

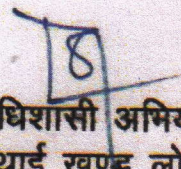
प्रपत्र-8

परियोजना का नाम:- पजिटीलानी सैन्ज मोटर मार्ग का निर्माण के वनभूमि
हस्तान्तरण प्रस्ताव । (0.9975 है०)

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।


सहायक अभियन्ता
अ०ख० लो०नि०वि०,
सहिया

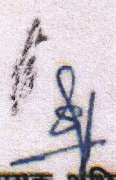

अधिशाली अभियन्ता
अस्थाई खण्ड लो०नि०वि०
सहिया

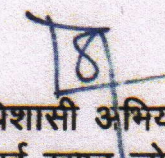
प्रपत्र-9

परियोजना का नाम:- पजिटीलानी सैन्ज मोटर मार्ग का निर्माण के वनभूमि
हस्तान्तरण प्रस्ताव । (0.9975 है०)

इस परियोजना की हेतु दो समरेखणों पर विचार किया गया तथा तुलनात्मक विवरण बनाकर अधीक्षण अभियन्ता 9 वॉ वृत्त लो०नि०वि० देहरादून को अनुमोदन प्रेषित किया गया ।

अधीक्षण अभियन्ता द्वारा संरेखण न० 1 लाल रंग तथा संरेखण न० 2 नीले रंग से नक्शे पर दर्शाये गये हैं तथा इन दोनों संरेखणों के गुण - दोष के आधार पर संरेखण न० 1 को अधीक्षण अभियन्ता 9 वॉ वृत्त लो०नि०वि० देहरादून को अनुमोदित किया गया है ।


सहायक अभियन्ता
अ०ख० लो०नि०वि०,
सहिया


अधिशाली अभियन्ता
अस्थाई खण्ड लो०नि०वि०
सहिया

CONSTRUCTION OF PAJITALANI - SAINJ MOTOR ROAD (Length 8.00 km)		ALIGNMENT NO.	
S.No.	ITEM	No 1	No 2
1	Details of route, vis-a-vis topography of the area Main features and description of the alignment	This Alignment for Connecting Village Dilaoo, Sainj from Pajitalani Khamaroli P.M.G.S.Y Motor Road (Proposed) Xs 2/9 (2.225 km) sanction under letter No 433 -C (5) U.R.D.A D-Dun Under P.M.G.S.Y 8.00 km.	Proposed Alignment for Connecting Village Dilaoo Sainj from Pajitalani Khamaroli P.M.G.S.Y Proposed Road km 2.225 and ended at Proposed Pajitalani chandaw. Reshew Motor Road 8.00 km.
2	Length of the alignment from starting point to terminal point	1:20 F. Level and 1:20 f	1:20 F Level 1:18 F
3	Geometrics A Gradient in different stretches of the alignment	As per I.R.C standard	As per I.R.C standard
4	B Curves and Hair pin bends	E.E.B. Rocky and B.L.B km. 115 th 6 to 8 th Negligible km. 1 to	E.E.B. Rocky and B.L.B 1 to 6 th 7 th to 8 th Negligible. km 1
5	A Terrain and soil condition 1. Geology of the road B Road length passing through 1 Mountainous terrain cross slope from 25° to 60° 2 Steep terrain cross slope greater than 60° 3 Rocky stretches with indication in length in loose. 4 Area subject to avalanches and snow drifts		

Final approved Draft V/s

JE

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प्रियंका/अमित

सहायक अभियन्ता

राज्य सड़क निगम

जयपुर (राजस्थान)

S. No.	ITEM	ALIGNMENT NO 1	ALIGNMENT NO 2
7	(v) Total numbers of ascents and descents (v) Length of cliffs and gorges Right of way bringing out construction Approximate area and value (i) Cultivated } Average (ii) Irrigated } (iii) Un irrigated } (iv) Civil soyam } (v) Forest land }	Gradual descent 0 in full length except 125 mtr in km Total area required = $\frac{8000 \times 12}{200.67} = 478.40 \text{ Mtr}$ $\frac{3550 \times 12}{200.67} = 212.29 \text{ Mtr @ } 5000/- \text{ Mtr}$ $= 1061450.00$	Gradual descents in full length except 125 mtr level in km Total area required = $\frac{8000 \times 12}{200.67} = 478.40 \text{ Mtr}$ $\frac{6500 \times 12}{200.67} = 388.70 \text{ Mtr @ } 5000/- \text{ Mtr}$ $= 1943500.00$
8	(A) Existing means of inter communication (Mule path, Jeep track etc) (B) Relation of proposed alignment with existing and under construction roads	Foot track & village path New Alignment	Foot track and village path New Alignment
9	(A) Availability of road construction materials (B) Location of quarries (C) Average leads	few material will be available Yamuna River at Kaleri 45 km	few material will be available Yamuna River at Kaleri 45 km
10	Facilities/ Resources (A) Landing ground (B) Dropping zone (C) Food stuffs (D) Labour locally available or need of import (E) Construction materials, timber, bamboo, sand, stone, shingle, grit etc extent of their availability & lead involved	Facilities available from Nearest Railway station at Dehradun Nepali Labour Available but transported from D. Dum / Haridwar Dehradun / Saharanpur	Facilities available from Nearest Railway station at Dehradun Nepali Labour available but Transported from D. Dum / Haridwar Dehradun / Saharanpur

SE

S. No.	ITEM	ALIGNMENT NO	ALIGNMENT NO
11	Access point indicating possibility of equipment.	NO1	NO2
12	Climate conditions (A) Temperature maximum & minimum (B) Rainfall data average annual peak intensities, monthly distribution to the extent available (C) Length of road covered by snow average and period (D) Wind direction and velocities (E) Fog conditions (F) Exposure to Sun Drainage characteristics of the area indicating susceptibility to damage Length of land slides Length of unstable areas Length of heavy snow covering Length of marshy and flooded areas Length of position with loose rocks Period required for construction Vegetation and type	Dehradun / Haridwar	Dehradun / Haridwar
13	Critical Aspect	Dehradun / Haridwar	Dehradun / Haridwar
14	(A) Village following on or within 1 km of the alignment	Dehradun / Haridwar	Dehradun / Haridwar
15	(ii) 1 km to 5 km of the alignment	Dehradun / Haridwar	Dehradun / Haridwar
16	Important villages, town / marketing centre connected	Dehradun / Haridwar	Dehradun / Haridwar
17		Dehradun / Haridwar	Dehradun / Haridwar
18		Dehradun / Haridwar	Dehradun / Haridwar
19		Dehradun / Haridwar	Dehradun / Haridwar
20		Dehradun / Haridwar	Dehradun / Haridwar
21		Dehradun / Haridwar	Dehradun / Haridwar
22		Dehradun / Haridwar	Dehradun / Haridwar

Formal alignment Doc/Vho

JE

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S.No.	ITEM	ALIGNMENT NO 1	ALIGNMENT NO 2
23	<u>Economic & industrial consideration</u>		
	(i) Population served by alignment	1500	1500
	(ii) Agriculture, potential for development of forest.	Normal	Normal
24	Scope of agriculture and Horticulture development.	Normal	Normal
25	Extent of forest wealth	Normal	Normal
26	Prospect of development of minor or any other major development project being taken up in the study area including Project	Not known	Not known
27	Approximate cost of construction of each alignment	111.20 Lacs	111.20 Lacs
28	<u>Merits & Demerits</u>		
	(A) Merits	(1) There is no major/minor Bridges (2) This alignment involve no houses and property. (3) Normal damages. (4) Alignment involves 4 No H.P. Band and passing through almost in Bay area. (5) This alignment is technically suitable having minimum area of cultivated land, agriculture land, and minimum damages. Villagers are satisfied to this alignment as per letter attached. (6) This alignment showing in Red line is recommended for sanction for 8.00 km length of road.	(1) There is no major/minor Bridge (2) This alignment involves forest land, Bay forest and in Agriculture land. (3) Much damaged. (4) This alignment involves 7 No H.P. Band on agriculture land in which villagers are not agree. (5) This alignment is not suitable due to more damages in forest land and Agriculture land. Villagers are not agree to this alignment.
29	Any other useful information (viz. other important project being undertaken in the area required for the completion of work		
30	Recommendation of Executive Engineer		
31	Order of the Superintending Engineer with reasons		

Formal alignment Doc 07/1/16

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अभिजातो अभियन्ता
असवाई बाबड, लो. नि. वि.
२२ सदिया (कालती)



56

AE

अधिसारी अभियन्ता
वस्थाई बाण्ड, लो. नि. वि.
महिया (कालसी)

अधिसारी अभियन्ता की संस्तुति के आधार पर आनकवि में लाल रंग से प्रदर्शित संख्या ०१ अनुमोदित किया जा रहा है

अधीक्षण अभियन्ता
24 वां वृत्त लोक निर्माण विभाग
देहरादून

Dieu-Sainj Motor Road

Village Dieu

ready end point

Magistrate
Dharampur

34

Existing Point of Khumoli-Dieu-Sainj MR

Existing Road:-

Alignment No. 1

Alignment No. 2

कराई की काटती है।
उत्प्रेषण मार्ग

Date 2/28/2005 2002

30°36'12.85" N 77°48'04.85" E view 4820 ft

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Image © 2012 GeoEye
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Google

Eye alt 8965 ft

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अधिकांश अधिकांश
अवधि वर्ष, गोपनीयता
संरक्षण (संरक्षण)