(27)

A-2.3

प्रारम्भिक संयुक्त निरीक्षण रिपोर्ट का प्रारूप

परियोजना का नाम– बी0एम0बी0 मोटर मार्ग के किमी0 25 से स्यूणी तल्ली मोटर मार्ग का निर्माण कार्य

आज दिनाँक 4.1.2015 को प्रधानमंत्री ग्राम सड़क योजना पी0आई0यू0 कर्णप्रयाग के द्वारा बी0एम0बी0 मोटर मार्ग के किमी0 25 से स्यूणी तल्ली तक बनाये जाने वाले मार्ग हेतु स्थल निरीक्षण किया गया। संयुक्त निरीक्षण के समय वन विभाग की ओर से श्री बचन सिंह नेगी –वन दरोगा, राजस्व विभाग की ओर से श्री नीरज पुरोहित–राजस्व उप निरीक्षक, प्रस्तावक विभाग की ओर से श्री प्रताप सिंह बागडी–सहायक अभियन्ता एवं श्री जगबीर बैरवाण कनिष्ठ अभियनन्ता तथा स्थानीय प्रतिनिधि के रुप में श्रीमती पुष्पा देवी– ग्राम प्रधान स्यूधी तल्ली, एवं स्थानीय निवासी श्री चन्द्र सिंह, श्री किसन सिंह व संग्राम सिंह आदि के द्वारा प्रश्नगत परियोजना को बनाने हेतु सर्वश्रेष्ठ समरेखन के चयन तथा अन्य वैकल्पिक समरेखनो के चयन हेतु भाग लिया गया ।

संयुक्त निरीक्षण में पाया गया कि सामाजिक आवश्यकता, परिस्थितिक आवश्यकता, आर्थिक मितव्यता तथा तकनीकी आवश्यकता के दृष्टि से जो समरेखन सर्वथा उपयुक्त पाया गया है उसमें 100 मी0 नाप भूमि, 500 मी0 सिविल भूमि से, 3400 मी0 आरक्षित वन भूमि प्रभावित होगी एवं इस समरेखण के चयन में कुल ~~0.007~~ 0.070 हे0 नाप भूमि, 0.350 हे0 सिविल भूमि तथा 2.380 हे0 आरक्षित वन भूमि की आवश्यकता होगी। जिनमें से कुल 2.730 हे0 भूमि के हस्तान्तरण की आवश्यकता होगी । इस समरेखन पर लगभग 167 वृक्ष, जो कि चीड,फडियाड,कुंज/पापडी, एवं तुन प्रजाति के इस परियोजना के निर्माण से प्रभावित होंगे। इस समरेखण पर बांज प्रजाति का कोई वृक्ष के प्रभावित नहीं हो रहा है। समरेखण में पडने वाले 121 चीड, 01 फडियाड, 41 कुंज/पापडी एवं 04 तुन के पेड (कुल 167 पेड) आरक्षित भूमि के झिरकोटी (कक्ष सं0 8) व मेहलचौरी (कक्ष सं 19) कम्पार्टमेन्ट के अन्तर्गत है। प्रभावित होनें वाले 167 वृक्षों में से 30 वृक्ष 0–10 सेमी0 व्यास के है। इस प्रकार 0–10 सेमी0 से अधिक व्यास के प्रभावित होने वाले वृक्षों की सं0 137 है।

इस समरेखण के तुलना में जो वैकल्पिक समरेखण देखे गये उसमें 100 मी0 नाप भूमि, 450 मी0 सिविल भूमि से, 3500 मी0 आरक्षित वन भूमि प्रभावित होगी एवं इस समरेखण के चयन में कुल ~~0.007~~ 0.070 हे0 नाप भूमि, 0.315 हे0 सिविल भूमि, 2.450 हे0 आरक्षित वन भूमि की आवश्यकता होगी। जिनमें से कुल 2.765 हे0 भूमि के हस्तान्तरण की आवश्यकता होगी। इस समरेखन पर लगभग 248 वृक्ष (चीड बॉज फडियाट,तुन व कुज/पापडी के) इस परियोजना के निर्माण से प्रभावित होंगे।

अतः परियोजना के निर्माण हेतु चयनित विकल्प संख्या प्रथम के वन भूमि के अतिरिक्त अन्य वैकल्पिक एवं उपयुक्त भूमि उपलब्ध नहीं है तथा इस चुने गये वन भूमि की मांग न्यूनतम है।

चयनित उपयुक्त समरेखण आरक्षित वन झिरकोटी (कक्ष सं –8) मेहलचौरी (क0सं0–19) कक्षों से गुजरेगा/में स्थित है। इन कक्षों की वर्तमान वन आच्छादन 0.2 (Dense Forest)

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है एवं इन कक्षों में चीड एवं उतीस प्रजाति के वन हैं। प्रभावित होने वाली नाप भूमि व सिविल सोयम भूमि वृक्ष विहीन हैं

चुने गये समरेखन का प्रारम्भ होने के स्थल का GPS मान 79°20'53.88"E 29°57'7.57"N है तथा यह स्थल बी0एम0बी0 मोटर मार्ग के किम0 25 से प्रारम्भ होता है तथा समरेखण का अन्तिम स्थल ग्राम स्यूणी तल्ली है जिसका GPS मान 79°20'20.34"E 29°59'46.89"N है। चुने गये समरेखण के बीच के स्थलों के GPS मान 79°20'44.82"E 29°59'13.02"N; 79°22'50.53"E 29°59'21.20"N; 79°20'38.00"E 29°59'34.29"N; हैं।

चयनित समरेखन में किसी भी प्रजाति के पौधों को अन्य स्थानन्तरित (translocate) किया जाना आवश्यक नहीं होगा ।

चयनित उपयुक्त समरेखण किसी राष्ट्रीय पार्क/वन्य जीव अभ्यारहण्य का हिस्सा नहीं है ।

चयनित उपयुक्त समरेखण के चयन से ग्रामवासियों के परम्परागत अधिकारों का हनन नही होगा ।

मार्ग आरक्षित वन भूमि से प्रारम्भ होता है इस समरेखण पर मोटर मार्ग के निर्माण के दौरान जो मलवा उत्सर्जित होगा उसके निस्तारण हेतु 05 स्थल उपयुक्त पाये गये हैं जिनका GPS मान निम्न हैं:–

1- 79°20'51.36"E, 29°58'29.05"N
2- 79°20'51.46"E, 29°58'27.44"N
3- 79°20'51.45"E, 29°58'26.49"N
4. 79°20'37.18"E, 29°59'31.58"N
5. 79°20'35.91"E, 29°59'32.44"N

अन्य आवश्यक विवरण ....
....
....
....

हस्ताक्षर (प्रयोक्ता एजेन्सी) प्रतिनिधि	हस्ताक्षर (वन विभाग) प्रतिनिधि	हस्ताक्षर (राजस्व विभाग) प्रतिनिधि	हस्ताक्षर (अन्य दावेदार)	हस्ताक्षर (जन प्रतिनिधि)
सहायक अभियन्ता द्वितीय ग्रामीण अभियन्त्रण सेवा विभाग पी0एम0जी0एस0वाई0 प्रखण्ड-कर्णप्रयाग	उप प्रभागीय वनाधिकारी बद्रीनाथ वन प्रभाग	21.3.17		प्रधान ग्राम पंचायत स्यूँणी तल्ली वि0 ख0 गैरसैंण (चमोली) ह0 ... दि0 27/2/15

सहायक अभियन्ता द्वितीय ग्रामीण अभियन्त्रण सेवा विभाग पी0एम0जी0एस0वाई0 प्रखण्ड-कर्णप्रयाग

Jagmeet J.E.(PMGSY)

A-2.4

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Annexure- 2.4

Name of the Work- Construction of B.M.B Motor Road km-25 to Syuni Talli Motor Road under PMGSY

Comparison between identified alignments

Sl. No.	Variables	Alignment No-1	Alignment No-2
1	Topography	Mountainous	Mountainous
2	Length of Road	4.00 km	4.05 km
3	Bridging requirement No. and Length	01	01
4	Geometric		
	(a) Gradients	1:20	1:20
	(b) Curves, H.P Bends	04 numbers of H.P. Bends	07 numbers of H.P. Bends
5	Existing Means of communication, mule path, jeep, Tracks etc.	By mule path	By mule path
6	Right of way, bringing out construction on account of built up areas, monuments and other structures.	Right of way is available for carrying out the construction work. There are no built up area, monuments or other important structures along this alignment	Right of way is available for carrying out the construction work. There are no built up area, monuments or other important structures along this alignment
7	(a) Terrain & Soil Condition.	The terrain is hilly and the soil is a mix of Earth and Boulders, Soft Rock and Hard Rock.	The terrain is hilly and the soil is a mix of Earth and Boulders, Soft Rock and Hard Rock.
	(i) Cliffs and gorges.	(i) None	(i) None
	(ii) Drainage characteristics of the area including susceptibility to flooding .	(ii) The natural Drainage characteristics of the area is good and there is no susceptibility to flooding	(ii) The natural Drainage characteristics of the area is good and there is no susceptibility to flooding.
	(iii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and descends.	(iii) The General elevation of the road is 1400 m. The elevation at the starting point of the road is 1332 m and the elevation at the end point of the road is 1530 m. Thus the road achieves a height of 198 m.	(iii) The General elevation of the road is 1450 m. The elevation at the starting point of the road is 1332 m and the elevation at the end point of the road is 1530 m. Thus the road achieves a height of 198 m.
	(iv) Variations extant and types.	30 / 100 (Attached after comprative)	30 / 100 (Attached after comprative)
8	Climate Condition:		
	(a) Temperature Monthly max. & min. reading.	(a) Temperature Monthly max. & min. reading (Avg. data of 12 years)	(a) Temperature Monthly max. & min. reading (Avg. data of 12 years)

Month	Temperature (in ^{0}C)		Month	Temperature (in ^{0}C)	
	Max.	Min.		Max.	Min.
January	18	-1	January	18	-1
Feb.	22	7	Feb.	22	7
March	27	13	March	27	13
April	33	18	April	33	18
May	35	20	May	35	20
June	32	21	June	32	21
July	31	21	July	31	21
August	30	23	August	30	23
September	30	21	September	30	21
October	29	17	October	29	17
November	26	12	November	26	12
December	21	-1	December	21	-1

<table>
<tr><th>Sl. No.</th><th>Variables</th><th colspan="2">Alignment No-1</th><th colspan="2">Alignment No-2</th></tr>
<tr><td></td><td>(b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .</td><td colspan="2">(b) Rainfall data average annual peak intensities monthly distribution</td><td colspan="2">(b) Rainfall data average annual peak intensities monthly distribution</td></tr>
<tr><td></td><td></td><td>Month</td><td>Average Rainfall Data (in mm)</td><td>Month</td><td>Average Rainfall Data (in mm)</td></tr>
<tr><td></td><td></td><td>January</td><td>74</td><td>January</td><td>74</td></tr>
<tr><td></td><td></td><td>Feb.</td><td>76</td><td>Feb.</td><td>76</td></tr>
<tr><td></td><td></td><td>March</td><td>77</td><td>March</td><td>77</td></tr>
<tr><td></td><td></td><td>April</td><td>36</td><td>April</td><td>36</td></tr>
<tr><td></td><td></td><td>May</td><td>48</td><td>May</td><td>48</td></tr>
<tr><td></td><td></td><td>June</td><td>140</td><td>June</td><td>140</td></tr>
<tr><td></td><td></td><td>July</td><td>322</td><td>July</td><td>322</td></tr>
<tr><td></td><td></td><td>August</td><td>271</td><td>August</td><td>271</td></tr>
<tr><td></td><td></td><td>September</td><td>150</td><td>September</td><td>150</td></tr>
<tr><td></td><td></td><td>October</td><td>66</td><td>October</td><td>66</td></tr>
<tr><td></td><td></td><td>November</td><td>12</td><td>November</td><td>12</td></tr>
<tr><td></td><td></td><td>December</td><td>33</td><td>December</td><td>33</td></tr>
<tr><td></td><td>(c) Snowfall data average annual peak intensities monthly distribution (to the extent available) .</td><td colspan="2">(c) Snowfall occurs in the month of December and January upto 15 cm in depth on an average.</td><td colspan="2">(c) Snowfall occurs in the month of December and January upto 15 cm in depth on an average.</td></tr>
<tr><td></td><td>(d) Wind direction and velocities.</td><td colspan="2">(d) Owing to the nature of terrain local affect are pronounced and when the general prevailing winds not too strong to mask these effect, there is a tendency for diurnal reversal of winds, the flow being anabatic during the day and katabatic at night, the latter being of considerable force.</td><td colspan="2">(d) Owing to the nature of terrain local affect are pronounced and when the general prevailing winds not too strong to mask these effect, there is a tendency for diurnal reversal of winds, the flow being anabatic during the day and katabatic at night, the latter being of considerable force.</td></tr>
<tr><td></td><td>(e) Fog Condition.</td><td colspan="2">(e) Generally there are no fog conditions in the area. However, during the month of December and January, slight foggy conditions prevail during night, with clear sky in the day.</td><td colspan="2">(e) Generally there are no fog conditions in the area. However, during the month of December and January, slight foggy conditions prevail during night, with clear sky in the day.</td></tr>
<tr><td></td><td>(f) Exposure to sun.</td><td colspan="2">(f) The site is exposed to sun throughout the year.</td><td colspan="2">(f) The site is exposed to sun throughout the year.</td></tr>
<tr><td></td><td>(g) Unusual weather condition like cloud burst etc.</td><td colspan="2">(g) There is no record of unusual weather condition like cloud burst in the area where the site is located.</td><td colspan="2">(g) There is no record of unusual weather condition like cloud burst in the area where the site is located.</td></tr>
<tr><td>9</td><td colspan="5">Facilities resources.</td></tr>
<tr><td></td><td>(a) Landing ground.</td><td colspan="2">(a) None</td><td colspan="2">(a) None</td></tr>
<tr><td></td><td>(b) Dropping Zone.</td><td colspan="2">(b) None</td><td colspan="2">(b) None</td></tr>
<tr><td></td><td>(c) Food stuffs.</td><td colspan="2">(c) Haldi, Adrak, Mirch, Lehsoon, Dhan, Ghehun, Aloo etc.</td><td colspan="2">(c) Haldi, Adrak, Mirch, Lehsoon, Dhan, Ghehun, Aloo etc.</td></tr>
<tr><td></td><td>(d) Labour local availability and need for import.</td><td colspan="2">(d) Local labour is available for construction work.</td><td colspan="2">(d) Local labour is available for construction work.</td></tr>
</table>

Sl. No.	Variables	Alignment No-1	Alignment No-2
	(e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	(e) Stone required for the construction work shall be made available locally as it shall be obtained from hill side cutting. However, sand required for the construction work shall be procured from the approved quarry with a distance of 30 km.	(e) Stone required for the construction work shall be made available locally as it shall be obtained from hill side cutting. However, sand required for the construction work shall be procured from the approved quarry with a distance of 30 km.
10	Value of land, agricultural land, Irrigated land, built up land, forest land etc,	Value of the land required for the construction of the road in this alignment is as under-	Value of the land required for the construction of the road in this alignment is as under-
		- Private land, 0.070 hectare @ Rs. 9,00,000= Rs. 63,000.00	- Private land, 0.070 hectare @ Rs. 9,00,000= Rs. 63,000.00
		- Forest Land, 2.730 hectare @ Rs. 9,35,000= Rs. 25,52,550.00 Thus total value of land = Rs. 26,15,550.00	- Forest Land, 2.765 hectare @ Rs. 9,35,000= Rs. 25,85,275.00 Thus total value of land = Rs. 26,48,275.00
11	Approximate Const. Cost.	Rs. 280.00 lacs	Rs. 284.00 lacs
12	Access point indicating possibility of induction of equipment.	Access point available for induction of equipment	Access point available for induction of equipment
13	Period required for construction.	12 months	12 months
14	Strategic Consideration.	Deployment of skilled manpower and efficient equipment / machinery shall be made for completion of the project.	Deployment of skilled manpower and efficient equipment / machinery shall be made for completion of the project.
15	Important villages, towns and markets centers to be connected.	The road shall provide connectivity to Village- Syuni Talli with a population of 314 numbers	The road shall provide connectivity to Village- Syuni Talli with a population of 314 numbers
16	Recreational potential.	Nil	Nil
17	Economic Factors:		
	(a) Population served by the alignment.	(a) 314 numbers	(a) 314 numbers
	(b) Agricultures and economic potential of the area.	(b) Transportation of the cultivated crops by mechanical means (i.e., through road) shall enhance the economical condition of the people residing in this area. Potential of the development of animal husbandry.	(b) Transportation of the cultivated crops by mechanical means (i.e., through road) shall enhance the economical condition of the people residing in this area. Potential of the development of animal husbandry.
18	Other major development projects being taken up electric projects etc.	None	None
19	(i) Misc. Such as camping sites	(i) Camping sites to be located along the alignment of the road.	(i) Camping sites to be located along the alignment of the road.

Sl. No.	Variables	Alignment No-1	Alignment No-2
	(ii) Law and other problem	(ii) There is no significant law and order problem in the area and the local administration takes care of such matters.	(ii) There is no significant law and order problem in the area and the local administration takes care of such matters.
	(iii) Royalty	(iii) Royalty is paid to the Revenue Department.	(iii) Royalty is paid to the Revenue Department.
	(iv) Availability of contractors for collection and carriage of construction material	(iv) Available	(iv) Available
	(v) Working period available for construction of work.	(v) 09 months in a year	(v) 09 months in a year
20	Total No. of trees to be removed .	167 numbers	Approximately 248 numbers.
21	Average Density of forest cover .	0.2 (Dense Forest)	0.2 (Dense Forest)
22	Total No. of Merits	16	11
23	Total No. of Demerits	05	10

Note- Colour filled Cell is the de-merit of the alignment whereas no fill is the merit of the alignment

RECOMMENDATIONS:

Alignment no. -1 is Recommended for approval being more economical, useful & technically feasible.

J.E PMGSY

A. E. R. E. S. PMGSY Karanprayag

अधिशासी अभियन्ता
ग्रामीण अभियन्त्रण सेवा विभाग
पी.एम.जी.एस.वाई.
पखण्ड कर्णप्रयाग

उप वनसंरक्षक
केदारनाथ वन्य जीव प्रभाग
गोपेश्वर

उप प्रभागीय वनाधिकारी
गौचर उप वन प्रभाग
गोपेश्वर

VARIATION EXTENT AND TYPES

Name of Habitation(s) : Syuni Talli

Name of the Road : B.M.B. MR km-25 to Syuni Talli

Length of the Road : 4.0 km

Sl. No.	Variable of the Habitation	Weightage of the Variable	Variable	Value Obtained	Remarks
1	2	3	4	5	6
1	Population	8	314	4	
2	SC / ST Population	8	0	0	
3	Primary School	4	Yes	4	
4	Middle School	6	No	0	
5	High School	8	No	0	
6	Intermediate School	8	No	0	
7	Vocational School	8	No	0	
8	Dispensary	4	No	0	
9	Maternity & Child Welfare Centres	6	Yes	6	
10	Primary Health Centre & Veterinary	8	No	0	
11	Police Station	6	No	0	Revenue Police Area
12	Post Office	4	No	0	
13	Electrified	6	Yes	6	
14	Panchayat Head Office	6	Yes	6	
15	No. of Market Held	6	No	0	
16	Hilly Area	4	Yes	4	
	Total	**100**		**30**	

Assistant Engineer
R.E.S., P.M.G.S.Y
Sub Div.- Karanprayag

अधिशासी अभियन्ता
ग्रामीण अभियन्त्रण सेवा विभाग
पी0एम0जी0एस0वाई0
खण्ड-कर्णप्रयाग