

प्रारूप—

भू-वैज्ञानिक/जिला स्टॉक फोर्स की संस्तुतियों का अनुपालन
किये जाने का प्रमाण-पत्र

कार्य का नामराज्य योजना के अन्तर्गत जनपद उत्तरकाशी के विकास खण्ड चिन्यालीसौड के बडेथी-बनचौरा-बद्रीगाड मोटर मार्ग के किमी0 37 से दीवारीखोल से ग्राम जोखणी तक मोटर मार्ग की 2.35 किमी0 (लम्बाई)निर्माण हेतु 1.75 हे0 आरक्षित वन भूमि हस्तान्तरण प्रस्ताव।

प्रमाणित किया जाता है, कि राज्य योजना के अन्तर्गत जनपद उत्तरकाशी के विकास खण्ड चिन्यालीसौड के बडेथी-बनचौरा-बद्रीगाड मोटर मार्ग के किमी0 37 से दीवारीखोल से ग्राम जोखणी तक मोटर मार्ग की 2.35 किमी0 (लम्बाई)निर्माण हेतु 1.75 हे0 आरक्षित वन भूमि व नाप भूमि 0.245 हे0 में तक प्रस्तावित परियोजना हेतु भू-वैज्ञानिक/जिला टॉस्क फोर्स द्वारा दिये गये सुझावों/शर्तों का निर्माण कार्य के दौरान विभाग द्वारा पूरी तरह अनुपालन किया जायेगा।



अधिशायी अभियन्ता
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चिन्यालीसौड उत्तरकाशी

प्रारूप-35

कार्य का नाम:-

राज्य योजना के अन्तर्गत जनपद उत्तरकाशी के विकास खण्ड चिन्यालीसौड के बडेथी-बनचौरा-बद्रीगाड मोटर मार्ग के किमी 0 37 से दीवारीखोल से ग्राम जोखणी तक मोटर मार्ग की 2.35 किमी 0 (लम्बाई) निर्माण हेतु 1.75 हे० आरक्षित वन भूमि हस्तान्तरण प्रस्ताव।

Task Force Certificate

- (i) Lay out of the Land to be followed as possible.
- (ii) Heavy cutting/filling be avoided-as far as possible. The technology of cut and fill method is to be adopted. Steep hill slopes also to be avoided.
- (iii)
- (iv) Unstable/slide-prone areas to be avoided. For identifying such areas the advice of Geotechnical engineers and geologists to be taken during the survey for alignment.
- (v) Comparison of various possible alignments with reference to erosion potential be made and the alignment involving minimum erosion risks be preferred.

A part from the stage of planning the road alignment, effective steps are also required to be taken by ground engineer during the process of road construction for minimized ecological disturbance to the hill roads Broadly the measures to be taken have been identified as.

- (i) Cut and fill method to be adopted while excavating for road formation and heavy earth cutting is to be avoided Box cutting is to be avoided to the extent possible.
- (ii) Blasting by explosives is to be restricted to the minimum. Lay out of holes to be drilled for blasting is to be planned keeping in view the line of least resistance and the existence of joints Controlled blasting

slide zones or widening fissures and cracks in rock. Use of delay detonators in large scale blasting work is to be made for anaoline dispersion of chock waves, so that minimum disturbance is caused to the rock stratum as a result of the blasting process.

(ii) All cut slopes, unusable hill side and slide prone erosion prone areas are to be provided with suitable correction measures by using one or the other of the techniques developed by CRRI. Several techniques have been sponsored by CRRI. Like simple vegetative covering, bitumen mulch treatment and slide treatment by jute netting coir netting of these simple vegetative covering seems to be the most appropriate preventive measure in many situations. This should be established in the denuded slopes immediately after the excavation is made.

(iii) Adequate drainage measures and protective structures like intercepting catch water drains, longitudinal drains/culvers, breast walls, retaining and the walls are provided for purposes of establishing the slips. Growth of vegetative cover is stimulated in the disturbed hill slopes above the road level by planting suitable fast growing shrubs and plants. In certain selected unstable areas terraced afforestation has also been plasticized as a stabilizing measure with good results.

(vi) Over the past few years the roads wing of the Ministry of Shipping and transport has issued instruction laying down broad guidelines and check list of the preparation of road construction projects which provide an inbuilt mechanism of tackling land slides/erosion control for the guidance and follow up action by engineers of state "PWD" Border Roads Organization and other engaged in construction of hill roads these should be observed.

प्रमाणित किया जाता है, कि योजना आयोग द्वारा गठित टास्क फोर्स की उपरोक्त संस्तुतियां याचक विभाग को मान्य है।

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