कार्यालय अधिशासी अभियन्ता,
अस्थाई खण्ड, लोक निर्माण विभाग, घनसाली, मुख्यालय–घुमेटीधार
OFFICE OF THE EXECUTIVE ENGINEER,
TEMPORARY DIVISION, PUBLIC WORK DEPARTMENT,
GHANSALI, HEAD QUARTER-GHUMETIDHAR

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पत्रांक :–/   दिनांक– / /2019

सेवा में,

प्रभागीय वनाधिकारी,
टिहरी वन प्रभाग,
नई टिहरी।

विषय :– राज्य योजना के अन्तर्गत जनपद–टिहरी गढ़वाल के विकास खण्ड–भिलंगना में घनसाली–घुत्तू मोटर मार्ग कि0मी0 02 एवं घनसाली–कोटी–अखोड़ी मोटर मार्ग के कि0मी0 03 को जोड़ने हेतु अर्द्वाँगी में भिलंगना नदी पर स्टील गर्डर मोटर सेतु सहित मोटर मार्ग के निर्माण हेतु 0.245 है0 वनभूमि का गैरवानिकी कार्य हेतु लो0 नि0 वि0 हेतु प्रत्यावर्तन (ऑनलाइननं0–FP/UK/ ROAD/ 14661/2015)

सन्दर्भ :– आपका कार्यालय पत्रांक– 8बी0/यू0सी0पी0/06/24/2018/एफ0सी0/816, दिनांक–19.07.2019

महोदय,

उपरोक्त विषयक आपके खण्ड द्वारा लगाई गई आपत्तियों का बिन्दुवार निराकरण कर अग्रिम कार्यवाही हेतु प्रेषित है :–

क्र0 सं0	लगायी गयी आपत्तियाँ	आपत्तियों का निराकरण
01.	बिन्दु सं0–2 के जवाब में राज्य सरकार द्वारा प्रस्तावित मार्ग के के0एम0एल0 से यह प्रतित होता है कि प्रस्तावित मार्ग के अन्तिम छोर पर कोई भी बसावट नहीं है अतः के0एम0एल0 फाईल अभी भी सही प्रतित नहीं होती है। राज्य सरकार प्रस्तावित मार्ग की सही के0एम0एल0 फाईल Para-C (II) (B) Online Part-I पर अपलॉड करना सुनिश्चित करें।	उक्त सम्बन्ध में अवगत कराना है कि प्रस्तावित मार्ग/पुल किसी भी बसावट को जोड़ने हेतु नहीं अपितु घनसाली में चारधाम यात्रा के समय अत्यधिक यातायात के दबाव के कारण उत्पन्न होने वाली जाम की स्थिति से बचाव के लिये बाईपास मोटर मार्ग के रूप में निर्मित किये जाने हेतु प्रस्तावित है एवं घनसाली बाजार के मुख्य चौराहे के निकट मार्ग की चौड़ाई क्रमशः 03 मीटर, 04 मीटर, 2.80 मीटर है, जो कि यातायात की दृष्टि से अत्यन्त कम है एवं उक्त स्थल पर मार्ग का चौड़ीकरण किया जाना भी सम्भव नहीं है। अतः आपत्ति निराकरण हेतु घनसाली में यातायात से सम्बन्धित मार्गों की ट्रैफिक सेन्सस रिपोर्ट संलग्न कर दी गई है।

अधिशासी अभियन्ता,
अ.ख., लो. नि. वि., घनसाली,
मुख्यालय–घुमेटीधार

Design Traffic Parameter Computataion

Name of Road -Ghansali Ghuttu Motor Road

Average Daily Traffic (ADT) counts over a period of 7 days on a single lane rural road during the non-harvesting season is as under :

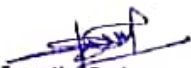| S.No.	Types of Vehicle	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Average	PCU
1	Cars & Jeeps	205.2	280.25	270.75	253.65	311.6	279.3	465.5	228.68	228.68
2	Full size trucks (HCV)	44	82	85	70	547	76	69	129.14	387.43
3	Medium size trucks (MCV)	10.8	14.75	14.25	13.35	16.4	14.7	24.5	12.04	36.11
4	Motor cycles & Scooters	260	377	370	337	875	370	559	369.86	184.93
	Total	520	754	740	674	1750	740	1118	740	837.14

There are two harvesting seasons in the area, each having a duration of about 1 1/2 months. It is assumed that the peak harvesting season traffic is double the traffic during the non-harvesting season. Hence,
Average Annual Daily Traffic,

$$AADT = T + \frac{1.2\,nTt}{365}$$

where
T = Average daily traffic during lean period i.e. $\bullet$ 739.71
nT = Enchance traffic during peak season
n = 1   if peak traffic is double the lean traffic
t = no. of peak days   =   45

$$AADT = 739.71 + \frac{1.2 \times 1 \times 739.71 \times 45}{365}$$

$$= 739.71 + 109.44$$

AADT = 849.15   Say   849

Assuming an initial growth rate of 6 % and 2 years of construction period i.e. opening the road to traffic.

AADT = $849 \times (1.06)^2$
AADT = 953.94   Say   954

Therefore, Proportion of HCV out of AADT, $954 = \frac{129.14}{739.71} \times 954 =$ 166.54 Say = 167

Proportion of MCV out of AADT, $954 = \frac{12.04}{740} \times 954 =$ 15.52 Say = 16

Therefore, Commercial Vehicles Per Day, CVPD   = 167 + 16 = 183

Assistant Engineer
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S.No.	Types of Vehicle	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Average	PCU
1	Cars & Jeeps	86.4	99.9	108.9	91.8	126.9	126.9	108	91.54	91.54
2	Full size trucks (HCV)	30	21	33	32	21	33	34	24.29	72.86
3	Medium size trucks (MCV)	9.6	11.1	12.1	10.2	14.1	14.1	12	10.17	30.51
4	Motor cycles & Scooters	126	132	154	134	162	174	154	126.00	63.00
	Total	252	264	308	268	324	348	308	252	257.91

There are two harvesting seasons in the area, each having a duration of about 1 1/2 months. It is assumed that the peak harvesting season traffic is double the traffic during the non-harvesting season. Hence,

Average Annual Daily Traffic,

$$AADT = T + \frac{1.2\,n\,T\,t}{365}$$

where
T = Average daily traffic during lean period i.e. $= 252.00$
nT = Enchance traffic during peak season
n = 1 if peak traffic is double the lean traffic
t = no. of peak days $= 45$

$$AADT = 252.00 + \frac{1.2 \times 1 \times 252.00 \times 45}{365}$$

$$= 252.00 + 37.28$$

$$AADT = 289.28 \quad \text{Say} \quad 289$$

Assuming an initial growth rate of 6 % and 2 years of construction period i.e. opening the road to traffic.

$$AADT = 289 \times (1.06)^2$$
$$AADT = 324.72 \quad \text{Say} \quad 325$$

Therefore, Proportion of HCV out of AADT, $325 = \frac{24.29}{252.00} \times 325 = 31.29 \quad \text{Say} = 31$

Proportion of MCV out of AADT, $325 = \frac{10.17}{252} \times 325 = 13.11 \quad \text{Say} = 13$

Therefore, Commercial Vehicles Per Day, CVPD $= 31 + 13 = 44$

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Design Traffic Parameter Computataion

Name of Raod- Gadoliya Plikhi Motor road.

Average Daily Traffic (ADT) counts over a period of 4 days on a single lane MDR during the non-harvesting season is as under :

S.No.	Types of Vehicle	Day 1	Day 2	Day 3	Day 4	Average	PCU
1	Cars & Jeeps	297	321	311	329	314.50	314.50
2	Full size trucks (HCV) ,Bus	74	75	65	73	71.75	215.25
3	Medium size trucks (MCV)	37	33	33	37	35.00	105.00
4	Motor cycles & Scooters	294	284	283	320	295.25	147.63
	Total	702	713	692	759	716.50	782.38

There are two harvesting seasons in the area, each having a duration of about 1 1/2 months. It is assumed that the peak harvesting season traffic is double the traffic during the non-harvesting season. Hence,
Average Annual Daily Traffic,

$$AADT = T + \frac{1.2\,nTt}{365} = 716.50$$

where
T = Average daily traffic during lean period i.e.
nT = Enchance traffic during peak season
n = 1 if peak traffic is double the lean traffic
t = no. of peak days = 45

$$AADT = 716.50 + \frac{1.2 \times 1 \times 716.50 \times 45}{365}$$

$$= 716.50 + 106.00$$

$$AADT = 822.50 \quad \text{Say} \quad 823$$

Assuming an initial growth rate of 6 % and 2 years of construction period i.e. opening the road to traffic.

$$AADT = 823 \times (1.06)^2$$
$$AADT = 924.72 \quad \text{Say} \quad 925$$

Therefore, Proportion of HCV out of AADT, $925 = \frac{71.75}{716.50} \times 925 = 92.60$ Say 93

Proportion of MCV out of AADT, $925 = \frac{35.00}{716.50} \times 925 = 45.17$ say 45

Therefore, Commercial Vehicles Per Day,CVPD $= 93 + 45 = 138$

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Design Traffic Parameter Computataion

Name of Road - Uttarkashi Lambaon Ghansali Tilwara Motor road Km. 67to 100

Average Daily Traffic (ADT) counts over a period of 7 days on a single lane rural road during the non-harvesting season is as under :

S.No.	Types of Vehicle	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 7	Average	PCU
1	Cars & Jeeps	496.8	347.4	502.2	397.8	468	436.5	441	378.39	378.39
2	Full size trucks (HCV)	24	39	38	38	38	38	69	30.71	92.14
3	Medium size trucks (MCV)	55.2	38.6	55.8	44.2	52	48.5	49	42.04	126.13
4	Motor cycles & Scooters	576	425	596	480	558	523	559	451.14	225.57
	Total	1152	850	1192	960	1116	1046	1118	902	822.23

There are two harvesting seasons in the area, each having a duration of about 1 1/2 months. It is assumed that the peak harvesting season traffic is double the traffic during the non-harvesting season. Hence,
Average Annual Daily Traffic,

$$AADT = T + \frac{1.2\, n\, T\, t}{365} \qquad = 902.29$$

where
- T = Average daily traffic during lean period i.e.
- nT = Enchance traffic during peak season
- n = 1   If peak traffic is double the lean traffic
- t = no. of peak days   =   45

$$AADT = 902.29 + \frac{1.2 \times 1 \times 902.29 \times 45}{365}$$

$$= 902.29 + 133.49$$

$$AADT = 1035.77 \quad Say \quad 1036$$
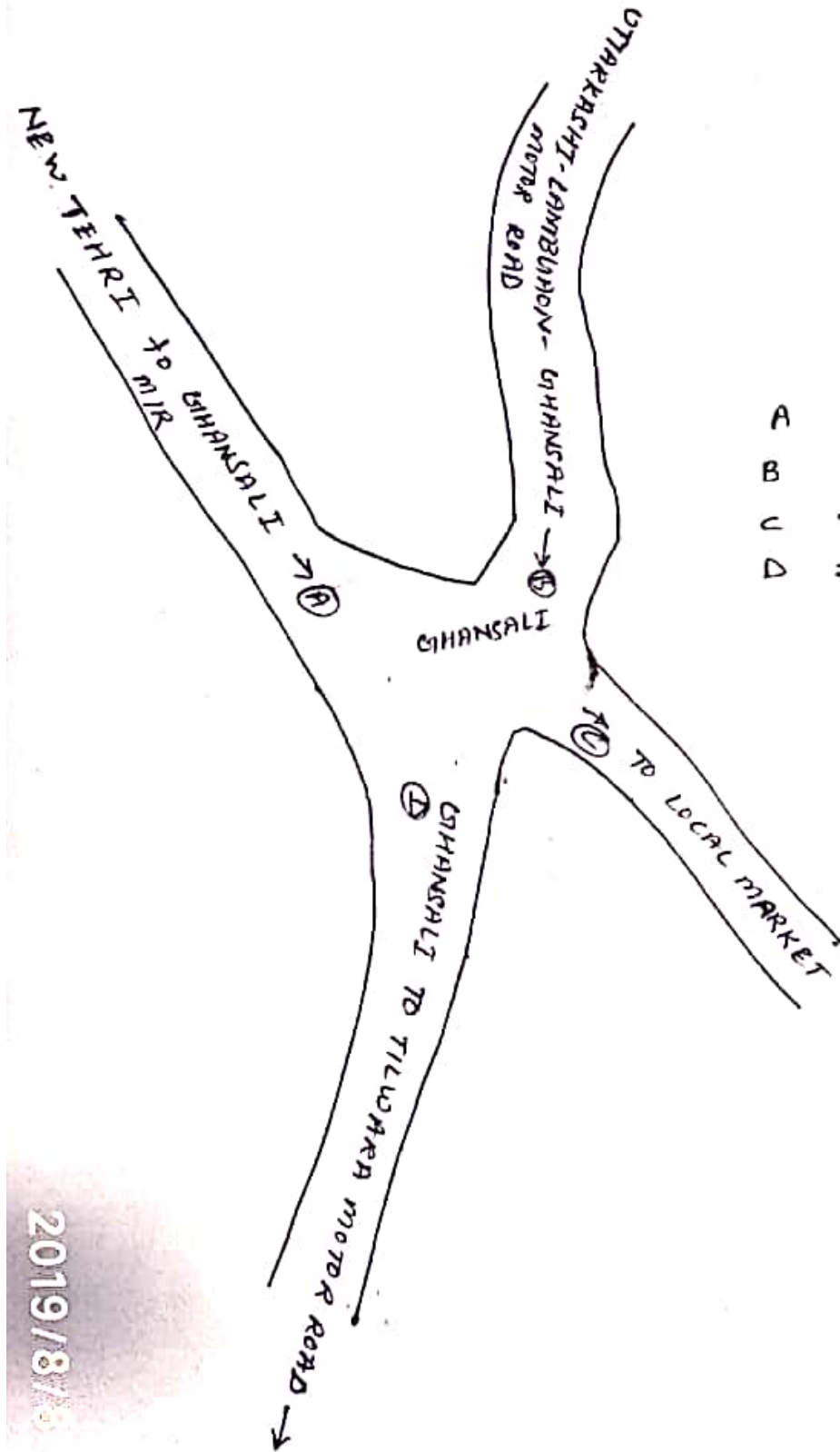
Assuming an initial growth rate of 6 % and 2 years of construction period i.e. opening the road to traffic.

$$AADT = 1036 \times (1.06)^2$$
$$AADT = 1164.05 \quad Say \quad 1164$$

Therefore, Proportion of HCV out of AADT, $1164 = \frac{30.71}{902.29} \times 1164 = 39.62 \ Say = 40$

Proportion of MCV out of AADT, $1164 = \frac{42.04}{902} \times 1164 = 54.24 \ Say = 54$

Therefore, Commercial Vehicles Per Day, CVPD $= 40 + 54 = 94$

Assistant Engineer
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Ghansali

साईन डायग्राम

A = ४.० मीटर चौड़ाई
B = ४.३० मीटर चौड़ाई
C = २.८० मीटर चौड़ाई
D = ३.२० मीटर चौड़ाई

NEW TEHRI TO GHANSALI m/R → Ⓐ

UTTARKASHI-LAMBGHON-GHANSALI MOTOR ROAD → Ⓑ GHANSALI

Ⓒ TO LOCAL MARKET

Ⓓ GHANSALI TO TILWARA MOTOR ROAD

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