

परियोजना का नाम:- प्रधानमंत्री ग्राम सड़क योजना के अन्तर्गत महिडाण्डा मोटर मार्ग से बगियाल गांव मोटर मार्ग का निर्माण (लम्बाई 4.325 किमी०) हेतु सिविल सोयम भूमि एवं वन भूमि हस्तान्तरण प्रस्ताव। (कुल वन भूमि - 0.731 है०)

वैकल्पिक समरेखणों को निरस्त किये जाने का प्रमाण-पत्र।

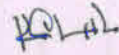
प्रस्तावित परियोजना हेतु दो समरेखणों पर विचार किया गया। समरेखण संख्या- 02 में अधिक भूमि व अधिक हेयर पिन मोड़ होने के कारण निरस्त किया गया। समरेखण संख्या 01 को मार्ग के स्थायित्व हेतु भूगर्भीय दृष्टि के कारण उचित पाया गया जो कि प्रस्तावित है।



कनिष्ठ अभियन्ता,
पी०एम०जी०एस०वाई०,
सि०ख०, उत्तरकाशी



सहायक अभियन्ता,
पी०एम०जी०एस०वाई०, सि०ख०,
उत्तरकाशी



अधिशाली अभियन्ता,
पी०एम०जी०एस०वाई०, सि०ख०,
उत्तरकाशी

Name of work: - Construction of Mahidanda Motor road to Bangiyal Gaon Motor Road

Comparative Statement of Various Alignment of Road

S. No.	Items	Comparison	
		Proposed alignment No.1 marked with red color on map	Proposed alignment No.2 marked with green color on map
DETAILS OF ROUTE-VISE –TOPOGRAPHY OF THE AREA			
1.	Main features and description of alignment	The proposed road starts from a link road to Mahidanda village from Uttarkashi-Gangotri highway. The start point of the road is at a junction of Mahidanda motor road and at an existing forest road reaching to Kot bungalow forest colony. A road length of 975m. has to be widened and upgraded. The proposed road ends at Bangiyal village traversing a length of remaining 3350m.	The proposed road starts from a link road to Mahidanda village from Uttarkashi-Gangotri highway. The start point of the road is at a junction of Mahidanda motor road and at an existing forest road reaching to Kot bungalow forest colony. A road length of 975m. has to be widened and upgraded. The proposed road ends at Bangiyal village traversing a length of remaining 4125m.
2.	Length of alignment from starting to terminal point	4.325Km.	5.100 Km.
3.	Geometric:-	Details shown in L-section	
3a.	Gradient in different stretches of alignment	5 Hair Pin Bends	
3b.	Curves, hairpin bends etc.		
4.	Terrain and soil conditions:-		
4a.	Geology of the area	Garhwal group of rocks of Lesser Himalya	Garhwal group of rocks of Lesser Himalya
4b.	Road length passing through		
i	Mountainous terrain (Cross slopes 25% to 60%)	4.325Km.	5.100Km.
ii	Steep terrain (Cross slopes grater then 60%)	Nil.	Nil
iii	Rocky stretches with indications of length on loose rock stretches.	Nil	Nil
IV	Area subject to avalanches and snow drifts/	Nil	Nil
5.	Nature of Soil:-		
5a.	Length of reaches with earth & boulders	3.350Km.	4.125Km.

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देहरादून

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5b.	Length of reaches with Medium rock/shale	0.975Km.	0.975Km.
5c.	Length of reaches with Hard rock/shale	0.2 Km	0.2 Km
5d.	Length of reaches with very hard rock/shale	0.175	0.175
5e.	Length of reaches/exception all hard rock/shale	Nil.	Nil.
6.	Bridges:-		
6a i	Miner Bridge	1	1
ii.	Miner Bridge range of span	15	15
iii.	Miner Bridge total water ways	10	12
6b i	Major Bridge	Nil	Nil
ii.	Major Bridge range of span	-	-
iii.	Major Bridge total No.	-	-
7.	General elevation of the road:-		
7a.	Indication maximum and minimum heights negotiated by main ascent and descent.		
7b	Total No. of ascent and descent	Road in 4.325 Km is in Ascent including existing part of forest road.	Road in 5.100 Km is in Ascent including existing part of forest road.
7c	Length cliff and gorges	Nil.	Nil.
8.	Land Type:-		
8a	Right of way bring out constrains	Nil	Nil
8b	Approximate area and value	0.6825 Hectares ((975x7)/10000)+3.015 Hectare((3350x9)/10000) Total:-3.7 hectares	0.6825 Hectares ((975x7)/10000)+3.7125Hectare((4125x9)/10000) Total:-4.395 hectares
8c	Reserved Forest	Nil	Nil
8d	Civil Forest	Nil	Nil
8e	Cultivated area	3.015 Hectares	3.7125 Hectares
8f	Irrigated area	3.015 Hectares	3.7125Hectares
8g.	Unirrigated area	Nil	Nil.
9	Reach:-		
9a	Existing means of inter-communication	Mule tracks and Village tracks.	Mule tracks and Village tracks.
9b.	Relations of proposed alignment with existing and under construction Road	Alignment is a up gradation and widening of forest road up to a length of 975m. and then construction of approach road up to village Bangiyal.	Alignment is a up gradation and widening of forest road up to a length of 975m. and then construction of approach road up to village Bangiyal.
10.	Quarries:-		
10a	Availability of road construction Material	Locally available	Locally available
10b.	Location of quarries.	-	-

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04/5/20

10c	Average leads	-	-
11.	Resources:-	Uttarkashi	Uttarkashi
11a	Landing ground	Uttarkashi	Uttarkashi
11b	Dropping Zones	At Uttarkashi	At Uttarkashi
11c	Food stuffs	Locally available	Locally available
11d	Labours	Sand, Stone, Single, Grits etc will be available locally and rest have to be carted from outside.	Sand, Stone, Single, Grits etc will be available locally and rest have to be carted from outside.
11e	Construction Material(Sand, timber, stone, bamboo, single etc.) extent of their availability and lead involved)	Uttarkashi and Rishikesh	Uttarkashi and Rishikesh
11f	Access point indication possibility	Maximum 28°C to Minimum -1°C	Maximum 28°C to Min.-1°C
12	Climatic conditions:-	Not Available	Not Available
12a	Temperature monthly(Maximum & Minimum)	-	-
12b	Rainfall data average annual peaks intents	N/S direction	N/S direction
12c	Monthly distribution at extent available of road covered by (Average and Period)	In rainy season	In rainy season
12d	Wind direction and velocity	Almost full day	Almost full day
12e	Fog conditions	Quick drainage	Quick drainage
12f	Exposure to Sun	Nil	Nil
13	Drainage characteristics of the including susceptibility to damages	5.100 Km.	5.100 Km.
14	Length of land slides	Nil	Nil
15	Length of stable area	Nil	Nil
16	Length of heavy snow clearing	Nil	Nil
17	Length of marshy or flooded area	Nil	Nil
18	Length of portion of loose rock	1 Year	1 Year
19	Period required for construction	Covered with local bushes and Pine trees.	Covered with local bushes and Pine trees.
20	Vegetation extent type	-	-
21.	Political aspect:-	Kot Bang low forest colony and Bagyal	Kot Bang low forest colony and Bagyal and near- by villages
21a	Village falling on or with in length of road	Forest colony	Forest colony
21b	1 st Km. of the alignment	Bangiyaal Village	Bangiyaal Village
21c	2 nd to last Km. of alignment	Uttarkashi and Rishikesh	Uttarkashi and Rishikesh
22	Important Village, Town Marketing center connected	-	-
23	Economical and Industrial consideration	Fair	Fair
24	Potential for development of tourism	Fair	Fair
25	Scope of agriculture and horticulture development	Fair	Fair

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26	Extent of forest wealth	Forest/Civil forest land involved	Forest/Civil forest land involved
27	Prospect of development of minor or any other Major development project being taken up (for example Hydro electric Project)		
28	Approximate cost of construction of each alignment	Detailed Project investigation needed	Detailed Project investigation needed
29	Merits and Demerits		
29a	Merits	Communication to Bangiyal and nearby villages Shortest road length covering the maximum population Safe side for construction Less forest involved Comfortable gradient Technically good.	Communication to Bangiyal and nearby villages Shortest road length covering the maximum population Safe side for construction Less forest involved Comfortable gradient Technically good.
29b	Demerits	Nil	Disputed land involved
30	Any other useful information (viz. other project being taken up in area require completion of work)	Agriculture products of the local villages shall reach to Uttarkashi and Rishikesh town. An easier route to reach tourists shall help in the economic development of the area.	Agriculture products of the local villages shall reach to Uttarkashi and Rishikesh town. An easier route to reach tourists shall help in the economic development of the area.
31	Population served by the proposed alignment*	About 1000 local villagers/ tourists	About 1000 local villagers/ tourists
32	Recommendation of the Executive Engineer	On studying the merits and demerits and recommendations of the Geologist. The alignment No.1 as per the enclosed map is recommended for the approval.	On studying the merits and demerits and recommendations of the Geologist. The alignment No.2 as per the enclosed map is not recommended.
32	Other of Superintending Engineer with reasons	<i>Alignment not shown in Red Colour on Contour map is Approved as recommended by E.E.</i> <i>11/6/15</i>	

(Signature)
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 Dehadun

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