                                                                                                |                                                                                                                                                                                           |                                                                                                                                                                                                           |
| 13. |                                                                                                                                                                                |                                                                                                                                                                                           |                                                                                                                                                                                                           |
| 14. | Villages following or with in<br>important village to market<br>connected.                                                                                                     | All villages will be connected to<br>Dhabkhal & Deriakhal-Chundai-<br>Rikhanikhal Motor Road                                                                                              | All villages will be connected to<br>Dhabkhal & Deriakhal-Chundai-<br>Rikhanikhal Motor Road                                                                                                              |
| 15. | Political aspects.                                                                                                                                                             | Nil                                                                                                                                                                                       | Nil                                                                                                                                                                                                       |
| 16. | Economic industrial consideration                                                                                                                                              | After construction of road local<br>crops transportation approachable<br>in market easily and educational,<br>tourism, health and economic<br>condition of villagers will be<br>improved. | Nil                                                                                                                                                                                                       |
| 17. | Population served by the alignment.                                                                                                                                            | 595                                                                                                                                                                                       | 325                                                                                                                                                                                                       |

डा. पी. श्रीरामचंद्र  
मुख्य

सहायक अभियन्ता  
राज्य ख० नं० ०.०.०.वि०  
महोदय ( गड़वाल )



|     |                                                                                                    |                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                           |
|-----|----------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 18. | Approximated cost of each alignment.                                                               | 50.40 lacs                                                                                                                                                                                                                                                                                        | 50.40 lacs                                                                                                                                                                                                                                                                |
| 19  | a. Merit and Demerit :<br>(a) Merit<br><br>b. Demerit                                              | <p>1. This alignment passes through mountainous terrain and served more population of the area.</p> <p>2. The road passing through mountainous ridge.</p> <p>3. Gentle gradient adopted.</p> <p>4. Only 2 H.P. Bends proposed.</p> <p>5. All villagers agreed with this alignment.</p> <p>Nil</p> | <p>Nil</p> <p>1. This alignment passing through mountainous terrain and forest lands.</p> <p>2. In maximum length sharp gradient adopted due to geological/site demand.</p> <p>3. 4 No. H.P. Bends proposed.</p> <p>4. Ascend and descends are more than alignment 1.</p> |
| 20  | If any other useful Information other important project being under taking in the area required to | Nil                                                                                                                                                                                                                                                                                               | Nil                                                                                                                                                                                                                                                                       |

25/11/2019

सहायक अध्यापक  
शान्त प्रखण्ड नं० १० ने० वि०  
फर्रुखनगर (गढ़वाल)



### a. Recommendation of the Executive Engineers

In contour map alignment No. (1) shown in red ink is more better than alignment No (2). So alignment no. 1 is recommended for sanction please.

Recommended for Sanctions of Admonition  
No. 1 after Geologist Report attached

Add. Asstt. Engineer  
 Prov. Div. P.W.D.,  
 Lansdowne

Asstt. Engineer  
Prov. Div. P.W.D.,  
Lansdowne

Executive Engineer  
Prov. Div. P.W.D.  
Lansdowne Garhwal

अनामिका  
पुस्तक संख्या १५१३

सहायक सचिव  
ग्राम सचिव, न. वि.  
अ. रीसडान (गडवाल)

आधुनिकता की संस्कृति के आकाश  
 पर सौरवर्ष नष्ट है कि कमरे  
 स्कार में जल रंग से वर्णित गंध है  
 सम्भाव पक्ष सिद्धि है उस प्रसिद्ध ने  
 इनमें शून्यता है कि स्वतंत्रता का  
 कार्य रूप गाने के आवाज का ध्यान रखना

  
 प्राचार्य, आध्यापन निदेशिका  
 १.६ वां मूल, लोकनिर्वाह  
 श्री धर्मा गाल

प्रारूप-9

परियोजना का विवरण :- जनपद पौड़ी गढ़वाल के विकास खण्ड रिखणीखाल में देवियोखाल -डाबरीसैण - डाबरीपल्ली -मुगयाखाल तक मोटर मार्ग का निर्माण। लम्बाई (4.00) किमी०।

विभिन्न विकल्पों का तुलनात्मक विवरण व उनके निरस्त किये जाने का कारण का प्रमाण - पत्र

| संरेखण नं० | प्रभावित वन भूमि (हे० में) | प्रभावित वृक्षों की संख्या | मार्ग की लम्बाई | अन्य कारण (एच.पी.वैण्ड व अन्य भू-गर्भीय कारण) |
|------------|----------------------------|----------------------------|-----------------|-----------------------------------------------|
| संरेखण -1  | 0.989 हे०                  | 60 <del>वृक्ष</del>        | 4.00            | कुल 2                                         |
| संरेखण -2  | 1.350 हे०                  | 78 <del>वृक्ष</del>        | 4.00            | कुल 4                                         |
|            |                            |                            |                 |                                               |

उक्त दोनो संरेखणो में से संरेखण -1 उपयुक्त है।

हो/प्रमाणित  
प्रमाणित वनाधिकारी  
पौड़ी

हो/सहायक अभियन्ता  
प्रा० खण्ड लो० नि० वि०  
लैन्सडौन

हो/प्रमुख अभियन्ता  
प्रा० खण्ड लो० नि० वि०  
लैन्सडौन