

RESTRICTED

STATEMENT OF CASE

FOR CONSTRUCTION OF 135 MTR SPAN MAJOR PERMANENT BRIDGE (PINJOLI) WITH STEEL SUPERSTRUCTURE (THROUGH TYPE) ON WELL FOUNDATION OVER PINJOLI NALLAH AT KM 49.750 ON ROAD BALIPARA-CHARDUAR-TAWANG UNDER PROJECT VARTAK IN ARUNACHAL PRADESH

GENERAL

1. Road Balipara-Charduar-Tawang originates from Balipara (Km 154.860 of NH-52) and terminates at Tawang district HQ of border district of Arunachal Pradesh. The construction of this road commenced in Aug 1961 and was completed in all respect in Dec 1977. The road was completed and all the responsibility for construction and maintenance of this road rest with Project Vartak and it is maintained under Maint scale-I maintenance grant. Presently this road is being improved/widened from CI-9 to NHDL specification by HQ 14 BRTF.
2. West Kemang district of Arunachal Pradesh has vital importance from strategic point of view. The higher reaches of Tawang are connected mainly through road Balipara-Charduar-Tawang. This road passes through steep hill terrain and unstable soil strata between Balukpong and Tenga. This road was constructed during sixties on war footing to DGBR CI-9 specification. Now, Balipara-Charduar-Tawang road being developed to NHDL specification.

BACKGROUND

3. Construction of 135 mtr (67.50+67.50)mtr span maj pmt steel super structure (Through Type) Pinjoli Bridge at km 49.750 on Balipara-Charduar-Tawang road including its approach has been sanctioned. Since the road has to be improved to NHDL CL 70 specification, the curve (turning radius) at site needs to be increased for maintaining min speed. The proposed bridge is sited downstream of road alignment and the movement of vehicles will continue through existing Bailey Bridge.

JUSTIFICATION

4. Since, the road is being improved to NHDL specifications, hence it is necessary to replace existing temp bridge with permanent bridge of load class 70R and also the curve (turning radius) at site needs to be increased for maintaining min speed. The proposed bridge is sited downstream of existing road alignment and the movement of vehicles will continue through existing 180' TDRBB. Moreover, it fulfills all laid down criteria for NHDL specifications and involves minimum disturbance to the ecology of the area. Construction of Pmt Bridge on BCT road has also vital importance from strategic point of view.

CONCLUSION

5. Hence, in view of the above aspects forest clearance is necessarily required for construction of Pinjoli bridge.

Station : C/O 99 APO

Dated : 30 Sep 2020



(Tripurari Singh)
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