

Topo Sheet:- C/O Shimla Passenger Ropeway Project



Index

Scale 1:50000

Proposed Alignment 1 —

Alternative Alignment 2 —

Alternative Alignment 3 —

EE-Cum Project Director
M.C. Shimla

9/5

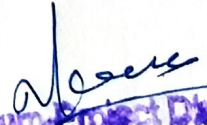
Divisional Forest Officer
Shimla Forest Division (Urban)
Shimla-2

JUSTIFICATION REGARDING ALTERNATIVE ALIGNMENT

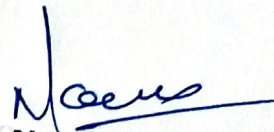
The 1st alignment was considered and it commences from Tourist Information Center Tutikandi covering ISBT, Cart Road near Lift and finally terminating at Rani Jhansi Park The Mall. The length of this alignment is 3600 meters out of which 2450 meters falls in the forest area which involves 3.6593 hectare of forest land.

The 2nd alignment is considered which commences from Tourist Information Center Tutikandi to Railway Station, Old Busstand Cart Road, near lift and finally terminating at Rani Jhansi Park. The length of this alignment is 3650 meters out of which 2550 meters falls in the forest area which involves 3.68 hectares of forest and more number of trees. In spite of this, this alignment crosses over thickly populated area, crosses roads at many points and crosses railway line and minimum clear height from top of building to the bottom of trolley is not available over built-up area. So this alignment is not feasible.

The 3rd alignment is considered which commences from Tourist Information Center Tutikandi to ISBT, Fagli, Dhar, Cart Road near lift and finally terminating at Rani Jhansi Park. The length of this alignment is 3700 meters out of which 2800 meters falls in the forest area which involves 4.2 hectares of forest and maximum number of trees. In spite of this, this alignment crosses over thick forest area, thickly populated area, crosses over railway line and minimum clear height from top of building to the bottom of trolley is not available over built-up area. So this alignment is also not feasible.


Project Director,
M.D. Bhunia

Therefore keeping in view the above facts the Ropeway along 1st alignment is expected to be quite suitable with minimum no. of trees involvement and less forest area involvement. Moreover this alignment is most feasible and beneficial by serving the goal and involving the minimum forest land and avoiding a nos. of crossing over roads, railway etc. and a minimum clear height between top of Roof and bottom of trolley is maintainable.



(Er. Narender Kumar)
EE-cum-Project Director
Municipal Corporation
Shimla

Detail of Evaluation of all Alternatives may be given as under:

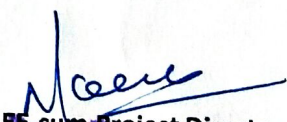
C/O Shimla Passenger Ropeway

Sr. No.	ITEM	Alternative Evaluation		
		R1	R2	R3
1.	Ropeway Span (in Meters)	3600.00	3650.00	3700.00
2.	Area of Ropeway in Forest Land (in meter sq.)	2450.00	2550.00	2800.00
4.	Forest Land involved in (hectares)	3.6593	3.6800	4.2000
6.	Non- Forest Land involved in (hectares)	2.2863	2.3070	2.8270
7.	Name of the Forest involved and their legal status.	Charagah Darakhtan	Charagah Darakhtan	Charagah Darakhtan
9.	Muck/debris to be produced in (cum)	0.0998	1100.00	1200.00
10.	Muck/debris to be locally used (in cum)	0.0998	1100.00	1200.00
11.	Muck/Debris to be dumped at their site (cum)	Muck will be dumped as proposed.		
12.	Beneficiary area of Ropeway	SHIMLA		
13.	Estimated cost of project (Rs. In Lacs)	297.00 lacs		
14.	Any other remarks	Nil		

R1. Proposed agreed as the same cover the less Forest Land involved, less no. of Habitations, less length of the Ropeway.

R2. This alignment involves maximum no. of Habitations and more no. of forest land as compare to R1.

R3. Involves maximum no. of Forest land in the alignment and habitations also.


EE-cum-Project Director,
M.C. Shimla
 Shimla