

प्रपत्र-8

परियोजना का नाम:- जनपद पौड़ी गढ़वाल के अन्तर्गत रीठाखाल-दुधारखाल मोटर मार्ग से ग्राम तलगल तक लिंक मोटर मार्ग का नव निर्माण कार्य।

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

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प्रभागीय वनाधिकारी

Shuchi
वन क्षेत्राधिकारी
पश्चिमी अमेली रेंज
दमदेवल

JE

सहायक अभियन्ता
निर्माण खण्ड, लो० न० वि०
पौड़ी गढ़वाल

JE

अधिशाली अभियन्ता
निर्माण खण्ड, लो० न० वि०
पौड़ी गढ़वाल


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प्रभागीय वनाधिकारी
गढ़वाल वन प्रभाग पौड़ी

COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT

Name of work :- Comparative Statement of various alignment of Motor road under State Sector named From Reethakhal-Dudharkhal Motor Road to Talgal. District Pauri Garhwal

S.L. No.	ITEMS	ALIGNMENT	
		No.1 Marked in red colour	No. 2 marked in Green colour
1	2	3	4
1	Details of route vis-à-vis topography of the area main features and discrepancy of the alignment	Alignment started from Km. 4 of the Reethakhal-Dudharkhal Motor Road	Alignment started from Km. 4 of the Reethakhal-Dudharkhal Motor Road
2	Length of alignment from the starting to the terminal point.	1:24 F grade shall run through Nap. forest & Civil land. upto 1.00 Km.	1:24 F&R grade shall run through Nap. forest & Civil land. upto 1.425 Km.
a.	GEOMETRICS Gradient in different stretches of alignment	0/0 - 0.5 - Level 0.5 - 0.10 - 1:24F 0.10 - 0.20 - Level 0.20 - 0.26 - 1:24F 0.26 - 0.40 - Level	0/0 - 0.8 - 1:24F 0.8 - 0.10 - 1:40F 0.10 - 0.20 - 1:24F 0.20 - 0.22 - 1:40F 0.22 - 0.30 - 1:24F 0.30 - 0.40 - Level 0.40 - 1.17 - 1:24R
b.	Curves, hair pin bends etc.	No H.P. Bend	02 Nos. H.P. Bend
c.	Terrain & Soil Condition (a) Geology of the area (b) Road length passing through cultivated land barren land (i) Mountain terrain cross slope from 25° to 60° (ii) Steep terrain (iii) Rocky stretches with indication of the length in loose rock stretches. (iv) Area subject to avalanches and snow drifts.	Earth and Boulder to V.H.R 100% 1.00 Km. NIL NIL NIL	Earth and Boulder to V.H.R 100% 1.425 Km. NIL NIL NIL
d.	Nature of soil (a) length or reaches with earth and boulders. (b) length or reaches with ordinary rock. (c) length or reaches with hard rock. (d) length or reaches with V.H.R & shale. (e) length or reaches with Ex. Hard rock shale.	70% 25% 5% -	50% 35% 15% -


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 पीडी गढवाल

<p>Bridging Requirement Minor bridge / Causeway</p> <p>a- Total number</p> <p>b- Range of span</p> <p>c- Total water way</p>	<p>NA</p> <p>NA</p> <p>NA</p>	<p>1 no. Causeway 12 m Span</p> <p>NA</p> <p>NA</p> <p>NA</p>
<p>General elevation of road</p> <p>(a) indicating max. & min. height negotiated by min. assents & descents</p> <p>(b) Total nos. of ascents & descents</p> <p>(c) Length of cliffs and gauges.</p>	<p>-</p> <p>As per enclosed L-Section</p> <p>NIL</p>	<p>-</p> <p>As per enclosed L-Section</p> <p>NIL</p>
<p>Right of way bringing out constraints of built up monuments.</p> <p>Approximate area & value</p> <p>(a) Cultivated</p> <p>(b) Irrigated</p> <p>(c) Un Cultivated</p> <p>(d) Un-Irrigated</p>	<p>As per enclosed L-Section</p>	<p>As per enclosed L-Section</p>
<p>Existing means of inter communication (a) Mule path jeep track</p> <p>(b) Relation of proposed alignment with existing under construction road.</p>	<p>Only mule path and foot track</p> <p>Proposed alignment takes of from Km. 4 of the Reethakhal-Dudharkhal Motor Road</p>	<p>Only mule path and foot track</p> <p>Proposed alignment takes of from Km. 4 of the Reethakhal-Dudharkhal Motor Road</p>
<p>Availability of road construction material</p> <p>(a) Location of quarry</p> <p>(b) Average lead</p>	<p>Expected on the road alignment but best position can be know after hill side cutting</p>	<p>Expected on the road alignment but best position can be know after hill side cutting</p>
<p>Facilities Resources</p> <p>(a) landing -ground</p> <p>(b) dropping zone</p> <p>(c) food stuffs and slides.</p> <p>(d) labour local availability and need for import.</p> <p>(e) construction material timber, sand, stones, single etc-extent to their availability and lead involved.</p>	<p>NIL</p> <p>NIL</p> <p>Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available</p> <p>Timber, stone available & sand from nayar river single from Jawalapur Haridwar</p>	<p>NIL</p> <p>NIL</p> <p>Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available.</p> <p>Timber, stone available & sand from nayar river single from Jawalapur Haridwar</p>
<p>Access points indicating possibility of induction of equipment.</p>	<p>Kotdwara & Pauri</p>	<p>Kotdwara & Pauri</p>
<p>Climatic Condition</p> <p>(a) Temperature Max and Minimum</p> <p>(b) Rain fall data-average annual peak intensities monthly distribution (to the extent available) length of road covered by snow average period</p>	<p>Not available</p>	<p>Not available</p>

(c) Wind direction and velocities	From the South. With normle Velocity	From the South. With normle Velocity
(d) Fog condition	Neglegible	Neglegible
(e) Exposure to sun	Well exposed to Sun	Well exposed to Sun
(f) Drainage characteristics of the area including susceptibility of damages	Good natural drainage hance Susceptibility to damage in minimum.	Good natural drainage hance Susceptibility to damage in minimum
14 length of land slides	Local valley and Gadheras	Local valley and Gadheras
5 Length of unstable area.	Nil	Nil
Length of heavy clearing	Nil	Nil
7 Length of marshy or flooded area.	Nil	Nil
8 Length of portion with loose rocks.	Nil	Nil
Vegetation extent /type	Small trees ,with ordinary bushes.	Small trees ,with ordinary bushes.
Period required for construction	1 ½ year	1 ½ year
Political aspect	The area will be connected with distt. Headquarter .	The area will be connected with distt. Headquarter
Village falling on/or within Alignment		
Village on or within		
1 Km. of the alignment	Talgal	Talgal
1 Km. to 2.00 Km. of the alignment		
Name of important village town, marketing centre other centers connected	--	--
Strategic condition	Better Communication	Better Communication
Economics & Industrial Consideration	Normal	Normal
Population served by the alignment	Approximate	Approximate
Recreational potential & Potential for development of tourism	Good -	Good
Scope of Agriculture & horticulture development	Seasonal fruits and vegetables	Seasonal fruits and vegetables
Extent of Forest wealth	Good	Good
Posibility of development of minor or any other major development project being taken up (e.g. Hydro Electricity Project)	Not Know	Not Know
Approximate cost of construction of each alignment.	After Estimation	After Estimation
Marits and Dimerits	1-Better road Transpiration 2-Minimum length required to reach 3-All Villagers are agreed with this alignment	1- Not good Transportation 2- Maximum length require to reach at Village 3- some Villagers are

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अधिशारी अभियन्ता
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	4-Less cost of constructions required 5-Working period available whole year except rainy season. 6- No H.P. Bend	objecting this alignment due to affecting the Residential Building 4- More Cost required to construction - 5- Working period will be more required due to villagers objection. 6-maximum no of H.P. Bend 02 No
merits	Viewing the Served population from the alignment no demerits are there.	1-More Nap land is affected 2-Uneasy road Transpiration 3- More cost of constructions required. 4- Build up area to be affected. 5- All Villagers are not agreed to this alignment
ation of proposed alignment with sting Road	As a branch road	As a branch road
ation of Quarry	Stone available from hill side cutting .	Stone available from hill side cutting .
other useful information Vis or important project being under a required from completion of the	Cash crops.	Cash crops .
ommendation of Executive ineer.	Comparing the merits of both alignments. Alignment No. 1 marked with red colour is recommended due to less cost of construction & All Villagers are agreed with this alignment	Alignment cannot be recommended Shown is green colors as per index plan.
rs of Superintending Engineer 1 reasons.		

Signature
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PWD

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A.E
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प्रपत्र-9

परियोजना का नाम- जनपद पौड़ी गढ़वाल के अन्तर्गत रीठाखाल-दुधारखाल मोटर मार्ग से ग्राम तलगल तक लिंक मोटर मार्ग का नव निर्माण कार्य।

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.बैण्ड व अन्य भू-गर्भीय कारण)
संरेखण-1	0.360	30	1.500 किमी०	मार्ग का नव निर्माण कार्य होना प्रस्तावित है।
संरेखण-2	0.855	Small tree with ordinary bushes	4.00 km	नव निर्माण कार्य प्रस्तावित है।
संरेखण-3				

उक्त तीनों संरेखणों में से संरेखण प्रथम उपयुक्त है।

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ह०/प्रभारी वनाधिकारी
गढ़वाल वन प्रभाग पौड़ी

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प्रपत्र-10

परियोजना का नाम:- जनपद पौड़ी गढ़वाल के अन्तर्गत रीठाखाल-दुधारखाल मोटर मार्ग से ग्राम तलगल तक लिंक मोटर मार्ग का नव निर्माण कार्य।

वैकल्पिक भूमि उपलब्ध न होने व वन भूमि की मांग न्यूनतम होने का प्रमाण-पत्र

प्रमाणित किया जाता है कि उपरोक्त प्रयोजन हेतु आवेदित वन भूमि के अतिरिक्त अन्य कोई वैकल्पिक भूमि उपलब्ध नहीं है व चयनित भूमि पर ही परियोजना का निर्माण किया जा सकता है। आवेदित 0.360 हे० वन भूमि की मांग न्यूनतम है व इससे कम वन भूमि पर परियोजना का निर्माण कार्य किया जाना सम्भव नहीं है।

अधिसूचक अभियन्ता
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प्रभागीय वनाधिकारी
गढ़वाल जिला प्रभाग पौड़ी
प्रभागीय वनाधिकारी

होम वनाधिकारी
जिलाधिकारी

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सहायक अभियन्ता
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पश्चिमी अमेली रेंज
दमदेवल

Arjun
जिलाधिकारी

तहसीलदार
सतपुरी (गढ़वाल)

उप जिलाधिकारी
सतपुरी (गढ़वाल)