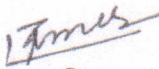
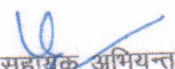


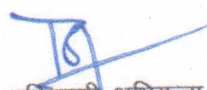
परियोजना का नाम :- जनपद देहरादून के विधान सभा क्षेत्र चकराता के अन्तर्गत लखस्यार लुधेरा क्यारी कचटा हल्का वाहन मार्ग का मोटर मार्ग में परिवर्तन एवं विस्तार हेतु वन भूमि का हस्तान्तरण प्रस्ताव कि०मी० 15 से कि०मी० 18।


वैकल्पिक संरेखणों को निरस्त किये जाने का प्रमाण-पत्र


प्रस्तावित परियोजना हेतु दो समरेखणों पर विचार किया गया। समरेखण-2 को ग्राम सभा की आपत्ति एवं समरेखण की लम्बाई अधिक होने के कारण निरस्त किया गया। प्रस्तावित समरेखण-1 को ग्राम सभा की सहमति तथा कम वृक्षों की संख्या के कारण उचित पाया गया। तकनीकी, पर्यावरणीय एवं भूगर्भीय दृष्टि से भी समरेखण-2 की उपेक्षा समरेखण-1 को उपयुक्त पाया गया है।



कनिष्ठ अभियन्ता
अ०ख० खण्ड,
लो०नि०वि०,सहिया


सहायक अभियन्ता
अ०ख० खण्ड,
लो०नि०वि०,सहिया


अधिसासी अभियन्ता
अ०ख० खण्ड,
लो०नि०वि०,सहिया


वन क्षेत्राधिकारी
रीडर रेंज
चकराता वन प्रभाग


प्रभागीय वनाधिकारी
प्रभागीय वनाधिकारी
चकराता (देहरादून)


प्रभागीय वनाधिकारी
चकराता वन प्रभाग
काशी

परियोजना का नाम :- जनपद देहरादून के विधान सभा क्षेत्र चकराता के अन्तर्गत लखस्यार लुधेरा क्यारी कचटा हल्का वाहन मार्ग का मोटर मार्ग में परिवर्तन एवं विस्तार हेतु वन भूमि का हस्तान्तरण प्रस्ताव कि०मी० 15 से कि०मी० 18।

Performa for comparison between identified alignments

Sl.No	Variables	Alignment No-1	Alignment No-2
1	Topography	Proposed Road Starts From Km 15 of Laksayar Ludara Kyari-Kachta Motor Road.	Proposed Road Starts From Km 15 of Laksayar Ludara Kyari-Kachta Motor Road.
2	Length of Road	4.00 Km.	4.00 km.
3	Bridging requirement No. and Length	F&B, MR, HR	F&B, HR, VHR/VHS
4	Geometric		
	(a) Gradients	+1:20, +1:40, +1:20, Level.	1:18, Level, +1:17, +1:20, +1:30, +1:18, Level
	(b) Curves, H.P Bends	All curves as per IRC, 3 H.P Bends.	All curves as per IRC, 4 H.P Bends.
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule path and foot track	Mule path and foot track
6	Right of way bringing out construction Approximate area and value	7.00 mtr	7.00 mtr
7	(a) Terrain & Soil Condition.	Hilly Terrain	Hilly Terrain
	(vi) Cliffs and gorges.	NIL	NIL
	(vii) Drainage characteristics of the area including susceptibility to flooding.	Good natural drainage, hence susceptibility to damage in minimum.	Good natural drainage, hence susceptibility to damage in minimum.
	(viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and descends.	NIL	NIL
	(ix) Variations extants and types.	NIL	NIL

प्रपत्र-13

परियोजना का नाम :- जनपद देहरादून के विधान सभा क्षेत्र चकराता के अन्तर्गत लखस्यार लुधेरा क्यारी कचटा हल्का वाहन मार्ग का मोटर मार्ग में परिवर्तन एवं विस्तार हेतु वन भूमि का हस्तान्तरण प्रस्ताव कि०मी० 15 से कि०मी० 18।

Performa for comparison between identified alignments

Sl.No	Variables	Alignment No-1	Alignment No-2
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2	Length of Road	4.00 Km.	4.00 km.
3	Bridging requirement No. and Length	F&B, MR, IIR	F&B, HR, VHR/VHS
4	Geometric		
	(a) Gradients	+1:20, +1:40, +1:20, Level.	1:18, Level, +1:17, +1:20, +1:30, +1:18, Level
	(b) Curves, H.P Bends	All curves as per IRC, 3 H.P Bends.	All curves as per IRC, 4 H.P Bends.
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule path and foot track	Mule path and foot track
6	Right of way bringing out construction Approximate area and value	7.00 mtr	7.00 mtr
7	(a) Terrain & Soil Condition.	Hilly Terrain	Hilly Terrain
	(vi) Cliffs and gorges.	NIL	NIL
	(vii) Drainage characteristics of the area including susceptibility to flooding.	Good natural drainage, hence susceptibility to damage in minimum.	Good natural drainage, hence susceptibility to damage in minimum.
	(viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and discends.	NIL	NIL
	(ix) Variations extants and types.	NIL	NIL

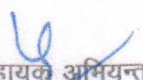
8.	Climate Condition:(a) Temperature Monthly max. & min. reading. (b) Rainfall data average annual peak intensities monthly distribution (to the extent available) (c) Snowfall data average annual peak intensities monthly distribution (to the extent available) . (d) Wind direction and velocities.s (e) Fog Condition. (f) Exposure to sun. (g) Unusual weather condition like cloud burst etc.	Max 35 C, Min 18 C 1143 mm. Nil From West and South with moderate velocity Fog in winters Well expose to sun	Max 35 C, Min 18 C 1486 mm. Nil From West and South with moderate velocity Fog in winters Well expose to sun
9.	Facilities resources. (a) Landing ground. (b) Dropping Zone. (c) Food stuffs. (d) Labour local availability and need for import. (e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	Nil Nil Dehradun 50% Labors Available Locally and rest From Nepal Stone Mostly (Available With In 50-70 Kms)	Nil Nil Dehradun 50% Labors Available Locally and rest From Nepal Stone Mostly (Available With In 50-70 Kms)
10.	Value of land, agricultural land, Irrigated land, built up land, forest land etc,		
11.	Approximate Const. Cost.	180.00 Lack	180.00 Lack
12.	Access point indicating possibility of induction of equipment.	Dehradun	Dehradun
13.	Period required for construction.	12 month (working season)	12 month (working season)
14.	Strategic Consideration.		
15.	Important villages, towns and markets centers to be connected.	Kalsi	Kalsi
16.	Recreational potential.	Will Increase	Will Increase
17.	Economic Factors: (a) Population served by the alignment. (b) Agricultures and economic potential of the area.	Approximate Good	Approximate Good
18.	other major development projects being taken up electric	Will Increase	Will Increase


	projects etc.		
19.	(i) Misc. Such as camping sites (ii) Law and other problem (iii) Royalty		
	(iv) Availability of contractors for collection and carriage of construction material (v) Working period available for construction of work.	YES 12 month (working season)	YES 12 month (working season)
20.	Total No. of trees to be removed.	246	270
21.	Average Density of forest cover.	0.2 %	0.2 %
22.	Total No. of Merits	1. No any Irrigated Cultivated land involved. 2. Aligement Accepted by Villagers & their elected representative. 3.Length of road is in shotter side	1. No any Irrigated Cultivated land involved.
23.	Total No. of Demerits	1. One Bridge Required. 2. Trees are coming in the Aligement.	1. The span of Minor bridge is in higher Side. 2. Aligement Didn't Accepted by Villagers & their elected representative. 3. Incresing of Civil land Nap Land length also Total length. 4. One more HP Bend provided

RECOMMENDATIONS:

Alignment no. (1) Recommended for approval being more economical, useful & technically feasible.


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सहायक अभियन्ता
अ०ख० खण्ड,
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अधिसासी अभियन्ता
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