

परियोजना विवरण :- जनपद देहरादून के विधान सभा क्षेत्र चकराता के विकासखण्ड कालसी में हमराऊ ललऊ मोटर मार्ग से ग्राम गोथान तक मोटर मार्ग का निर्माण हेतु हेतु वन भूमि हस्तान्तरण प्रस्ताव । (लम्बाई 2.00 किमी०)

प्रस्तावित कार्य हेतु वन भूमि में मार्ग निर्माण का पूर्ण औचित्य को दर्शाते हुए विस्तृत आख्या

Presently the villagers (01 number of villages with a total population of 268) have to walk through a distance of 2-2.5 km to meet their daily needs ,as there is no road connecting the villages.Due to the non-existence of any road connectivity ,the lives of the villagers are in constant danger as there are no medical services which could be provided to them even in cases of emergency such as maternity. Further , due to non – existence of the road connectivity the area remains backward in all respects.The main occupation of the villagers residing in this village is animal husbandry and agriculture.The villagers are forced to carry their cultivated crops such as Haldi,Adrak,Mirch,Lehsoon,Dhan,Aaloo etc.on their feet or by mules to the near by market.

If the road connectivity is provided to the villagers, it shall enhance the social and economical developement of this area and migration of the people from the village shall be minimized.The forest land area falling in the proposed alignment of the road which is about 0.665 hectare has been surveyed to the minimum and also the alignment of the road has been proposed in such a manner that there shall be a minimum of tree falling . Other than the proposed alignment for the road,there is no such alignment which shall reduce the diversion of forest area or falling of trees.The overall width proposed for acquiring of the land is 7.00 mtr and the construction of the road shall be carried out in a width of 6.00 in straight reaches. The geological investigation along the proposed alignment has been carried out, which also states that the proposed alignment of the road is safe for the construction .There are no graveyards,religious,historical/monumental or legendary places falling in the proposed alignment of the road.

In view of the above facts and public interest ,it is requested that the forest land area of 0.665 hectares may kindly be diverted for the construction of the road.

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अस्थाई खण्ड
लो०नि०वि०
साहिवा

कनिष्ठ अभियन्ता
अस्थाई खण्ड
लो०नि०वि०
साहिवा

सहायक अभियन्ता
अस्थाई खण्ड
लो०नि०वि०
साहिवा

अधीनस्थ अभियन्ता
अस्थाई खण्ड
लो०नि०वि०
साहिवा
Executive Engineer
Ty. Un. P.W.D.
Sax:ja

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(लम्बाई 2.00 किमी०)

वैकल्पिक भूमि उपलब्ध न होने व वन भूमि की मांग न्यूनतम होने का प्रमाण-पत्र

प्रमाणित किया जाता है कि उपरोक्त प्रयोजन हेतु आवेदित वन भूमि के अतिरिक्त अन्य कोई वैकल्पिक भूमि उपलब्ध नहीं है व चयनित भूमि पर ही परियोजना का निर्माण किया जा सकता है। आवेदित 0.665 हे० वन भूमि की मांग न्यूनतम है व इससे कम वन भूमि पर परियोजना का निर्माण कार्य किया जाना सम्भव नहीं है।

अमीन
अस्थाई खण्ड, लो०नि०वि०
साहिवा

कनिष्ठ अभियन्ता
अस्थाई खण्ड, लो०नि०वि०
साहिवा

सहायक अभियन्ता
अस्थाई खण्ड, लो०नि०वि०
साहिवा

Executive Engineer
Ty. Div. P.W.D.
अस्थाई, खण्ड
लो०नि०वि०, साहिवा

वन क्षेत्राधिकारी
शिवर राजि डाकपत्थर

राजस्व उपनिर्देशक
सुखदेव चन्द जिर्नाटा
रा०अ०नि०/वि०नि०ध्यक्ष
तहसील.....
जनपद-देहरादून (उत्तराखण्ड)

प्रभागीय वनाधिकारी
ह०
चकराता वन प्रभाग
चकराता

तहसीलदार
कालसी
तहसीलदार
कालसी

ह० /-
जिलाधिकारी

उप जिलाधिकारी
कालसी

उप-प्रभागीय वनाधिकारी
चकराता वन प्रभाग
कालसी

जिलाधिकारी

प्रारूप-13

परियोजना विवरण :- जनपद देहरादून के विधान सभा क्षेत्र चकराता के विकासखण्ड कालसी मे हमराऊ ललऊ मोटर मार्ग से ग्राम गोथान तक मोटर मार्ग का निर्माण हेतु हेतु वन भूमि हस्तान्तरण प्रस्ताव । (लम्बाई 2.00 किमी०)

Performa for comparison between identified alignments

Sl.No	Variables	Alignment No-1	Alignment No-2																																																							
1	Topography	Mountainous	Mountainous																																																							
2	Length of Road	2.00 km	2.2 km																																																							
3	Bridge requirement No. and Length	NIL	NIL																																																							
4	Geometric																																																									
	(a) Gradients	Level,1:24R,1:20R,1:40R,1:20R, 1:24R,Level, 1:40R,1:20R	1:20R,1:24R,1:40R,1:30R																																																							
	(b) Curves, H.P Bends	2 numbers of H.P. bends	2 numbers of H.P. bends																																																							
5	Existing Means of communication, mule path, jeep, Tracks etc.	None	None																																																							
6	Right of way, bringing out. Construction on account of built up areas, monuments and other structures.	Right of way is available for carrying out the construction work. There are no built up area,monuments or other important structures along this alignment	Right of way is available for carrying out the construction work. There are no built up area,monuments or other important structures along this alignment																																																							
7	(a) Terrain &Soil Condition.	The terrain is hilly and the soil is a mix of earth and boulders, soft rock and hard rock.	The terrain is hilly and the soil is a mix of earth and boulders, soft rock and hard rock.																																																							
	(vi) Cliffs and gorges.	None	None																																																							
	(vii) Drainage characteristics of the area including supceptibility to flooding.	The natural Drainage characteristic of the areas is good and there is no susceptibility to flooding.	The natural drainage characteristic of the areas is good and there is no susceptibility to flooding.																																																							
	(viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and discends																																																									
	(ix) Variations extants and types.																																																									
8	Climate Condition:																																																									
	(a) Temperature Monthly max. & min. reading.	(a) Temperature Monthly max. & min. reading.(Avg. data of 12 Months)	(a) Temperature Monthly max. & min. reading.(Avg. data of 12 Months)																																																							
		<table><tr><th>Month</th><th colspan="2">Temperature (in °C)</th></tr><tr><td></td><th>Max</th><th>Min</th></tr><tr><td>January</td><td>21</td><td>7</td></tr><tr><td>Feb.</td><td>26</td><td>10</td></tr><tr><td>March</td><td>30</td><td>13</td></tr><tr><td>April</td><td>35</td><td>19</td></tr><tr><td>may</td><td>33</td><td>19</td></tr><tr><td>June</td><td>30</td><td>20</td></tr><tr><td>July</td><td>30</td><td>23</td></tr><tr><td>August</td><td>30</td><td>20</td></tr><tr><td>September</td><td>28</td><td>16</td></tr><tr><td>October</td><td>25</td><td>11</td></tr><tr><td>November</td><td>24</td><td>10</td></tr><tr><td>December</td><td>23</td><td>9</td></tr></table>	Month	Temperature (in °C)			Max	Min	January	21	7	Feb.	26	10	March	30	13	April	35	19	may	33	19	June	30	20	July	30	23	August	30	20	September	28	16	October	25	11	November	24	10	December	23	9	<table><tr><th>Month</th></tr><tr><td>January</td></tr><tr><td>Feb.</td></tr><tr><td>March</td></tr><tr><td>April</td></tr><tr><td>may</td></tr><tr><td>June</td></tr><tr><td>July</td></tr><tr><td>August</td></tr><tr><td>September</td></tr><tr><td>October</td></tr><tr><td>November</td></tr><tr><td>December</td></tr></table>	Month	January	Feb.	March	April	may	June	July	August	September	October	November	December
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	(b) Rainfall data average annual peak intensities monthly distribution (to the extent available).	(b) Rainfall data average annual peak intensities monthly distribution	(b) Rainfall data average annual peak intensities monthly distribution																																																							
		<table><tr><th>Month</th><th>Average Rainfall data(in mm)</th></tr><tr><td>January</td><td>72</td></tr><tr><td>Feb.</td><td>74</td></tr><tr><td>March</td><td>75</td></tr><tr><td>April</td><td>35</td></tr><tr><td>may</td><td>46</td></tr><tr><td>June</td><td>135</td></tr><tr><td>July</td><td>320</td></tr></table>	Month	Average Rainfall data(in mm)	January	72	Feb.	74	March	75	April	35	may	46	June	135	July	320	<table><tr><th>Month</th></tr><tr><td>January</td></tr><tr><td>Feb.</td></tr><tr><td>March</td></tr><tr><td>April</td></tr><tr><td>may</td></tr><tr><td>June</td></tr><tr><td>July</td></tr></table>	Month	January	Feb.	March	April	may	June	July																															
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		August	270	August
		September	145	September
		October	65	October
		November	10	November
		December	30	December
	(c) Snowfall data average annual peak intensities monthly distribution (to the extent available).	None		None
	(d) Wind direction and velocities	Owing to the nature of terrain local affect are pronounced and when the general prevailing winds not too strong to mask these effect there is a tendency for diurnal reversal of wind, the flow being anabatic during the day and katabatic at night the latter being of considerable force.		Owing to the nature of terrain local affect are pronounced and when the general prevailing winds not too strong to mask these effect there is a tendency for diurnal reversal of wind, the flow being anabatic during the day and katabatic at night the latter being of considerable force.
	(e) Fog Condition.	Generally there are no fog conditions in the area.However during the month of December and January; slight foggy conditions prevail during night with clear sky in the day.		Generally there are no fog conditions in the area.However during the month of December and January; slight foggy conditions prevail during night with clear sky in the day.
	(f) Exposure to sun.	The site is exposed to sun throughout the year.		The site is exposed to sun throughout the year.
	(g) Unusual weather condition like cloud burst etc.	There is no record of unusual weather condotion like cloud burst in the area where the site is located.		There is no record of unusual weather condotion like cloud burst in the area where the site is located.
9	Facilities resources.			
	(a) Landing ground.	None		None
	(b) Dropping Zone.	None		None
	(c) Food stuffs.	haldi,Adrak,Mirch,Lehsoon,Dhan,Ghehun,Alo		haldi,Adrak,Mirch,Lehsoon,Dhan,Ghehun,A
	(d) Labour local availability and need for import.	Local labour is available for construction work		Local labour is available for construction work
	(e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	Stone required for the construction work shall be made available locally as it shall be obtained from hill side cutting.However sand required for the construction work shall be procured from the approved quarry with a distance of 25 Km.		Stone required for the construction work shall be made available locally as it shall be obtained from hill side cutting.However sand required for the construction work shall be procured from the approved quarry with a distance of 25 Km.
10	Value of land, agricultural land, Irrigated land, bult up land, forest land etc,	Value of the land required for the construction of the road in this alignment is as under		Value of the land required for the construction of the road in this alignment is as under
		Privale land, 0.809 ha. @ . 1250000= Rs. 1011250.00	Rs.	Privale land, 0.949 ha. @ . Rs. 1250000= Rs. 1186250.00
		forest land 0.665 ha @ Rs. 845000= Rs. 561925.00 Thus total value of land= Rs. 1573175.00		forest land 0.665 ha @ Rs. 845000.00= Rs. 561925.00 Thus total value of land= Rs.1748175.00
11	Approximate Const. Cost.	Rs.100 lacs		Rs. 110 lacs
12	Access point indicating possibility of induction of equipment.	Access point available for of induction of equipment.		Access point available for of induction of equipment.
13	Period required for construction.	12 Month		13 Month

14	Strategic Consideration.	Deployment of skilled manpower and efficient equipment / machinery shall be made for completion of the project	Deployment of skilled manpower and efficient equipment / machinery shall be made for completion of the project
15	Important villages, towns and markets centers to be connected.	The Road shall provide connectivity to Badbadhar with a population of ----- ----- Number	The Road shall provide connectivity to Badbadhar with a population of ----- Number
16	Recreational potential.	Will increase	Will increase
17	Economic Factors:		Number
	(a) Population served by the alignment.	Number	
	(b) Agriculture and economic potential of the area.	Transportation of the cultivated crops by mechanical means (i.e. through road) shall enhance the economical condition of the people residing in the area. Potential of the development of animal husbandry	Transportation of the cultivated crops by mechanical means (i.e. through road) shall enhance the economical condition of the people residing in the area. Potential of the development of animal husbandry
18	other major development projects being taken up electric projects etc.	Will increase	Will increase
19	(i) Misc. Such as camping sites	Camping sites to be located along the alignment of the road	Camping sites to be located along the alignment of the road
	(ii) Law and other problem	There is no significant law and order problem in the area and the local administration takes care of such matters.	There is no significant law and order problem in the area and the local administration takes care of such matters.
	(iii) Royalty	Royalty is paid to the Revenue Department	Royalty is paid to the Revenue Department
	(iv) Availability of contractors for collection and carriage of construction material	Available	Available
	(v) Working period available for construction of work.	10 month in a year	10 month in a year
20	Total No. of trees to be removed.		
21	Average Density of forest cover.	Less Dense forest	Dense forest
22	Total No. of Merits	16	11
23	Total No. of Demerits	5	10

RECOMMENDATIONS:

Alignment no. (1) Recommended for approval being more economical, useful & technically feasible.

Amin
Tty. Div. P.W.D.
Sahiya
अस्थाई खण्ड लो०नि०वि०
साहिया
अस्थाई खण्ड लो०नि०वि०
साहिया

सहायक अभियन्ता
Assistant Engineer
अस्थाई खण्ड लो०नि०वि०
साहिया

Executive Engineer
Tty. Div. P.W.D.
Sahiya

Note - Signature and approval of the concerned DFO is essential.