

प्रारूप-33

परियोजना विवरण :-

जनपद पौड़ी गढ़वाल के विकासखण्ड पौड़ी में देहलचौरी-पौड़ी मोटर मार्ग के किमी 0 14 से भण्डारीगांव गढ़सेरा मो 0 मार्ग का निर्माण।

भू-वैज्ञानिक की आख्या

(प्रस्तावित स्थल की भू-वैज्ञानिक द्वारा निर्गत अद्यतन निरीक्षण आख्या प्राप्त कर संलग्न की जाय।)

(संलग्न है।)

सहायक अभियन्ता,
निर्माण खण्ड, लो० नि० वि०
श्रीनगर (गढ़वाल)

1/10/18

अधिसूची अभियन्ता
निर्माण खण्ड लो० नि० वि०
श्रीनगर (गढ़वाल)

ह० / -
(भू-वैज्ञानिक)
नाम व मुहर सहित

Geological Report of the proposed road from Bhandari Gaon to Gadsera

PWD Division, Srinagar proposed a 6km road from Bhandari Gaon to Gadsera As requested by Er. Arvind Kumar A E., PWD Division, Srinagar, I carried out Geological investigations of the proposed road on 29th September 2013 in the presence of Er. C. S. Chauhan, J. E. .

General Geological Condition:

Geologically the investigated the area comes under the Lesser Himalayan terrain. The proposed alignment falls between 1000 to 800 meters a.m.s.l. The major ridge present in this area is roughly trending in E-W. At right angle to the main ridge, numerous secondary and tertiary spurs intersect the area showing highly dissected topography. The general slope is S-W facing.

Rock types:

Lithologically, the area is constituted by Phyllites of Upper Proterozoic age. The highly fractured and shattered rocks are testimony of active tectonics in the region. Numerous local faults are also visible in the area. The steep slopes and rugged topography of the region indicate that the area is neotectonically active. Phyllites are thinly bedded. Four sets of joints are prominent in the rocks. The trend of Phyllites at starting is 51° due SW. The Uniaxial Compressive Strength (UCS) was taken with the help of Schmidt Hammer. The UCS of the Phyllites shows very low value ranging from 250 to 350 kg/cm².

छाया प्रति प्रमाण

सहायक अभियन्ता
निर्माण खण्ड, लो.नि.वि.
धीनगर (गढ़वाल)

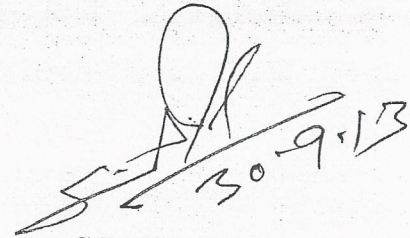
Detailed investigation of the alignment and suggested corrective measures are as:

1. The proposed alignment will be bifurcated from Pauri-Dehalchauri Motor road.
2. Most of the proposed alignment goes through cultivated/Panchayat or Civil Lands.
3. The slope is very gentle and hence favourable for road construction.
4. At the starting of the alignment the slope is gentle and the orientation of the rocks favours the stability of the slope. Hence the road construction is safe.
5. Most of the alignment will pass through either cultivable fields or gentle slope hence the alignment is geologically safe provided hill side road code of conduct during construction are followed.
6. The road alignment should be constructed with a minimum grade 1:18 or higher.
7. Proper drains and parapet / scrubbers walls at appropriate locations be constructed as per norms of hill side road safety.

The proposed section of the road may be geologically safe provided the construction agency (PWD) take care of the above-mentioned corrective measures. Suggestions may be sought in future if problem arises at some point.

छाया प्रति प्रमाणित

सहायक अभियन्ता,
निर्माण खण्ड, लो० नि० वि०,
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Uniyal Bhavan

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