

Geological Report of Proposed Dharigaon-Amdhar Motor road from 2nd km of Khirsu-

Sumadi motor road

PWD Construction Division, Pauri proposed a 4km Dharigaon-Amdhar Motor road from 2nd km of ~~Khirsu~~ ^{Khirsu}-Sumadi motor road. As requested by Er. Sangeeta Rawat J. E., PWD Division, Srinagar, I carried out Geological investigations of the proposed road on 17th Feb 2013 in the presence of Er. Sangeeta.

General Geological Condition:

Geologically the investigated area comes under the Lesser Himalayan terrain. The proposed alignment falls between 1000 to 900 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 North 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. The phyllites are thinly bedded and tightly folded.

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

01. The proposed alignment will be Bifurcated from 2nd Km of the Khirsu-Sumadi Motor road.
02. Most of the proposed alignment goes through cultivated/Panchayat or Civil **छाया प्रति प्रमाणित**
03. The slope is very gentle and hence favourable for road construction.

छाया प्रति प्रमाणित

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04. 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.
05. In all 4 HP bends are proposed on the alignment,
06. HP bend Ist is proposed on 1st km. The site is at gentle slope and seems favorable for HP bend.
07. HP bend IInd is proposed on Km IInd. The slope at the site is gentle and seems favorable for HPP bend construction.
08. HP bend IIIrd and IVth are proposed on Km 4th. Both the sites are on gentle slope and the rocks are at anti-dip slope condition. The sites are hence favorable for HP bend construction.
09. 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.
10. The road alignment should be constructed with a minimum grade 1:18 or higher.
11. 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

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21.2.13

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