

संरक्षण चयन आख्या

कार्य का नाम :- जनपद देहरादून में विकास खण्ड सहसपुर विधान सभा क्षेत्र मसूरी के अन्तर्गत रिखोली हल्दुवाला विरावड़ी मोटर मार्ग का नव-निर्माण कार्य कि० मी० ०.००० से २.३४३ तक, कि० मी० १ में सेतु का स्थल चयन ।

ITEM OF WORK		ALIGNMENT 1	ALIGNMENT 2
DETAIL OF ROUTE VISA - VIS TO TOPOGRAPHY OF THE AREA			
1	MAIN FEATURE AND DESCRIPTION OF THE ALIGNMENT	The road starts from the end point of existing road Jhadiwala Jantan wala	
2	LENGTH OF THE ALIGNMENT FROM STARTING POINT TO TERMINAL POINT	2.343 km	2.353 km
GEOMETRICS			
3	1 GRADIENT IN DIFFERENT STRETCHES OF THE ALIGNMENT	1:50 - (0 To 0.60), 1: 16 (0.60 To 2.34) and 1: 40 AT HAIR PIN BENDS	1:50 - (0 To 0.60), 1: 16 (0.60 To 2.35) and 1: 40 AT HAIR PIN BENDS
	2 CURVES AND HAIR PIN BENDS	3	3
TERRAIN AND SOIL CONDITION			
4	A.1 GEOLOGY OF THE ROAD	E & B H.R	E & B H.R
	B ROAD LENGTH PASSING THROUGH		
	1 CULTIVATED LAND AND BARREN LAND	2.065 KM	2.165 KM
	2 MOUNTAINOUS TERRAIN CROSS SLOPE FROM 25° TO 60°	1.5 KM	1.5 KM
	3 STEEP TERRAIN CROSS SLOPE GREATER THAN 60°	NIL	NIL
	4 ROCKY STRETCHES WITH INDICATION IN LENGTH IN LOOSE	NIL	NIL
	5 AREA SUBJECT TO AVALANCHES AND SNOW DRIFTS	NIL	NIL
NATURE OF SOIL			
5	1 LENGTH OF REACHES WITH EARTH AND BOULDERS	2.2	2.2
	2 LENGTH OF REACHES WITH MEDIUM ROCK/ SHALE	0.2	0.2
	3 LENGTH OF REACHES WITH MEDIUM HARD ROCK	NIL	NIL
	4 LENGTH OF REACHES WITH VHR/VHS	NIL	NIL




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BRIDGE REQUIREMENT			
6	A	MAJOR BRIDGES	1
	1	TOTAL NUMBER	1
	2	RANGE OF SAPN	36 M
	3	TOTAL WATERWAY	32M
	B	MINOR BRIDGES	NIL
	1	TOTAL NUMBER	NIL
	2	CULVERT	5
	3	TOTAL WATERWAY	3 m. each
GENERAL ELEVATION OF THE ROAD INCLUDING MAXIMUM AND MINIMUM HEIGHTS NEGOTIATED BY MAIN ASCENTS AND DESCENTS			
7	1	TOTAL NUMBER OF ASCENTS AND DESCENTS	ONE ASCENTS NO DESCENTS
	2	HEIGHT OF CLIFFS AND GORGES	NIL
RIGHT OF WAY BRINGING OUT CONSTRUCTION ON ACCOUNT OF BUILT UP AREA MOUNTAINS AND OTHER			
8		APPROXIMATE AREA AND VALUE	
	1	CULTIVATED	0.0864 Hectare
	2	IRRIGATED	NIL
	3	UN - IRRIGATED	0.0864 Hectare
	4	APPROXIMATE OF AREA SCHEDULE	2.68 Hectare
	5	FOREST LAND	NIL
	6	CIVIL SOYOM	0.2345 Hectare
9	A	EXISTING MEANS OF INTER COMMUNICATION (MUTE PATHE JEEP)	FOOTPATH
	B	RELATION PROPOSED ALIGNMENT WITH EXISTING AND UNDER CONSTRUCTION ROAD	CONNECTING TWO EXISTING ROAD
10	A	AVAILABILITY OF ROAD CONSTRUCTION MATERIALS	STONE ARE LOCALLY AVAILABLE
	B	LOCATION OF QUARRIES	Noon river

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C	AVERAGE LEADS	12 km	12 km
GENERAL ELEVATION OF THE ROAD INCLUDING MAXIMUM			
11	A LANDING GROUND	NIL	NIL
	B DROPPING ZONE	NIL	NIL
	C FOOD STUFFS	NIL	NIL
	D LABOUR LOCALLY AVAILABLE OR NEED OF IMPORT	30 % locally available	30 % locally available
	E CONSTRUCTION MATERIALS	NIL	NIL
	F TIMBER, BAMBOO, SAND, SHINGLE, GRIT, etc. EXTENT OF THEIR AVAILABILITY AND LEAD INVOLVED	Timber, Bamboo ect. Available at dehradun, shingle, Sand, stone available at noon river	Timber, Bamboo ect. Available at dehradun, shingle, Sand, stone available at noon river
	ACCESS POINT INDICATING POSSIBILITY OF EQUIPMENT	Dehradun	Dehradun

CLIMATE CONDITION (AVERAGE ANNUAL, PEAK INTENSITY, MONTHLY DISTRIBUTION)

13	A TEMPERATURES MAXIMUM & MINIMUM	Max. 38° and min. 8°	Max. 38° and min. 8°
	B RAINFALL DATA AVERAGE ANNUAL PEAK INTENSITY, MONTHLY DISTRIBUTION OF THE AVAILABLE ROAD LENGTH COVERED BY SNOW (AVERAGED AND PERIOD)	1300 mm spread almost round the year	1300 mm spread almost round the year
	C WIND DIRECTION OF VELOCITY	North to South	North to South
	D FOG CONDITION	Fog remains during rainy and winter season	Fog remains during rainy and winter season
	E EXPOSURE TO SUN	Full alignment is exposed to sun	Full alignment is exposed to sun
	F DRAINAGE CHARACTERISTICS OF THE AREA INCLUDING SUSCEPTIBILITY TO DAMAGE	Self drained	Self drained
14	LENGTH OF LANDSLIDES	NIL	NIL
15	LENGTH OF UNSTABLE AREA	NIL	NIL
16	LENGTH OF HEAVY CLEARING	NIL	NIL
17	LENGTH OF UNSTABLE AREA	NIL	NIL
18	LENGTH OF MARSHY LAND AND FLOODED AREA	NIL	NIL
19	VEGETATION EXTENT / TYPE	NORMAL	NORMAL
20	PERIOD REQUIRED FOR CONSTRUCTION	2 Years	2 Years

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21	POLITICAL ASPECTS	Polititian want urgent construction	POPULATION
22	IMPORTANT VILLAGE TOWN, MARKETING CENTER CONNECT	SANTULA DEVI TEMPLE	SANTULA DEVI TEMPLE
	NAME OF VILLAGE	CODE No.	POPULATION
	HARIYAWALA KHURD	503500	829
	CHAUKI	496000	222
	DHULAS	496600	815
	RIKHOLI	500000	662
23	STRATEGIC CONDITION	WILL PROVIDE AN ALTERNATE ROUTE	WILL PROVIDE AN ALTERNATE ROUTE
24	ECONOMIC AND INDUSTRIAL CONSIDERATION	NOT MUCH CONSIDERATION	NOT MUCH CONSIDERATION
25	POPULATION SERVED BY ALIGNMENT	AS ON SL NO 22	AS ON SL NO 22
26	RECREATIONAL POTENTIAL AND POTENTIAL DEVELOPMENT	AREA WILL DEVELOP	AREA WILL DEVELOP
27	SCOPE FOR AGRICULTURE AND HORTICULTURE DEVELOPMENT	NIL	NIL
28	EXTENT OF FOREST WEALTH	NIL	NIL
29	POSSIBILITY OF DEVELOPMENT OF MINOR OR ANY OTHER MAJOR DEVELOPMENT PROJECT BEING TAKEN UP (e.g. HYDRO ELECTRIC PROJECT)	NIL	NIL
30	APPROXIMATE COST OF CONSTRUCTION OF EACH ALIGNMENT	COST OF CONSTRUCTION.....	COST OF CONSTRUCTION.....
31		36 m span bridge	30 m span bridge
		There is Loose unstable portion in this alignment	There is Loose unstable portion in this alignment
		some village will be connected in this alignment	some village will be connected in this alignment
		Sivil soyam forest land in the alignment	Sivil soyam forest land in the alignment
		some cultivated land in this alignment	some cultivated land in this alignment
		HP band - 3 in this alignment	HP band - 3 in this alignment
		Length 2.3430 km	Length 2.353 km
		connecting two existing roads	connecting two existing roads
32	RELATION OF PROPOSED ALIGNMENT WITH EXISING AND ROAD UN		

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33	POSITION OF QUARRY	Noon River	Noon River
34	ANY OTHER USEFUL INFORMATION viz. OTHER IMPORTANT PROJECT BEING TAKEN IN THE AREA REQUIRED FOR PROPER COMPLETION OF THE WORK	as mentioned above this alignment will serve an alternate route from Jhariwala to nanda ki chowki on N.H	as mentioned above this alignment will serve an alternate route from Jhariwala to nanda ki chowki on N.H
35	RECOMMENDATION OF EXECUTIVE ENGINEER WITH REASON	Alignment No. 1 (shown red contour map) recommended for sanction. Both the alignment are having almost the same features but the location of bridge in alignment no 2 is not safe. The span of bridge in alignment No 1 is 36 m while in alignment no 2 is 30 m. but it is below sliding zone shown in the plan. As per prevailing situations of heavy rain in uttrakhand the waterway at bridge on Alignment no. 2 is not sufficient and proper clearance is not available. hence the Alignment No. 1 with 36 m span bridge is recommended for approval.	Alignment No. 2 shown in green is not recommended

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सहायक अभियन्ता

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पी.एम.जी.एस.वाई वृत्त मसूरी

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