

No. RO/UK/Chardham/HPC Government of India Ministry of Road Transport & Highways (Chief Engineer-Regional Office) 46/1, Canal Road, Jakhan, Dehradun - 248001 (Uttarakhand) Phone No. 0135-2738657, email: - romorthddn@gmail.com

Dated: - 25.09.2020

To.

- 1. The Director General (Borders Roads), Seema Sadak Bhawan, Ring Road, Naraina, New Delhi. (E-mail: bro-dirwest@nic.in, bro-direpc@bro.gov.in).
- 2. The Managing Director, NHIDCL, 3rd Floor PTI Building, 4, Parliament Street New Delhi. (E-mail:mdnhidcl@gmail.com).
- 3. Secretary, PWD, Government Uttarakhand Secretariat, 4, Subhash Road, Dehradun-248001. (E-mail: secy-rd-ua@nic.in).

Subject: Hon'ble Supreme Court's Order dated 08.09.2020 in the M.A. 1449/2020 and 08.08.2019 in the matter of Citizens for Green Doon & Ors. Vs. Union of India and Ors. reg.

Sh. Ravi Chopra, Chairman, HPC letter dated 11.09.2020. i. Ref:

This office letter dated 17.09.2020. ii.

Sir.

This is in reference to letter cited above at (i) which was forwarded vide this office letter cited above at (ii) with request to submit the comments/ compliance report in the specified timeline in this office. The same are still awaited.

In compliance to letter dated 11.09.2020 of Chairman, HPC it is requested to put 2. the details of vulnerable slopes & muck dumps which were submitted to HPC vide this office RO/UK/CHARDHAM/HPC dated 11.05.2020 (copy enclosed) in public domain on your respective websites. It is also requested to provide road signages as per IRC Specifications at these locations to warn the road users.

Encl.: As above

Yours faithfully

Assistant Executive Engineer For Chief Engineer-Regional Officer

Copy for necessary action to:

- 1. The Chief Engineer (NH), PWD, Garhwal Mandal, Yamuna Colony, Dehradun. (E-mail: cenhddn@gmail.com).
- 2. The Chief Engineer (Project Shivalik), Border Road Organization, IDPL Complex, Virbhadara, Rishikesh. (E-mail: bro-svk@nic.in).
- 3. The Regional Officer, NHIDCL, C-24, Ajabpur Kalan, Near Bengali Kothi, THDCC, Dehradun. (E-mail: ro.dehradun@nhidcl.com).

Copy for information to:

- 1. Director General (RD) & Special Secretary, MoRTH, Transport Bhawan, New Delhi-110001. (E-mail: indresh.pandey@nic.in).
- 2. Additional Director General (Zone-1), MoRTH, Transport Bhawan, New Delhi-110001. (E-mail: d.sarangi@nic.in).
- 3. The Principal Secretary Forest, Govt. of Uttarakhand, Secretariat, 4 Subash Road, Dehradun -248001. (E-mail:secy-for-ua@nic.in).
- 4. The Chief Engineer (Zone-I), Transport Bhawan, New Delhi- 110001. (E-mail: rahul.gupta@nic.in).

Yours faithfully

Torland (Ankit)

Assistant Executive Engineer For Chief Engineer-Regional Officer



Regional Office <romorthddn@gmail.com>

Submission of details of vulnerable slopes and muck dump sites- reg.

2 messages

Regional Office <romorthddn@gmail.com>

Cc: Virendra Singh Khaira <khairavs@gmail.com>

Mon, May 11, 2020 at 12:45 PM To: environment.spmguk@gmail.com, arvind singh hyanki hyanki <ahyanki@gmail.com>, ikp5@hotmail.com, "I. K. Pandey" <indresh.pandey@nic.in>, cenh ddn <cenhddn@gmail.com>, bro-svk <bro-svk@nic.in>, info@nhidcl.com

Chief Engineer - Regional Officer Ministry of Road Transport and Highways Govt. of India 46/1, Canal Road Jakhan Dehradun Tel: 0135-2738657

2 attachments

- submission of details of vulnerable slopes.pdf 9851K
- Vulnerable slopes and muck dump sites details.xlsx 57K

Regional Office <romorthddn@gmail.com> To: rachop@gmail.com

Sir,

PFA the list of vulnerable slopes and muck dumps. [Quoted text hidden]

2 attachments

submission of details of vulnerable slopes.pdf 9851K

Vulnerable slopes and muck dump sites details.xlsx 3) 57K

Mon, Jul 20, 2020 at 4:37 PM





BHARATMA

ROAD TO PROSPERIT

No. RO/UK/Chardham/HPC Government of India Ministry of Road Transport & Highways (Chief Engineer-Regional Office) 46/1, Canal Road, Jakhan, Dehradun - 248001 (Uttarakhand)

Dated: - 11.05.2020

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To,

The Secretary, Forest & Environment, Member Secretary, Forest (HPC), Govt. of Uttarahkhand, 4 Subash Raod, Uttarakhand Secretariat. Dehradun - 248001

Sub: - Submission of details of vulnerable slopes and muck dump sites- reg.

Sir.

Please refer to your letter no. 05/X-3/19/15(104)/2019 dated 06.03.2020, 12/X-3/19/15(104)/2019 dated 24.04.2020 and 20/X-3/19/15(104)/2019 dated 06.05.2020 vide which it was recommended to undertake survey to identify vulnerable slopes and muck dumping sites.

In this regard, the executing agencies has identified the vulnerable slopes and 2. muck dump sites, the details of such vulnerable slopes and muck dumping sites package wise alongwith its chainages and GPS locations, are enclosed herewith of further necessary action. It is to mention that partial details are received from NHIDCL vide letter no. NHIDCL/PMUSRN/HPC/2019-20/CORR/D.2950 dated 13.04.2020 (Copy Enclosed).

Encl.: Excel sheet of details

Yours faithfully

5-2020

(Kapil Singh) **Executive Engineer** For Chief Engineer-Regional Officer

Copy to:

- 1. Director General (RD) & Special Secretary, MoRTH, Transport Bhawan, New Delhi-110001 - for information.
- 2. The Chief Engineer (NH & Bridge), Yamuna Colony Dehradun.
- 3. The Chief Engineer (Project Shivalik), BRO, Rishikesh.
- 4. The Director, NHIDCL, PTI Building, Parliament Street New Delhi- to submit complete details at earliest.

राष्ट्रीय राजमार्ग एवं अवसंरचना विकास निगम लिमिटेड़ NATIONAL HIGHWAYS & INFRASTRUCTURE DEVELOPMENT CORPORATION LTD Ministry of Road Transport & Highways, Government of India PMU- Lane No. 1, ward No. 9, Upper Bhaktiyana, Pauri Road, Srinagar Garhwal,

BUILDING INFRASTRUCTURE

A PUBLIC SECTOR UNDERTAKING

Date: 13.04.2020

सार्वजनिक क्षेत्र का उपकम NHIDCL/PMUSRN/HPC/2019-20/CORR/D-2350

To,

Uttarakhand, Pin- 246174

Contact no :- 01346-253038

E-mail :- nhidelddn2@gmail.com

CE-RO, MORT&H, 46/1 Canal Road, Jakhan, Dehradun, Uttarakhand.

Sub: Construction and Up-gradation to 2-lane with paved shoulder from Km. 368.00 to 430.000 of Lameri to Chamoli of NH-07 on EPC basis in the State of Uttarakhand. Submission of details of vulnerable slopes & muck dumping site.

Ref:

CE-RO, MoRT&H, Dehradun letter no. RO/UK/Chardham/HPC dated 11.03.2020. (i)

(ii) M/s HEC letter no. 980014/Client/Pkg-I/281 dated 17.03.2020 (Copy enclosed).

(iii) M/s HEC letter no. 980014/Client/Pkg-II/323 dated 17.03.2020 (Copy enclosed).

Sir,

With reference to your letter mentioned above at reference (i), the details of vulnerable slopes and muck dump sites, as submitted by Authority's Engineer, M/s HEC in Association with M/s L Telford Consulting Eng. Pvt. Ltd. under jurisdiction of this office (Km 360.000 to Km 430.000 of NH-58) is enclosed herewith.

Encl:- As Above.

(Jagat Narayan) General Manager (P)

Copy to: -

1. NHIDCL, site office-Rudraprayag for information please.

2. Office copy.



Highway Engineering Consultant in Association with LTelford Consulting Engineers Pvt. Ltd.



Project Office:#Flat No. 301, FH-17, GTM Forest & Hills, Handwar Road, Mohkampur, Dehradun-248005 # Hotel Holidays Home, Shaktı Nagar, Main Badımath Road, Karanpryag-246444(Email-hecktelford.chardham@gmail.com)

Ref: 980014/Client/Pkg-I/281

Date: 17/03/2020

To,

General Manager (Projects)

National Highways & Infrastructure Development Corporation Limited, Lane no.1,Upper Bhaktiyana, Opposite G.B.Pant Forestry Institute, Pauri Road, Srinagar, Uttarakhand Email ID: <u>nhidclddn2@gmail.com</u>, <u>nhidclddn@gmail.com</u>

Subject: Consultancy services for supervision of : Construction and up gradation of existing road to 2-lane with paved shoulder from Km 368.00 to km 399.00 of Lameri to Karanprayag (Excluding km 379.100 to km 380.275) of NH-07 under Chardham Priyojna of EPC basis in the state of Ultarakhand.

Regarding:	submission of details of vulnerable slope and muck dump sites	
Reference:	1. Your Letter No. NHIDCL/BOSRN/ALL PKG/2018-19/CORR/D-2908 2. Chief Engineer – RO, Dehradun Letter No. Nil	Dated: 11-03-2020 Dated: 11-03-2020 Dated: 06-03-2020
	3. Secretary, Forest & Environment Govt. UK DO No. 05/X-3/19/15(104)/2019	Dateu: 00-03-20

Sir,

Kindly refer to your letter dated 11-03-2020 cited at serial (1) regarding the subject enclosing therewith letters dated 11-03-2020 and 06-03-2020 from RO, MORT&H, Dehradun and Secretary, Forest & Environment Department, Uttarakhand cited at serial (2) and (3) respectively wherein the information with regard to identification of vulnerable slopes and muck dumping sites are asked for by undertaking quick survey of the project road.

As a follow up action the inspection of above mentioned Contract Package from Km. 368+000 to Km. 399+000 was carried out on 16-03-2020 so as to see physically all such spots/locations which seem to be vulnerable from slide angle or the dump sites which come under the same bracket along with individual photographs.

Our observations and inferences are listed chainage wise as under serialim: -

1) Vulnerable slope:- ch. 368+942 to 369+000 Description Photographs SI. No. Vulnerable slope (Ch. 368+942 to 1 Ch. 369+000 & 369+000 to 369+180):-The hill slope face at these two locations is very steep in the range of 70 to 80°. The strata comprises of cobble/round stones intermixed with clay. The hill slope is in a fairly stable condition but requires treatment as per expert advise. Seeding mulching may also be an option keeping in view clayey medium where vegetation may

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	grow.	
	Vulnerable slope (Ch. 370+845 to 370+890):- The hill cut face comprises of pebble/cobble & round stone in a matrix of clayey medium. The exposed slope face is at an angle of about 70° or more and seems to be in a fairly stable condition. Treatment as per the advise of expert is required. However seeding mulching may also be an option keeping in view clayey medium where vegetation can take roots.	Kingdie and StockT. Resider and StockT. Resider StockT. Resider StockT. Resider StockT. Resider StockT.
	Vulnerable slope (Ch. 371+070 to Ch. 371+100):- The slope comprises of rocks, debris intermixed with silty clay and requires treatment for it's stabilization. Height may range from 10-15 mts.	
		Langer (1.00) Langever (1.01) Accuracy (1.01) Trade (1.00) Note (1.01) Trade (1.00) Note (1.01) States (1.00) Accuracy (1.00)
4	Dumping zone (Ch. 370+130 to Ch. 370+222):- Although toe gabions have been placed for holding the muck/mulba safely; yet raising of their height is required to create free board & restraint against roll over.	
5	Vulnerable Slope (Ch. 371+460 to Ch. 371+236):- The slope face comprises of soil mixed with debris and needs treatment to arrest any destabilization/ roll over of mulba in future & cause obstruction to project road.	

6	Dumping Zone (Ch. 371+170 to Ch. 371+236):- This dumping site is filled up to top of toe gabion and requires their strengthening and raising so that a free board is created as a restraint against rollover of muck/mulba beyond the bottom limit of the gabions.	
7	Vulnerable Slope (a) Ch. 372+630 to Ch. 372+650 (b) Ch. 372+770 to Ch. 372+810 The cut faces of hill slopes at both these locations comprises of cobble stones/boulders in a clayey medium. Presentally these slopes seem to be in a fairly stable condition but treatment with seeding mulching may be an option besides other stabilization measures as per expert advice.	Lanuar, 31, 17407 Lenguage, 79 (3123)
8	Vulnerable Slope (Ch. 372+950 to Ch. 372+970):- The cut face of hill slope comprises of big rocks/stones interspersed with soil & with a steep slope. Although the face slope seems stable at present ye some treatment needs to be visualized for its stability in future as per expert advise	

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9	Vulnerable Dumping Site (Ch. 373+250 to 373+290):- The slope as usual is in a parabolic shape comprising of big boulders and clay mixture slope is steep & seems fairly stable at present but requires treatment for its sustained stability to avoid road blocks in future.	Manuar 15 20407 Mongani 15 20407 Mongani 15 20407 Mongani 15 20407
10	Vulnerable Dumping Site (Ch. 374+000 to 374+080):- The dumped mulba/muck needs to be properly secured by toe/protection gabions as it seems to be vulnerable at present. This is essential to avoid any likely hazards on this account.	
11	Vulnerable Dumping Site (Ch. 375+000 to 375+065):- Although this dumping site seems to be in a fairly good condition yet it requires strengthening/raising of gabions to maintain this site in proper shape.	
12	Vulnerable Slope (Ch. 384+400 to Ch. 384+430):- The hill slope configuration is in the from of fractured/weathered rock with soil/slit mixture. The slope angle is fairly steep & requires treatment for its stability as per expert advise.	and the second

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2	Vulnerable Dumping Site (Ch. 400+750 to 400+830):- This dumping site is observed to be vulnerable as mulba/dumped material is over shooting the toe gabions and as such raising of these protection gabions is required to arrest over shooting of mulba.	LMICUSE 20220037 Templage 20220037 Templage 20220037 Templage 20220037 Templage 20220037 Templage 20220037 Templage 20220037
3	Vulnerable Slope (Ch. 401+920 to Ch. 401+970):- Within these limits the slope on hill side of road has formed a parabolic slide of about 40 mts. Height at apex enclosed by vegetation/trees on its outer periphery. The composition of material seems silty clay / rock debris.	Efficience (12 2012) 12 10 10 10 10 10 10 10 10 10 10 10 10 10
4	Vulnerable Dumping Site (Ch. 405+520 to Ch. 405+603):- Here also the muck/mulba is over flowing the toe gabion on valley side atop the Kaleshwar village. A culvert is also located at ch. 405+550 raising of toe gabion is required to arrest over shooting of mulba.	
5	Vulnerable Slope (Ch. 406+320 to Ch. 406+350):- On the hill slope the exposed base rock can be observed with mulba/vegetation growth at its top end. However at times some shooting stone/debris rolls down the slope and could hit the shop of local resident across the other end of road on valley side causing public outcry.	

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	Vulnerable Dumping Site (Ch. 407+950 to Ch. 408+100):- Here again the problem of over shooting of dumped mulba/debris is observed which can directly fall into river below and as such requires raising/strengthening of toe gabions to create headroom/restraint to debris flow beyond its limits.	
7	Vulnerable Dumping Site (Ch. 408+185 to Ch. 408+260):- Here the dump site management is observed to be in fairly better condition but still gabions require raising. A culvert is located within this dump site and cascading arrangement is required to regulate its out flow on valley site to arrest erosion.	
8	Vulnerable Dumping Site (Ch. 409+160 to Ch. 409+260):- Presently no over shooting of mulba is taking place but it is filled up to brim and requires raising of gabion along with their extension as well where no protection has been done as yet so that the mulba does not drop into river below. Moreover culvert is also located within the dumping area and needs to be extended to take its outlet outside the dump site.	
9	Vulnerable Slope (Ch. 409+720 to Ch. 409+740):- This slide spot falls in village Sonla, Nandprayag and its composition is soil mixed with big boulders accompanied with seepage of water due to which its stability is aggravated.	

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10	Vulnerable Slope (Ch. 410+540 to Ch. 410+580):- The slope apparently seems venerable and needs to be enlisted as such.	Listics: 50/2/96/28 Exercise: 50/27 Exercise: 50/27	
11	Vulnerable Slope (Ch. 410+640 to Ch. 410+700):- The slope apparently seems venerable and needs to be enlisted as such.	HURAN DE L'ARTIN PLUS ALTRADUCTION DE LA CALINA	
12	Vulnerable Slope (Ch. 411+400 to Ch. 411+430):- This is a vulnerable slide reach where material composed of clay and round boulders has already slipped down. It is located just before the existing bridge. A village road taking off before this location passes over top of the slide and can threaten the stability of this link road as well.		
13	Vulnerable Slope (Ch. 411+480 to Ch. 411+520):- The slope angle is 50°+ composed of exposed rock on bottom portion and clayey media with boulders and debris on its upper portion. An electric transmission tower is located just a few meters at top edge of this slide and may have safety concerns any time. This location is Devlibacarh.		

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The information with regard to vulnerable slopes and dumping sites as above is submitted for favor of further necessary action at your end.

Thanking you and assuring you of our best services always.



CC. 1. M/s SCCPL-HCCPL, Contract Package - 2



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The information with regard to vulnerable slopes and dumping sites as above is submitted for favor further necessary action at your end.

Thanking you and assuring you our best services.





Highway Engineering Consultant in Association with LTelford Consulting Engineers Pvt. Ltd.



Project Office:#Flat No. 301, FH-17, GTM Forest & Hills, Haridwar Road, Mohkampur, Dehradun-248005 # Hord Holidays Home, Shaku Nagar, Main Badrinath Road, Karanpryag-246444(Email-heckelford.chardham@gmail.com

Ref: 980014/Client/Pkg-II/323

Date: 17-03-2020

To,

The General Manager (Project) National Highways & Infrastructure Development Corporation Limited, Lane No.1, Upper Bhaktiyana, Opp. G.B. Pant Forestry Institute, Pauri Road, Srinagar, Uttarakhand Email: <u>nhidclddn2@gmail.com</u>

Subject: Construction and Upgradation of existing road to 2-lane with paved shoulder from Km.399.000 to Km.430.000 of Karanprayag to Chamoli (Excluding Km. 420.250 to Km.420.500 and Km.423.300 to Km.423.650) of NH-7(Old-58) under Chardham Pariyojna on EPC basis in the State of Uttarakhand (Regarding submission of details of vulnerable slope and muck dump sites)

Reference:

 1. Your Letter No. NHIDCL/BOSRN/ALL PKG/2018-19/CORR/D-2908
 Dated: 11-03-2020

 2. Chief Engineer – RO, Deheradun Letter No. Nil
 Dated: 11-03-2020

 3. Secretary, Forest & Environment Govt. UK DO No. 05/X-3/19/15(104)/2019 Dated: 06-03-2020

Sir,

Kindly refer to your letter dated 11-03-2020 cited at serial (1) regarding the subject enclosing therewith letters dated 11-03-2020 and 06-03-2020 from RO, MORT&H, Deheradun and Secretary, Forest & Environment Department, Uttarakhand cited at serial (2) and (3) respectively wherein the information with regard to identification of vulnerable slopes and muck dumping sites are asked for by undertaking quick survey of the project road.

As a follow up action the inspection of above mentioned Contract Package from Km. 399+000 to Km. 430+000 was carried out on 14-03-2020 so as to see physically all such spots/locations which seem to be vulnerable from slide angle or the dump sites which come under the same bracket along with individual photographs.

Our observations and inferences are listed chainage wise as under seriatem: -

SI. Des No.	scription	Photographs
1 Vul 400 The obs side abo con cha roc	nerable Slope (Ch. +600 to Ch. 400+660):- a slope at this spot is erved to be vulnerable on hill of the project road between ove mentioned limits. The nposition of slope is aracterized by fractured k/debris which seemingly has oped from height of about 50 s.	

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14	Vulnerable Slope (Ch. 411+850 to Ch. 411+900):- The slope material is composed of sandy malba with fractured debris. The slide area hight shall be in the range of about 40 mtrs. and its periphery has vegetation and forest trees	A Constant of the second of th
15	Vulnerable Dumping Site (Ch. 412+550 to Ch. 412+730):- The toe gabions are at present retaining the dumped mulba but require raising for creation of free board to arrest any roll over of muck. Three nos. of culverts fall within the dumping zone which require widening as well as cascading beyond their outlet on valley side to avoid erosion.	Nilled (1921)
16	Vulnerable Dumping Site a) Ch. 415+085 to Ch. 415+110 b) Ch. 415+140 to Ch. 415+194 c) Ch. 415+330 to Ch. 415+420 d) Ch. 415+500 to Ch. 415+420 d) Ch. 415+880 to Ch. 415+977 Five number dumping sites are included within these chainages close bye. Both extending and raising of toe gabions are required for creation of free board to arrest roll over of muck. A culvert at chainage 415+558 is located within the dumping zone and cascading has to be done to regulate its out flow on valley side	



a Advi 17	Vulnerable Dumping Site (Ch. 415+980 to Ch. 416+110):- This dumping site is fairly well	
	managed. Two nos. culverts at chainage 416+030 and chainage 416+000 shall require cascading on valley side to regulate its out flow discharge.	
18	Vulnerable Slope (Ch.	Employ 2017 21:2144 Accuracy 2020 Unit Those 12:01:2220 21:215 Note Cl 116-000 U2
	417+000 to Ch. 417+100):- This disturbed slope on hill side is composed of layered rock with adversed dip of about 45° or more towards project road. However full road formation width has already been achieved up to sub-grade level. Although the configuration of slope face is vulnerable, yet at present the toe restraint is in place. An electric tower is located just on top of this exposed slope and is vulnerable.	Tanda 201544 Tanda 20154 Tanda 20154 Tand
19	Vulnerable Dumping Site (Ch. 419+500 to Ch. 419+600):- This dumping site is filled up/exhausted and is closed. Two nos. of culverts at Ch. 419+700 and Ch. 419+800 fall within this dump site and require cascading on valley side as anti- erosion measure for regulating out flow on valley side.	

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Name of Project: Widening and Strengthening / Reconstruction of Exiisting 2-Lane to 2 Lane with Paved Shoulder Configuration from Existing Km 235+615 (Design Km 235+306) to Km 268+000(Design Chainage Km 266+100) of NH-58 in the State of Uttarakhand through an Engineering, Procurement and Construction (EPC) Mode.

S. No	Chainage		Cordinate[Northing & Easting]		Length (in mtr.)	Nearst Dumping Zone	Remarks
	From	To	From	То	1		
1	246+020	246+120	30°07'59" N 78°24'57" E	30° 07'	100	247+170	Proposed
	246+140	246+190	30°07'57" N 78°25'00" E	30° 07'	40	247+170	Proposed
	257+080	257+180	30°04'07" N 78°27'35" E	30° 04'	100	265+010	
	259+740	259+880	30°03'40" N 78°28'55" E	30° 03'	140	265+010	
			Total Length		380		

Name of Project: Widening and Strengthening / Reconstruction of Exiisting 2-Lane to 2 Lane with Paved Shoulder Configuration from Km 268.00 to Km 300.00 on NH-58 in the State of Uttarakhand (EPC) Mode.

			Special Protection work Against Land Sl		I worth day	Nearst Dumping Zone	Remarks
S. No	Chainage		Cordinate[Northing & Lasting]		Length (in mtr.)	Nearst Dumping Zone	Kemarks
	From	То	From	То			
2	266+200	266+800	30°03'39.37" N 78°03'13.85"E	30°03'31.85 " N	600	268+900	Proposed
	283+200	283+600	30°05'39.26" N 78°34'42.76" E	30°05'41.80 " N	400	287+720	
	284+900	285+100	30°06'4.81" N 78°34'30.80" E	30°06'13.47 " N	200	287+720	
	291+300	291+600	30°07'38.74" N 78°35'51.12" E	30°07'43.33 " N	300	291+100	
		Το	tal Length		1500		

_			Sinkig Zone (Pkg-ii)				
S. No	Chainage		Cordinate[Northing & Easting]		Length (in mtr.)	Nearst Dumping Zone	Remarks
	From	То	From	То		· · ·	
3	283+200	283+600	30°03'39.26" N 78°34'42.76"E	30°03'41.80 " N	400	1	Proposed
-		Tot	al Length		400		

Name of Project: Widening and Strengthening / Reconstruction of Exticting 2-Lane to 2 Lane with Paved Shoulder Configuration from Km 300.00 to Km 338.00 on NH-58 in the State of Uttarakhand (EPC) Mode.

			Special Protection work Against Land Sl	lide (Pkg-I)			
S. No	Chainage		Cordinate[Northing & Easting]		Length (in mtr.)	Nearst Dumping Zone	Remarks
	From	То	From	То			
	298+360	298+750	30°09'8.54" N 78°37'3.47"E	30°09'30.49 " N	390	301+400	Proposed
4	304+100	304+370	30°11'31.47" N 78°38'21.29" E	30°11'38.00 " N	270	308+650	
	305+000	305+100	30°11'50.79" N 78°38'18.18" E	30°11'52.54 " N	100	309+900	-
		To	al Length		760		

		Sec. 19	Sinkig Zone (Pkg-iii)				
S. No	Chainage		Cordinate[Northing & Easting]		Length (in mtr.)	Nearst Dumping Zone	Remarks
	From	То	From	То			
	323+300	323+600	30°12'56.77" N 78°44'40.37"E	30°12'51.18 "N	300	327+000	Proposed
° [323+800	324+100	30°12'45.61" N 78°44'48.40" E	30°12'44.70 " N	300	3271000	5 a.
		Total I	ength		600		

Reconstruction with Geometric Improvement of existing 2 lane/intermediate lane to 2 lanes with paved shoulder configuration from km 338.000 to Km368.000 of NH-58 in the state of Uttara hand in EPC mode.

			Special Protection work against Land sli	ide (Pkg II)			
0	Chainage		coordinate (Northing ,Easting	ng)	length	Nearest Dumpig Zone	Remark
S.no.	From	То	From	То	(mtr)	Nearest Dumpig Done	
	335+350	335+450	78,50,29 E 30,14,02 N	78,50,45 E 30,14,06 N	100	341+250	
6	350+750	350+850	78,55,49E 30,15,08N	78,55,52 E 30,15,11 N	100	351+100	
	356+200	356+800	78,57,53 E 30,16,25 N	78,58,08 E 30,16,34	600	357+300	

Constr	uction of Kaliasau	r Bypass having provision of 3 n	Vulnerab to bridges (182.10m, 250.00m & 162. Km 355.495 (Total 3.22Km) in t	le Slope Details 10m) land 2 lane with he State of Uttarakhar	paved shoul	ders configuration &	strengthening of	NH 58 from Km 349.800 to
					a on bi e n			
SLNo.	Vulnerable slop	e / sinking zone chainage	Length	Com	rdinates		COS Notice has	
01.110.	From		(m)	N N	F	Action taken or needed	been issued to	Remarks
1	2	3	4	5	6	7	8	9
7	345+400	345+600	200	30°14'40.96"	78°54'5.85"	Gabion Wall/Other protection measures needs to be taken.	YES	Contractor is already instructed to submit COS proposal after detail geotechnical investigation.

Package-2 : Rudraprayag (km 368) to Mana (km 528) of NH- 58 (old)

S/No	Name of road	Name of District	Stretch (Km)	Location	Latitude	Longitude	Remarks
×	Joshimath-Mana NH-58 PKG-2	Chamoli	Stabilization of landslide at Hatipahar including construction & upgradation of existing road to 2-lane with paved shoulder from existing chainage Km 489.350 to Km 491.600 (Design chainage Km 471.400 to km 473.675) (Shingdhar Bridge to Vishnuprayag Bridge) of NH-07, (Old NH-58) on EPC mode under improvement to NH connectivity to Chardham in the state of Uttarakhand. (Design length 2.275 Km) (Job No. NH- 07(58)-UR-2017-18-531)	471.400 - 473.675	30*33'47*	79"34'01"	Siprotection wks under progress.
			Construction and upgradation of existing road to 2 lane with	473.810-	30"33'48"	79"33'31"	Proposal for
			paved shoulder from existing chainage km 491.600 to km	481.175-	30°37'19"	79°33'54"	specialized land slide
9			504.475 (design chainage km 473.675 to km 486.100) of NH- 07 (old NH-58) (Benakuli bend to Mana) Under Chardhgam Programme on EPC mode in the state of Uttrakhand (Package No -02)	485.630- 485.700	30°39'06*	79°31'24*	treatment fwd to CE- RO on 25 Mar 2020. Approval awaited
			Construction and upgradation of existing road to 2 lane with	494.480-	30°41'53"	79"30'45"	Proposal for
			paved shoulder from existing chainage km 509.700 to km	501,100-	30°43'42"	79"29'48"	specialized land slide
			528.00 (design chainage km 490.550 to km 507.850) of NH-07	507.580-	30°46'04"	79°29'54"	treatment fwd to CE-
10			(old NH-56) (Benakuli bend to Mana) Under Chardhgam Programme on EPC mode in the state of Uttrakhand	510.200- 510.400 (Existing ch)	30°41'54*	79°30′37*	Proposal for specialized land slide treatment fwd to CE- RO on 09 Apr 2020. Approval awaited

Package-3: Rishikesh	(Ch.1.90) to l	Dharashu Bend ((km 144.00) of NH- 94(old)
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/No	Name of road	Name of District	Chainage From	Chainage To	Side	Length (m)	Height	Reference Chainage	Reference X	Reference Y	Remarks
	Reconstruction with geometric improvment of	Tehri	18+020	18+440	RHS	150+90	45-60	18020	239360.376	3340032.07	Required from-
	existing intermediate lane to					240	10 00	18170	239423.062	3340165.473	18+020 to 18+170
	2 lane with paved shoulder							18350	239526.983	3340303.673	& 18+350 to
	configuration from km. 1.95							18440	239548.725	3340389.641	18+440
	to 28.600n (excluding the		20+700	20+900	RHS	200	40-50	20700	240224.263	3341397.562	
	stretch from km 13.800 to km 18.550 of NH-94 in the							20900	240037.584	3341414.546	
	state of Uttarakhand (Job.		21+050	21+180	RHS	130	35-40	21050	239928.832	3341475.473	
	No. NH-94-UR-201-17-473)							21180	239978.969	3341584.131	
			22+350	22+550	RHS	200	50-60	22350	240870.839	3341921.441	
								22550	241044.506	3342008.837	
			23+200	23+300	LHS	100	40-50	23200	241376.238	3342395.333	
11								23300	241454.723	3342429.84	
			23+500	23+600	LHS	100	35-45	23500	241562.04	3342577.756	
			1.11.11.00.7					23600	241602.581	3342490.346	
			24+450	24+550	LHS	100	50-60	24450	241946.068	3342857.429	
								24550	241916.526	3342952.445	
			25+400	25+700	RHS	300	50-60	25400	241957.729	3343741.989	1
								25700	241740.672	3343922.671	
			26+700	26+780	RHS	80	35-45	26700	242412.324	3344240.698	
								26780	242479.706	3344280.43	
			27+340	27+600	RHS	260	50-60	27340	242669.971	3344695.704	
								27600	242579.333	3344929.769	
			28+100	28+200	RHS	100	40-50	28100	242698.823	3345349.591	
-		Total Length (Lumsum)=						28200	242744.321	3345424.046	
_		roter tength (tumsum)=				1810 M					

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I	Name of Road	Name of District	Name of Work	Chainage	Lattitude	Longitude	Remarks	
	Rishikesh-Dharasu NH-94	New Tehri	Reconstruction with geometric improvment of existing intermediate lane to 2 lane with paved shoulder configuration from existing km	29.76 to 29.82 30.64 to 30.74	30°13'19.24"	78"19'53.05"	Proposal for specialized land slide	
	1417-34		28.600 to km 59.420 (design chainage28.320 tokm 58.603) of NH-94	35.00 to 35.10	30°13'41.96" 30°14'27.70"	78°20'04.84" 78°21'12.52"	treatment fwd to CE-	
			in the state of Uttarakhand (Job. No. NH-94-UR-201-17-491)	38.24 to 38.36	30°15'14.43"	78°22'08.71"	S/protection wks under	
l				38.36 to 38.50	30°15'18.42"	78°22'08.69"	progress. Proposal for	
۱				39.46 to 39.54	30°15'18.42 30°15'40.36"	78°21'51.80"	specialized land slide	
I				40.46 to 40.51	30°15'55.83"	78°21'53.08"	treatment fwd to CE-	
				43.50 to 43.68	30°17'01.16"	78°22'05.52"	RO on 19 Feb 2020. Approval awaited	
				44.22 to 44.26	30°17'19.80"	78°21'55.04"	- Approval awaited	
				45.90 to 46.10	30°17'44.80"	78°21'08.01"		
			it.	52.615 to 52.70	30°19'48.73"	78°22'30.18"		
		New Tehri	Rehabilitation and upgradation of Rishikesh-Dharasu road (NH-94)	62.90 to 62.98	30°21'21.29"	78°23' 25.49"	Proposal for	
			with 2-lane with paved shoulders from design chainage km. 58.603 to km. 58.853 (existing Chainage km. 59.420 to km. 59.650), from Design Chainage km. 61.630 to km. 63.950 (existing chainage km.	63.31 to 63.39	30°21'30.64"	78°23' 27.22"	specialized land slide treatment fwd to CE- RO on 20 Feb 2020.	
			62.630 to km. 65.000) and new construction of 2-lane with paved				Approval awaited	
3			shoulders Chamba Bypass of design length 2.035 km. including 440m long tunnel on EPC Mode under improvement to NH					
			Connectivity to Chardham in the State of Uttarakhand (Design length 4.605 km) (Job No. NH-94-UR-2017-18-533)					
							di	
			Proposal of rehabiliation and upgradation of road Rishikesh-Dharasu (NH-94) with 2-lane with paved shoulders from km. 76.00 to km.	75.20 to 75.40	30°40'49.29"	78°41'48.51*	Slope protection works in progress	
			110.00 (Design chainage from km. 74.733 to km. 107.347 including	78.54 to 78.72	30°41'41.12"	78°41'61.93"	Proposal for	
			construction of Kamand re-alignment from existing Chainage km.	80.73 to 80.83	30°42'35.45"	78°40'68.83"	specialized land slide	
			105.200 to km. 108.600 (design chaiange km. 103.436 to km. 105.949 - length 2.513 km) and land slide treatment work between	88.00 to 88.08	30°44'21.72"	78°38'28.21"	treatment fwd to CE-	
•			design chainage km. 73.800 to km. 74.000 (200 m) on EPC mode under improvement to NH Connecitivity to Chardham in the State of Uttarakhand for total project cost of Rs. 281.37 Cr. (Design Length	88.20 to 88.30	30°44'27.95"	78°38'41.11"	RO on 18 Feb 2020. Approval awaited	
			32.614 kms.) (Job No. NH-94-UR-2017-18-527)					
T	Rishikesh-Dharasu	New Tehri	Proposal of rehabilitation and upgradation to 2 lane with paved	121.340 to	30°53'31.6"	78°34'35.2"	Proposal of	
	NH-94		shoulder configuration for design Chanage km. 107.347 to km.	122.15 to	30°53'31.8"	78°34'02.5"	specialized land slide	
			129.208 & km. 133.878 to km. 138.570 (existing chainage km.	125.32 to	30°55'34.3"	78°33'61.9"	treatment fwd to CE-	
			110.000 to km. 133.020 & km. 137.330 to km. 142.028) excluding Chiniyalisaur bypass and land slide treatment at existing km. 138.500	126.50 to	30°55'57.7"	78°32'82.7"	RO on 08 Apr 2020.	
L			(Design chainage km. 134.970) on Rishikesh - Dharasu seciton of	128.230 to	30°55'56.7"	78°32'34.3"	Approval awaited	
	Rishikesh-Dharasu	Uttarkashi	NH-94 on EPC mode under improvement to NH connectivity to	135.67 to	30°61'20.7"	78°31'48.2"	Slope protection	
	NH-94		Chardham in the State of Uttarakhand for total project cost of Rs.	135.87		Real Provide State	works in progress	
			356.13 Crore (Length -26.553 km.) (Job No. NH-94-UR-2017-18-526)	138.320 to 138.520	30°37'43"	78°19'48"	Proposal of CoS for shifting alignment on valley side to prevent hill cutting and triggering of land slide	
					14		submitted to CE-RO on 31 Mar 2020	
		Pac	kage-4: Dharasu (Ch.124.00) to Gangotri (km 0.00) o	of NH- 108(ol	a	1		
No.	Name of Road	Manue of District	Name of Wark	Chainage	Lattitude	Longitude	rumarks	
1			Rehabilitation and upgradation of Gangotri-Dharasu (NH-108) to 2-	108.063 to	30°43'23"	78°21'19"	Proposal of	
			Iane with paved shoulders from Km 101.06 to Km 10.860 (Design chainage from Km 87.730 to Km 97.400) on EPC inde under improvement to NH connectivity to Chardham in the state of Uttan chand. (Job No. NH-94-UR-2017-18-533)	108.255			specialized land slide treatment fwd to CE- RO on 31 Mar 2020. Approval awaited	
			REHABILITATION AND UPGING DATION OF GANGOTRI-CHARASU	120.800 to	30°38'41.45"	78°19'39.78"	Proposal	07
	· ·	*			_			^ .

			Package-4: Dharasu (Ch.124.00) to Gangotri (km 0.0	0) of NH- 1	08(old)		
SI. No.	* Name of Road	Name of District	Name of Work	Chainage	Lattitude	Longitude	Remarks
			Rehabilitation and upgradation of Gangotri-Dharasu (NH-108) to 2- lane with paved shoulders from Km 101.06 to Km 110.860 (Design chainage from Km 87.730 to Km 97.400) on EPC mode under improvement to NH connectivity to Chardham in the state of Uttarakhand. (Job No. NH-94-UR-2017-18-535)	108.063 to 108.255	30°43'23*	78°21'19*	Proposal of specialized land slide treatment fwd to CE-RO or 31 Mar 2020. Approval awaited
			REHABILITATION AND UPGRADATION OF GANGOTRI-	120.830 to	30°38'41.45"	78°19'39.78"	Proposal of specialized land
15	Gangotri-Dharasu NH-108	Uttarkashi	DHARASU (NH-108) TO 2-LANE WITH PAVED SHOULDERS FROM KM 110.86 TO KM 124.00 (DESIGN CHAINAGE FROM KM 97.400 TO KM 109.400) ON EPC MODE UNDER IMPROVEMENT TO NH CONNECTIVITY TO CHARDHAM IN THE STATE OF UTTARAKHAND (Package No -04)	122.140 to 122.260	30°38'41.45"	78°19'39.78"	slide treatment fwd to CE-RO or 30 Mar 2020. Approval awaited
			Land slide treatment of Nalupani from km. 123.080 to km. 123.970 on NH-108 under Chardham Pariyojna in State of Uttarakhand on EPC mode under		30°38'30.53"	78°19'37.92"	Area .28 Ha dumping Zone 1
			improvement to NH Connectivity to Chardham.		30°38'28.95"	78°19'40.58"	Area .375 Ha dumping Zone 2
			Land slide treatment of Barethi from km. 100.300 to km. 101.060 on NH-108 under Chardham Pariyojna in State of Uttarakhand on EPC mode under improvement to	-	30°43'57.50"	78°24'33.73"	Area .28 Ha dumping Zone 2
			NH Connectivity to Chardham.		30°44'05.77"	78°24'37.80"	Area .678 Ha dumping Zone 3
					30°44'16.21"	78°24'30.21"	Area .027 Ha dumping Zone 3

SI. No.	Name of Road	Name of District	Name of Work	Chainage	Lattitude	Longitude	Remarks
					30°44'28.040"	78°15'28.380"	
16	Dharasu bend to	Uttarkashi	Construction, Operation and Maintenance of 2- lane Bi- Directional Silkyara Bend- Barkot Tunnel with escape		30°47'55.900"	78°14'20.380"	
	Yamunotri	Ottaikasiii	passage including approaches on Dharasu- Yamunotri Section Between ch. 25.400 km and Ch. 51.00 km falling		30°44'55.810*	78°13'50.360"	
			along NH-134 (old NH-94) in the State of Uttarakhand		30 44 33.010	78 13 50.360	

Name of the work: Rehabilitation and up-gradation to 2-Lane with paved shoulder configuration from existing Km. 122.00 (Dharasu Bend) to Km. 147.23 (Silkyara Bend) (Design Chainage Km 0.00 to Km 24.30) of NH-94 in the state of Uttarakhand on EPC mode under improvement of NH connectivity to ChardhamName of the work

			List of Vulnerable slopes(Land	Slide sites)			
No.	Location		Chainage		GPS Location		1000 C
	Near km 0+750 Near km 1+500	From	То	Length (m)	North	East	Remarks
			Provision in Contract	· ·			
		0+520	0+720	200	30° 37' 35.35"	78° 19' 36.45"	
17	the second se	1+450	1+700	250	30° 36' 18.88"	78° 17' 45.02"	
	Near km3+000	3+030	3+280	250	30° 37' 34.31"	78° 18' 56.74"	
				700		10 10 50.11	
			New Land slide sites				
	Upper Primary School, Bindhula near Sila Gaon	5+700	5+800	106	30° 38' 41.35"	78° 18' 25.5"	Proposals to be submitted
	Kalyani Market	7+000	7+300	300	30° 39' 3.69"	78° 18' 4.89"	Proposals to be submitte
	Near Harethi Village	8+875	8+975	100	30° 39' 38.21"	78° 18' 10.49"	
	Talog Village	16+900	17+050	150	30° 42' 28.8"	78° 17' 34.22"	Proposals to be submittee
	Shivgufa	20+020	20+100	80	30° 42' 28.8	the second	Proposals to be submitted
	Total Length	(m)	201100	730	30-43 45.97	78° 16' 47.62"	Proposals to be submitted

Packag e No	S. No.	Name of Project	Description of Vulnerable Items	Chainage	Coordinates	Remark
. 18	1	Rehabilitation and up gradation of 2 lane with paved shoulder from existing km. 172.900 (Paulgaon) to km. 194.150 (Paligaad) (Design Chainage km. 49.300 to km. 70.300) on Dharasu to Yamunotri	Slope	Km 50.830	30° 47' 57" N 78° 13' 47" E	Adjoining to our ROW affected due to hill cutting
	2	Road of NH-134 (Old NH- 94) in the state of Uttarakhand under EPC mode under	Slope	Km 55.130	30° 48' 53" N 78° 13' 24" F	Adjoining to our ROW
	3	improvement to NH connectivity to Chardham	Muck Dumping Zone	Km 66.330 to Km	30° 51' 48" N	Sinking zone due to erosion at the bottom of
	4		Slope	Km 68.075 to Km 68.175	30° 52' 26" N 78° 18' 06" E	Do
-	5		Slope	Km 68.750 to Km 68.850	30° 52' 16" N 78° 18' 11" E	Existing Road Sinkage towards Yamuna river side

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Widening and strengthening of exiting intermediate/2 lane with paved shoulder configuration From Km 0.000 (Design Km 0.000) to Km 16.440 (Design Km 18.700) including existing 3.470 Km Rudraprayag Bypass of NH 109 in the State of Uttarakhand on EPC mode. Vulnerable slope / sinking zone chainage COS Notice has Remarks Length **Co-ordinates** SL.No. Action taken or needed been issued to 1 From To (m) N E Special treatment is For immediate measures gabion wall is 0+180 0+300 (R/H Hill Side) 120 30°16'56.69" 78°58'7.99" required after detailed YES done up to 12 mtr height. study Special treatment is 1. At Hill side gabionprotection work is 19 2+130 2+260 (B/S DFO) 130 30°17'15.14" 78°58'25.19" YES completed. 2. At Velly side partially required after detailed gabion work is done. study After removing loose mass/scaling no 13+000 13+450 (R/H Hill Side) 450 78°58'45.84" Under Observation YES further landslide observed it is still 30°21'46.12" under observation.

Reconstruction with Geometric Improvement of existing single/Intermediate lane to 2 lane with earthen shoulder configuration from existing km. 16.545 to km. 33.130 & Km. 41.260 to km. 57.975 (Design chainage 18.700 to km 35.130 & km 47.700 to 63.700) excluding khat village from km. 53.425 to 55.530 (Design chainage 59.390 to km 61.150) of NH-109 in the state of Uttarakhand on EPC Mode under improvement of NH connectivity to Chardham.

SI.No.	Vulnerable slop	pe / sinking zone chainage	Length	Co-ore	linates	Antion taken on moded	COS Notice has	Remarks
51.110.	From	То	(m)	N	E	Action taken or needed	been issued to	/
1	2	3	4	5	6	7	8	9
1	28+900	29+300	400	30°15'57.24"	79°2'36.60"	Special treatment is required after detailed study	YES	Sliding zone at Banswada. Height of embankment & steep slope upto 60 mtr is there For immediate measures gabion wall work is in progress up to 8 mtr hight.
2	30+100	30+500	400	30°16'22.08"	79°2'36.96"	Special treatment is required after detailed study	YES	Sliding zone at Banswada. Height of embankment & steep slope upto 65 mtr is there For immediate measures gabion wall work is in progress up to 4 mtr hight.
3	34+000	34+200	200	30°17'29.04"	79°3'2.52"	Special treatment is required after detailed study	YES	Sinking zone at Kakdagad. For immediate measure vulnerable slope has been protected by providing gabion wall upto 8 ntr height.
SLNo.	Vulnerable slop	e / sinking zone chainage	Length	Co-or	dinates		COS Notice has	Remarks
SLINO.	From	To	(m)	N	E	Action taken or needed	been issued to	1
1	2	3	4	5	6	7	8	9
4	48+940	49+020	80	30°19'9.48"	79°3'0.12"	Special treatment is required after detailed study	YES	Sinking zone at Nala.
5	53+290	53+600	310	30°19'57.36"	79°2'17.16"	Special treatment is required after detailed study	YES	Sinking zone at Devidhar.
6	54+630	55+300	670	30°19'57.72"	79°1'59.28"	Special treatment is required after detailed study	YES	Sinking zone at Byungad, Khumera

Height of embankment & steep slope upto 20 mtr is there Land slide continue and uner observation.	SΞλ	Special treatment is required after detailed study	"8 0°\$\$,0 _° 62	30°21'3.24"	05	0+0+69	010+59	8
Sliding zone at Jamu.								+
Sliding zone at Khumeta. Height of embankment & steep slope upto 45 mtr is there For immediate measures gabion wall work is completed up to 8 mtr hight.	SEX	Special treatment is required after detailed study	. \$£`£\$,1₀6L	"9 ∠°£\$. 61₀0£	500	008+\$\$	001+\$\$	

Domerica	and collection 2000					
			PC MODE.	State of Uttarakhand on EP		
			- Aba	-Barry - ((marry a string magnetic Summers) and - Th	way or our construction of any service many service many in the	IN INCHAS
211 HI (/01 - HN M2N) 601-HN I	o (.m. M 072.21 - digi	.m. 47+700 (Design Let	n Chainage Km. 35+130 to K	41+260 (Existing Length - 8.130 Km.). Design	tion of Kund Bypass from Existing Chainage Km. 33+130 to Km. 4	Juritano?

	SN IRIDAN	SER SOLON SOC	Action taken or needed	səteni	C0-010	Length	lope / sinking zone chainage	Vulnerable s	UN IS
	1	oi panssi uaaq		E	N	(w)	0T	From	'ON'IS
	6	8	L	9	S	Þ	£	L	
Wara.	Sinking Zone at L	YES	Design Required	10° 03'23.62"	30°30'29,29,91"	09	45+220	\$5+\$60	

Reconstruction with Geometric Improvement of existing single/Intermediate lane to 2 lane with earthen shoulder configuration from existing Km. 57.975 to km. 68.600(Fata to Sitapur) on NH-109 (New no 107) in the state

				'anotat a	Uttraknand under E.P.			
Remarks	COS Notice has	Action taken or needed	esteni	C0-010	Length	oganiado enos guidnia / oq	Vulnerable slo	'ON'IS
	been issued to		Е	N	(w)	0T	From	101170
6	8	L	9	ş	7	£	z	I
Sliding zone at Chardikadhar. Height of embankment & steep slope upto 50 mtr is there For immediate measures gabion wall work is completed up to 8 mtr hight.	ХES	Special slope protection Treatment for Sliding	"E0698°27,1°67	£6278.82'2E°0E	05	92+490	01\$+\$9	ı
Sliding zone at Chandikadhar. Height of embankment & steep slope upto 45 mtr is there For immediate measures gabion wall work is completed up to 8 mtr hight.	YES	Special slope protection Treatment for Sliding	"£9770 [°] 9†,1 ₉ 62	96262.06'25206	04	095+59	075+59	z
Sliding zone at Sersi. Height of embankment & steep slope upto 45 mt is there Land sliding continue.	SEY	Special slope protection Treatment for Sliding	19167 .25.0°67	LEE69'7 1 ,9E00E	061	086+69	058+69	٤
Sinking zone at Rampur.	λES	Special treatment for Sinking zone	. 90826'7£.0 ₀ 6L	#\$6L2.8'7794"	150	07\$+12	00+12	4

8 9 16				and the state of the		AND OF VILLAGE AND S	thoragarh (km 202.00)															
100	• 16-10-10-10-10-10-10-10-10-10-10-10-10-10-		he provement of existing 2 incodutor modiate have in Since with per-	Q				reichand under EPC mode under improve	ment of NII connect	tivity to Chardham (J	b No. NH-125-UR	2016-17-484)										
	10.000	The second se		DESCENT OF	Stip West			Slope			GPS Location of	Vulsershie	Encode									
1 31.76	Project No. Not. Struck (Name) and Chainage	Ending	Langth to (Minny)	Valenceiler - Meigen Lösenthen	1000000000	1	tituda set.	deg.	min.	-	Earting XI23654.425	Northing	Restarts									
1	Contraction of the local division of the loc	EM 61+250 70 (CH.)30	100	65+230	2	1	18.05		3	29.94 32.80	3223454.425 3223710.414	411643.098 411720,755	Hill Side As per Agreement									
1		100 444 000 TO 864 300	200	4.54330 #8+000	8		38.13	80 16	1	33.95 32.8	3723710.414 3224302.710 3234119.634	401756,284 401723,873	Hill SafeAs per Agroement									
3	Sector Sec	EM CHANTO TO TOHIN	139	64+000 64+300 69+946 79+110 73+636 79+120	N		30.5W	80	1	51,83	3224338.015	410621.165	Hill Side As per Agreement									
1	1000	K.M. 75-4500 TO 74-4000	200	79+110	19	10	27.69		3	21,04	3227646,717 3127577,401 3229648,188 3229648,188	411433.363 411248.218 411968.765 411864.361	Hill SideAs per Agreement									
3	7-4, 9, Terestoper To Balthat and 52+200 to 92+000	EM EL+500 TO EL+630	100	81+530 81+530	19		14.01		3	40.16 36.59	3229068,188 3229641,722	411960,793 411964,361	INE SideAs per Agreement									
	weid 32+200 ke 92+600 ()	KM 85+00 TO 85+70	139	81+630 83+600	77		39.56	-	1	47.45	3229984 333	412169.121	Hill Side As per Agreement									
7		KM 99+430 TO 91+609	400	83+600 83+750 99+630 91+630 91+630 67+620	29		53.45		1	30.21	3230310.095	406263.543	162 SideAs per Agreement									
	-	E34 47+429 TO 47+540	130	91+030 67+426	29	1	16.94	8	1	0.49	3223623.998 3225704.783	411203.760 411113.667	Hill SideAdditional Required									
	1 1 1	KOM 78+480 TO 78+400	139	67+540 78+400 78+600	29	Ú.	3.98		1	7.41	3228166.334 3228875.240	411073.827 411086.538	Hill Side Additional Required									
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Reco	material and the second	and the later of the state	g single/intermediate lane to 21ane with paved show	dan configure	Additions	existing km 92	280 to km 121 550 (dealers of	ainage km 91 550 to km 120 44	5) of NH-125	in the State of Ut	tarakhand un	ier EPC me	de under improvement of NH	connectivity	to Chan	rdham (Job	No. NH-					
Reco	sastruction with geo	ometric improvement of existin	ig single/intermediate tane to Ziane with paved show	uner configu	Ation Irom	existing km. 72.	125-UR-2016-17-4	92)	(3) 0 1 111-120 1						Verselw	1005-000 5 0-11	00000000					
					-		Details of Landalide Protection							_								
8.N.	Project Na, NIL, Struck (Vane) and Chalange	As per Agreement Challenge	Longits in (Monro)	Location	GPS location of (Latitud	Valmenkie siegen/Muck n & Longitude) (Frem)		GPS location of Valuerable slopes/Mor LongBude) (T+)	k dump (Latitude &	Additional Required Chainage	Longth in (Metro)	Leafine	GPS location of Vulnerable stopes/Mark dum LongBode) (From)	ny (Latitude &	al Required Chalcoge	GPS location of slopes/Muck dat Longitud	A shuffle J					
		Tree	1		Charthings	(Eartist)	10	(Northine) 3232007-532	(Easting) 407837.883	Fran	-	-	(Northins)	(Easting)	It	(Northins) 3236227.978	(Entited)					
+	-	12+239 103+479	139		3232913.561	407726.738	92+500	3236395.703	405493,134	111+520	159	Ethosan Evraila	3238144.911 3238952.936									
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	7-2, 9, BELKHET TO	111+30	8	Chron	3230051,016	412463.089	111+359	2234097.814	412461.623	108+700 101+179	200	Tersia Svyla Tersia	3237212.305 3235679.345	416259,259 408978,104	106+190	3237243.918 3235683.964 3237230.717	410422.527 409200.685					
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H										94-980	91	Ameri	3233096.436 3233472.564	407442.541	95+019	3233138.668	407508.671					
11	(DESIGN CH #1+#39 TO 130=645)													408215-917	94+292	3233451,244	408012.071					
4 7 9 10	(DESIGN CH #1+939 TO 120-645)									95-238 92-900	102	Settiet.	3232252.923	408215.917 408106.545 408775 349	96+292 93+000 100+172	3733451,244 3232100,080 323480,680	408312/071 408130/682 4082390.240					
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	Total Lon	ngth As per Agreement	an avieting 2 lane to 2 lane with payord should be c	configuration	from exist	ting km 126.7	30 to km 135.075 & exist	ing km 143.750 to km 163.00	0 (Tanakour-	92+900 100+040 106+480 112+020 Additional Regulated		Beblet Jinsia Dhewn (COS)	3232232,922 323334,674 3237274,766 3238830,875		94+297 93+009 109+172 136+261 112+720	3233451.244 3232100.000 323400.600 3237170.600 3237170.600 3238740.607		of NH	onnect	ivity to I	Chardha	ım (Job N
	Total Lon	ngth As per Agreement	an existing 2 lane to 2 lane with paved shoulder o	configuration	from exis	ting km. 126.7		NH-125-UR-2016-17-485)		92+900 100+040 106+480 112+020 Additional Regulated		Beblet Jinsia Dhewn (COS)	3232232,922 323334,674 3237274,766 3238830,875		94+297 93+009 109+172 136+261 112+720	3233451.244 3232100.000 323400.600 3237170.600 3237170.600 3238740.607		of NH	:onnect	ivity to	Chardha	ım (Job N
	Trial Lan	ngh As pr Agreement I geometric improvement of	existing 2 lane to 2 lane with paved shoulder o	1		ting km. 126.7	Detai	NH-125-UR-2016-17-485) s of vulnerable slopes and Muck Du	mp site	92+900 100+040 106+480 112+020 Additional Regulated		Beblet Jinsia Dhewn (COS)	3232232,922 323334,674 3237274,766 3238830,875		94-282 93-009 109-172 106-561 112-729 mode u	3233451.244 3232100.000 323406.000 3231170.648 32347-0.687	ovement	-			-	
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Reco	Tetal Lea construction with Project No. No. Screek	As per Aggregated Challenge	existing 2 lane to 2 lane with paved shoulder o	Vuinerable slopes Location	Slope Deg.	Deg.	Detai GPS Locs Latitude Min.	NH-125-UR-2016-17-485) s of vulnerable slopes and Muck Du ien of Vulnerable slopes/Muck dump (Lathor Sec.	mp site • & Longitude) Deg.	F1-550 100-540 101-501 101-501 Additional Repetivel COS Pithoragarh pr Langtude Min.		Bablet Bresin Bresin Direct (COS) Direct (COS)	20223282 20234-674 20274-384 222855.822 n the State of Uttarakhand u	inder EPC r	94-282 93-009 109-172 106-561 112-729 mode u	3233451.244 3232100.000 323406.000 3231170.648 32347-0.687	ovement	ion of Vulne	sec.	y/Muck dursy Long Deg. M	p (Lathude &	Remach
Reco Sr. No.	Tetal Lea construction with Project No. No. Screek	As per Agreement Challenge Lide-100 to 104-108	existing 2 lane to 2 lane with paved shoulder of ungh ungh 38	Vuinerskie skopes Location manskähen	Slope Org. 73	Deg. 29	Deta GPS Lores Loritude Min, 26	NH-125-UR-2016-17-485) s of vulnerable slopes and Muck Du ion of Vulnerable slopes/Muck dumg (Lathud Sec. 9.88	mp site = & Langitude) Deg. =0	PI-500 100-500 101-501 Additional Re-pati-st COS Pithoragarh pr Langtude Min. 3	sec.	Beblet Breis Sreis Diese (COS) Diese (COS) NH-125 i Remarks	252232.821 3033464 303775.98 2008.987 n the State of Uttarakhand u Addisonal Required Chainege	Length	94-281 92-007 1304-172 1304-541 1324-541 1324-720 1224-720 1200-720-720 1200-720-720-720 1200-720-720-720-720 120-720-70	3232401.244 3232400.860 3234702.660 3234770.660 3334740.661 3334740.661 3334740.661 Stope Deg	ovement GPS Lecrit	ion of Vulne Lethude Min.	Sec.	n/Muck dursy Long Dog. M 80	p (Latitude & Stude Sin. Sec.	Remach
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Reco 54.56. 1 2 3 4	Tetal Lea construction with Project No. No. Screek	geometric improvement of As per Aground Claiman 10%18/w 10%19 18%8/w 10%19 13%90/w 15%19 13%60/w 15%19	Longth Longth 30 20 20 20 20 20 20 20 20 20 20 20 20 20	Vuinershie slopes Lecation rourodaltan Hear GUMOD Nirmi hetel beskitts Bhateli	Skope Deg. 71 73 81 81 73	Deg. 29 29 29 29 29	Detai 475 Lees Latitude 38 28 27 38	NH-125-UR-2016-17-485 1 of vulnership slopes and Muck Du se of Volnership slopes / Anny Cathol 545. 1980 46.0 0.65 31.79	mp site 6 & Longitude) 0 eg, 30 50 50 50	7:500 100:40 100:40 100:50 phref 2005 Pithoragarh pr Lengtore Min. 5 5 4 5	5ac. 44.47 35.60 40.77 18.14	Beldert Brenk Jones Dhem (COS) NH-125 I Remarks As per Agreement As per Agreement As per Agreement As per Agreement	30223.921 3023454 30272556 30272556 30272556 30272556 30272556 30272556 30272556 129-029 to 128-059 129-029 to 128-059 129-046 to 128-00 129-039 to 129-09	Lungth	94-281 92-000 139-172 139-551 112-720 wode u Vulsers ble slopes Tärk Tilon	372460.061244 3722160.086 3724460.666 3234760.667 3234760.667 3234760.667 3234760.667 3234760.667 366 0.65 37 65 73	Overnent Ors Locati Drs 29 29 29 29	ien of Vubs Lethole 21 21 21 21 21 21 21	Sec. 14.83 14.07 18.49 38.07	A/Muck dum Leng Bog M 80 80 80 90	p (Lathufe & frude 5 368 5 3777 5 3168 5 3166	Remach
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Reco 5r. Ha. 1 2 3 4 5 6	Trial Lan construction with Project Na, 101, Sorach (Planne) and Chalage	geometric improvement of As per Aground Claiman 10%18/w 10%19 18%8/w 10%19 13%90/w 15%19 13%60/w 15%19	Longth Longth 30 20 20 20 20 20 20 20 20 20 20 20 20 20	Vuinershie slopes Lecation rourodaltan Hear GUMOD Nirmi hetel beskitts Bhateli	Skope Deg. 71 73 81 81 73	Deg. 29 29 29 29 29	Detai 475 Lees Latitude 38 28 27 38	NH-125-UR-2016-17-485 1 of vulnership slopes and Muck Du se of Volnership slopes / Anny Cathol 545. 1980 46.0 0.65 31.79	mp site 6 & Longitude) 0 eg, 30 50 50 50	7:500 100:40 100:40 100:50 phref 2005 Pithoragarh pr Lengtore Min. 5 5 4 5	5ac. 44.47 35.60 40.77 18.14	Beldert Brenk Jones Dhem (COS) NH-125 I Remarks As per Agreement As per Agreement As per Agreement As per Agreement	30223,921 3033464 32895873 a the State of Uttarakhand u Addisont Inquired Chaineys (32-03 to 132-05 (32-03 to 132-05) (32-04 to 132-06) (32-150 to 123-05) (32-150 to 123-05) (32-150 to 123-05) (34-150) (34-150)	Longth 30 40 30 30 30 30	94-280, 97-509, 139-172, 139-1	3732401244 7322400284 732400284 73241773244 3201773244 3201778244 3201782454 3201782454 3017824 301784 3017824 3017844 30178	0vement 0ve 29 29 29 29 29 29 29 29 29 29 29 29 29	len of Vulse Lethule 21 21 21 21 21 23 23 23 25 25	Sec. 14.83 16.07 18.49 36.07 55.90 40.41	A/Muck dumy Leng Bo M BO BO BO BO BO BO BO BO BO BO BO BO BO	Ein Ser. 3 36.8 5 27.7 5 23.6 5 20.6 5 20.6 5 20.6 5 20.6 5 20.6 5 20.6 5 20.7 5 20.7 5 20.7	Remach
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Record	Teal Law construction with Project No., NH, Smoth (Inne) and Callsage Polage No. 7-65, Research State on Space and Callsage Innel and Callsage Innel Annual Callsage Innel Annuel Callsage Innel Annua	geometric improvement of As pr Agreement Celexy 101-80 to 101-05 101-80 to 101-05 103-80 to 101-80 103-80 to 101-80 103-80 to 101-80	Longth Longth 30 20 20 20 20 20 20 20 20 20 20 20 20 20	Vuinershie slopes Lecation rourodaltan Hear GUMOD Nirmi hetel beskitts Bhateli	Skope Deg. 71 73 81 81 73	Deg. 29 29 29 29 29	Detai 475 Lees Latitude 38 28 27 38	NH-125-UR-2016-17-485 1 of vulnership slopes and Muck Du se of Volnership slopes / Anny Cathol 545. 1980 46.0 0.65 31.79	mp site = 8. (orginule) 0eg, 30 50 50 50	7:500 100:40 100:40 100:50 phref 2005 Pithoragarh pr Lengtore Min. 5 5 4 5	5ac. 44.47 35.60 40.77 18.14	Beldert Brenk Jones Dhem (COS) NH-125 I Remarks As per Agreement As per Agreement As per Agreement As per Agreement	100235491 10032496 20095823 1005582 1005582 1005582 1005582 1005582 1005582 1005588 1005588 1005588 100558	Inder EPC r Inder EPC r Inder EPC r State	9:28 9:200 10:211 10:212 10:21	373361344 3731708,884 3731770,884 3731770,884 3731770,884 3731770,884 473 473 473 473 473 473 473 473 473 47	275 Least 276 277 277 277 277 277 277 277 277 277	tion of Vulneds (efflueds 31 31 31 32 35 35 35 35 35 35 35 35 37 37 37 37 37 37 37 37 37 37 37 37 37	Sec. Sec. 16.07 11.49 30.07 55.90 40.49 30.07 55.90 40.49 30.41 10.17 10.311 10.77 41.65 55.380 41.45 55.380 41.45 35.380 42.39 8.231	Affaith dians Long Deg M 0 0 0 0 0 0 0 0 0 0 0 0 0	Einstein 6 See. Sin. Sin.	L Restards L Addone L Addone 0 Addone 00 Addone 01 Addone 02 Addone 03 Addone 04 Addone 05 Addone 06 Addone 07 Addone 08 Addone 09 Addone 09 Addone 00 Reside 12 Addone 12 Reside 12 Reside 12 Reside 13 Addone
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+	CHAINAGE	LOCATION NAME	LENGTH	PROJECT NO, NH, STRETCH	CHAINAGE	LOCATION NAME	LENGTH	VULNERABLE SLOPE LOCATION	SLOPE	GPS LOCATION OF VU			ON OF VULNERABLE SLOPE / MUCK DUM	REMAN
1	161500 to 161600			CHURANI to				191,920	57 °14' 19"	EASTING 3270408.679	NORTHING 423157.79	EASTING 3270393.806	NORTHING 423134.676	VILLY SU
L	101200 0 101000	Near Churani	190	Pithoragarh (160+880 TO	191+920 TO 191+876	Toli Road near Dhammara	65.624	191,898	41" 2248"	3270404.916	423167.978	3270388.607	423153-609	VILLY SI
t				(160-880 10	tor and			191.876	16 29 19	3270345.21	423169.953	3270325.665	423175.734	VILLY SH
L	165410 to 465510			CHURANI to				191.920	58 40.24"	3270445,568	423138.004	3270448.325	423173.754 423133.474	
L	107110 10 102510	near Timla bend	100	Pithoragarh (160+880 TO	191+920 TO 191+988	near petrul pump	100.227	191,954	50 * 17 17.4	3270436.557	423146.715	3270418.204	423168.813	Hill sid
t				(160*880 10		00000000000000000000000000000000000000		191.988	1* 173.25*	3270419.557	423174.095	3270352.677	423105.813	
L	170400 to 170500			CHURANI to				190.800	27 44 39.73 *	3270203.971	422689.459	3270223.682	425175.642 422679.089	Hill si
L	170400 00 170300	Near Mena Bajar	100	Pithoragath (160+880 TO	190+800 TO 190+776	manjubala House	34.94	190.788	34" 36'20.43 *	3270212.584	422677.075	3270227.285	42266.936	Hill ai
t				197+2201	1.00 . 7.00			190.776	2° 58 36.12"	3270218.019	422657.467	3270221.303	422657.639	Hills
L	179850 to 179950	10000000000		CHURANI to				190.150	76" 14" 40.62"	3269904.354	422268.121	3269897.532	422240.252	Hills
L		Near tappar	100	Pithoragath (160+880 TO	190.150 TO 190-198	Hamman Mandir Lampata	71.94	190.174	86° 44' 3"	3269869.372	422250.613	3269868.599	422237.066	Hills
t				107+130	1.00.1.04			190,198	57 17 20.25	3269837.714	422242.544	3269843.094	422234.168	Hill a
L				CHURANI to				186.050	28" 0" 46.72"	3268318,737	419748.133	3268334.109	419739.95	Hills
				Pithoragarh	186+050 TO	and the second sec		186.096	63" 36' 20.92"	3268266.73	419721.879	3268272.825	419709.595	Hill
				(160-880 TO	186-188	simorra	136.486	186.142	75*46' 20.99*	3268243.132	419674.371	3268249.025	419/09/393	160
				192+320)				186,188	55° 26'40.6"	3268193.17	419694.642	3268249.025		-
				CHURANI to				185.917	80° 50' 36.46*	3268064.376	419684.208	3268061.727	419688.561 419667.774	Hill
				Pithoragarh	185+917 TO 185+847	simorra	105.565	185.882	53" 18' 29.25"	3267994.147	419678.621		419663.47	
				(160+880 TO	1837847			185.847	59" 34" 42.9"	3267958.833	419682.075	3267982.86 3267953.363	419663.47 419672.76	Hill
				CHURANI to	Truck-Jossfallan	100 million (100 million)		185.620	21" 21" 19.79"	3267715.304	419696.807	3267713.721		Hill
				Pithoregarh	185+620 TO 185+576	Igardevi Naveen pandey	63.899	185,598	77 27 56.87	3267742.038	419691.237	3267713.721	419697,426	Hat
				(160+880 TO	183+370	House		185.576	3" 15' 44.39"	3267778.411			419693.234	Hil
				CHURANI to				185.520		3267554.741	419686.78 419694.672	3267764.572	419687.571	Hil
				Pithoragarh	185+520 TO	Igyardevi	145.281	185.471	14" 50" 32.02 "			3267540.329	419698,486	Hil
				(160+880 TO	185+422			185.422	88"3'58.71"	3267622.427	419708.68	3267623.452	419739.639	Hill
				CHURANI to				179.10	84° 34° 0.73*	3267687.013	419693.057	3267686.297	419700.585	Hat
				Pithoragath	179.100 TO	dianula	66.447		78 25 26.39	3265715.07	416343.888	3265711.078	416324.399	Hill
				(160+880 TO	179+056		00.003	179.078	80" 41" 51.18 *	3265679.252	416348.675	3265683.984	416319.788	Hill
				CHURANI to	Number of Street of			179.056	68" 32" 28.02"	3265649.402	416354.035	3265658.42	416331.097	Ha
				Pithoragarh	176+550 TO	chupket	45.97	176.550	51° 37 44.5"	3265375.797	415848.271	3265360.162	415868.012	Hil
				(160+880 TO	176+518	Company	60.97	176.534	68° 32' 28.02*	3265392.947	415848.826	3265367.582	415907.354	Hit
				103+230				176.518	62° 23' 23.53*	3265419.018	415866.66	3265385.555	415930.638	Hill
				CHURANI to	1/10/10/10/10			170.290	30° 40' 45.9*	3263686.702	415645.094	3263660.935	415660.386	Hill
				Pithoragarh (160+880 TO	170+290 TO 170+176	Dilli bend	113.984	170.252	18" 40" 30.91"	3263704.18	415682.11	3263660.711	415696.801	Hil
				192+320)	110-110			170.214	18" 40' 30.91"	3263722.982	415717.937	3263714.325	415719.715	Hil
				CHURANI IO				120.176	19 44 53.3*	3263744.095	415743.575	3263710.622	415755.577	111
				Pithoragarh	168+580 TO		10220220	168.580	33" 42" 11.84"	3262647.967	415965.838	3262658.841	415973.203	Hi
				(160+880 TO	168+626	Ghat Bond	67.657	168.603	3" 56" 49.75"	3262670.243	415942.105	3262687.564	415943.304	Ha
				103+330) CHURANI to				168.626	15" 0" 9.78"	3262683.283	415908.13	3262700.261	415903.574	160
				Pithoragarh	167+350 TO 167+355	Ghat Pul	5.103	167.350	76" 56" 56.89"	3263343.661	415262.195	3263332.871	415308.742	160
					167+333			167.355	76° 46' 49.75"	3263378.844	415267,298	3263371.341	415299.237	Hil
				CHURANI to Pithoragarh	165+090 TO		No sources	165.090	49" 14" 11.02"	3263074.808	414301.184	3263094.252	414323.73	563
				(160-#80 TO	165+186	Timta Bend	142.318	165.138	41* 1'23.77"	3263101.835	414215.445	3263135.14	414244.421	168
				103-230				165.186	43" 28 15.27"	3263125.289	414168.12	3263170.41	414210.879	160
				CHURANI to Pithoragath	164-275 TO			164.275	70" 1# 2.54"	3262846.09	414911.515	3262848.933	414919.456	260
				(160+830 TO	164+311	Madan Hotel	53.268	164.293	18" 46' 40.92"	3262855.748	414890.224	3262860.653	414891.89	Hit
				107+270	1000			164311	3" 8 53.15"	3262877.644	414868.599	3262899.274	414869.799	Hill
				CHURANI to Pithoragath	163-900 TO			163.900	41" 55:25 82"	3263036.408	414657,799	3263050.375	414670 345	161
				(160+880 TO	163-974	NearTej singh HOUSE	110.115	163.937	27" 44' 39.73"	3263018.461	414707.96	3263024.941	414711.369	163
				107-170	WONNESS ST			163.974	72 30 44,83*	3262986.081	414736.194	3262987.903	414741.977	Hal
				CHURANI to	185-059	Igardevi near toli road	14.839	185.059	84° 34'21.05"	3267250.259	419607.759	3267252.151	419627.673	Hill
				Pithoragarh	1727233375			185.074	65° 0'18.16"	3267263.008	419615.353	3267267.873	419625.79	Hi

400 mtr 361.867 mtr 582.833 mtr

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Headquarters Chief Engineer Project Shivalik Pin 931 718 C/O 56 APO

Sep 2020

85000/HPC/ 36 /EPC Cell

HQ DGBR/EPC Cell Seema Sadak Bhawan Ring road, Delhi Cantt New Delhi – 110010

Subject: Hon'ble Supreme Court's order dated 08.09.2020 in the M.A. 1449/2020 and 08.08.2019 in the matter of Citizens for Green Doon & Ors. Vs. Union of India and Ors.reg

1. Please refer CE-RO, MoRT&H, Dehradun letter No.RO/UK/Chardham/HPC dated 17 Sep 2020.

2. Replies Para wise are as under-

(i) May be submitted by O/o the CE-RO, MoRT&H, Dehradun.

(ii) Full inventory of vulnerable slopes and muck dumps along the Rishikesh-Dharasu Road and Joshimath- Mana Road being executed by BRO are enclosed as Annexure-1&II.

(iii) Presently all the approved restoration/protection of landslide zones are in progress. CoS proposals/Power Point Presentation for sustainable restoration of vulnerable slopes of balance locations have been initiated to O/o the CE-RO, MoRT&H, Dehradun. On approval of same, restoration can be taken up.

Juastav

(Vivek Srivastava) EE (Civil) SG SO-1 (EPC) For Chief Engineer

Encls: As above

NOO

Copy to:

- For information please.

Office of the Chief Engineer Regional Office MoRT&H 46/1 Canal Road, Jakhan Dehradun-248001 Uttarakhand E-Mail : romorthddn@gmail.com

HQ 21 BRTF C/O 56 APO Pin-930021

HQ 36 BRTF C/O 56 APO Pin-930036 For information and necessary action please. Following information may also be checked at your end and confirm correctness.

Annexure

DETAILS OF VULNERABLE SLOPES

S/No	Name of road	Name of District	Stretch (Km)	(Designed Ch) in (Km)	
(i)	Joshimath-Mana NH-58		489.350 to KM 491.600 (design ch Km 471.400 to Km 473.675)	471.400 - 473.675	Slope protection wks under progress at Hatipahar as standalone landslide treatment project.
				481.056	CoS initiated for increase in Bridge span.
(ii) (iii)			504.371 (Design Ch	481.44 & 481.770	CoS for chute drain to prevent damages to hill slope on d/s side initiated.
			473.675 -	485.630-485.700	
(i∨)		Chamoli	486.060)	101 100 101 520	Proposal for specialized land slide treatment fwd to CE-RC
(V)		Charlon	509.725-528	494.480-494.520 501.100-501.280	on 25 Mar 2020. Approval awaited
(vi)				507.580-507.850	
(viii) (viii)			507.850	510.200-510.400 (Existing ch)	In view of delay in approval of DPR of Benakuli rehabilitation proposal of CoS for specialized land slide treatment initiate to CE-RO on 09 Apr 2020. Approval awaited.
				493,970-494,070	Proposal to be forwarded to GSI for detailed geological
(ix)				494.350-494.450	study and recommendation of mitigative measures.
(x)				495.340-495.440	
(ixi) (xii)	Rishikesh-	New Tehri	28.600 - 59.42	29.76 to 29.82	in the second
(xiii)	Dharasu			30.64 to 30.74	Proposal for specialized land slide treatment find to CF-
(xiv)	NH-94			34.865-34.965	RO on 19 Feb 2020. Approval awaited
(XV)				35.00 to 35.10	Slope protection wks under progress
				38.24 to 38.36	Sloke brotection and these programs
(xvi)					

S/No	Name of road		Stretch (Km)	Location	Remarks .
		District		(Designed Ch) in	
				(Km)	4
(xvii)				38.36 to 38.50	
(xviii)	-			39.46 to 39.54	
(xix)				40.46 to 40.51	
				43.50 to 43.68	Proposal for specialized land slide treatment find to CE-Re
(xx)	-				on 19 Feb 2020. Approval awaited
(XXi)	-			44.22 to 44.26	
(xxii)				45.90 to 46.10	
(xxiii)				52.615 to 52.70	
(xxiv)		New Tehri	59.42 - 65.00	63.31 to 63.39	Proposal to be approved by CE-RO (Forwarded on 20 Fa 2020). CoS approval awaited.
$(\times \times \vee)$				75.20 to 75.40	Slope protection works in progress
(xxvi)				78.54 to 78.72	
(xxvii)				80.73 to 80.83	Proposal for specialized land slide treatment fwd to CE-R
(xxviii)				88.00 to 88.08	on 18 Feb 2020. Approval awaited
				88.20 to 88.30	
(xxix)	Rishikesh-	New Tehri	110.00 - 132.00	121.340 to 121.510	Proposal of specialized land slide treatment fwd to CE-R
(XXX)	Dharasu			122.15 to 122.25	on 08 Apr 2020. Approval awaited
(ixxxi)	NH-94			125.32 to 125.85	
(xxxii)				126.50 to 126.90	
(xxxiii)	0.1.1			128.230 to 128.510	and the second se
(xxxiv)	Rishikesh-	Uttarkashi	132.00 -142.00	135.67 to 135.87	Slope protection works in progress at Dharasu landslide
(xxxv)	Dharasu			138.320 to 138.520	Proposal of CoS for shifting alignment on valley side
	NH-94				prevent hill cutting and triggering of land slide appreva
					under CoS.
(xxxvi)	Rishikesh- Dharasu NH-94	Uttarkashi	Km 133.020- 137.330 (Chinyalisour Bypass)	133.760-133.830	CoS proposal initiated.
(xxxvii)	Gangotri-Dharasu NH-108	Uttarkashi	Km 101-110	108.063 to 108.255	Proposal of specialized land slide treatment fwd to CE-Re on 31 Mar 2020. Approval awaited
(xxxviii)			110.86 - 124.00	120.830 to 120.960	Proposal of specialized land slide treatment fwd to CE-Re
(xxxix)				122.140 to 122.260	on 30 Mar 2020. Approval awaited

DETAILS OF MUCK DUMPING SITES (MDSs)

No.	Name of road	Name of District	Stretch (Km)	Location	Latitude	Longitude	Details of land transfer	Remarks
	Joshimath-Mana NH- 07	Chamoli	471.400-473.675	488 200	30"40'50"	79"30'33.90"	Forest land transferred to BRO. Forest	
		-	473 675-486.060	475.800	30°34'46.086"	79°34'13.11"	No.3036/FP/UK/ROAD/39348/2019	
2	Joshimath-Mana NH		413.015-400.000	476.750	30°35'15.995"	79°34'10.957"	Forest proposal approval (Vidhivat	
	07			477.200		79°34'7 206"	Swikriti) Addl Secy, Dehradun letter No	
				479.240	30°36'26.1"	79°34'8.706	462(1)/X-4-19/01(26)/2019 dt 20 Jun 2019	
			490 550-507.850	495.650	30"41'56.682"	79*30'28.65"	2010.	
3	Joshimath-Mana NH		480.000-001.000	497.310	30"42'34.71"	79"30'1.098"		
1	07 Rishikesh-Dharasu	Tehri Garhwal	28,600 to 59,420	30 720	30.22834	78.33375	Forest land transfer under proposal No. FP/UK/ROAD/20521/2016	
_	Road (NH-94)			31.615	30.22731	78.33871	-do-	
2 3				36.400	30.24089	78.36253	-do-	
3	-			37.080	30.24470	78.36557	-do-	
4 5 6 7 8 9 10 11 12 12				37 410	30.24783	78.36730	-do-	
Ð				37 860	30 25018		-do-	
				38.070	30.25182		-do-	
7				39.350	30.2593/			
8				39.430	30 2596-			
9					30 2603	1		
10				39 630	30 2622		a statement in the statement of the stat	
1				40.120			4 Govt/Private land	
12	2			46.275	30.2978		2 Private/Govt Land (land acquired under	
				46.830	30 3023	3 78,3472	NH-Act)	
				47 380	30 3064	3 78.3446	3 Govt/Private land	
	4 5 5			47.610		7 78 3436	9 Govt/Private land	
11				48.050	30.3110	6 78.3448	1 Govt/Private land	
-	7			52.250	30.3304		3 Forest land transfer under proposal No. FP/UK/ROAD/20521/2016	
				52 110	30.3299	78.3697	2 Govt/Private land	
	8		1	52 600		4 78.3729	9 Govt/Private land	
1	9			54.750	and the second second second		8 Govt/Private land	
101 101	0						9 Govt/Private land	
2				55.710 63.520			T Forest land transfer under proposal	
	Rishikesh-Dharas Road (NH-94	u Tehri Garhwal	59.420 to 65.000				No. FP/UK/ROAD/ 29381/2017 15 Private/Govt (Govt land approved by	
	2			63 980	30 356	15 (8.3904	DM Tehri Garnwal and pvt land acquired under NH-Act)	

S/No.	Name of road	Name of District	Stretch (Km)	Location	Latitude	Longitude	Details of land transfer	Remarks
1	Rishikesh-Dharasu	Tehri Garhwal	76.000 to 110.000	76.840	30.405322	78.415206	Land aquired under NH-Act	
2	Road (NH-94)			78.700	30 408920	78.422147	Forest land transfer under proposal No.FP/UK/ROAD/29916/2017	
3				79.420	30,416134	78.419341	-do-	
4				79.880	30.414291	78.414542	-do-	
5				80.150	30,414133	78.409628	-do-	
6				88.140	30.445909	78.389681	Pvt Land acquisition progress under NH-Act and Govt land Approved by DM Tehri	
7				90.270	30.445410		Pvt Land acquisition progress under NH-Act and Govt land Approved by DM Tehri	
8				90.920	30.450977		Land aquired under NH-Act	
9				91.360	30.453335	78.390473	Pvt Land acquisition progress under NH-Act and Govt land Approved by DM Tehri	
10				94.400	30.464731	78.393125	Forest land transfer under proposal No.FP/UK/ROAD/29916/2017	
11				94.555	30.463986	78.392192	-do-	
12				94.620	30.463895	78.390690	-do-	
13				95.525	30.464661	78.386198	-do-	
14				95.720	30.463825	78.384679	-do-	
15				98.030	30.471518	78.378705	-do-	
16				98.920	30.467434	78.376871	-do-	
17				103.800	30.472636	78.358985	-do-	
18				108.000	30.478810	78.354804	Land aquired under NH-Act	
1		Tehri Garhwal	110.000 to 142.000	111.200	30.48751	78.37368	Forest land transfer under proposal No.FP/UK/ROAD/29916/2017	
2				112.100	30.48852	78.38304	-do-	
3				112.500	30.48885	78.38723	-do-	
4		-		117.150	30.50356	78.37284	Forest land transfer under proposal No.FP/UK/ROAD/45194/2020	
5				117.530	30.50385	78.36955	Govt Land (Approved by DM Tehri) and Pvt land acquired under NH-Act	
6				121,750	30.52145	78.35114	Forest land transfer under proposal No.FP/UK/ROAD/29916/2017 & extension under proposal No.FP/UK/ROAD/45194/2020	
7				121.930	30.52042	78.35030	-do-	
8				122.850	30.52073	78.34824	-do-	
9				123.230	30.52360	78.34888	-do-	Abandoned due to very steep slope
10				125.650	30.53381	78.34025	-do-	-
11				125.980	30.53606		Land acquired under NH-Act	
12				127.430	30.54377		Govt land and Pvt land (Govt land approved by DM Tehri Garhwal and Pvt land acquisition under progress)	

s/Na.I	Name of road	Name of District	Stretch (Km)	Location	Latitude	Longitude	Details of land	Remarks
13				127 520	30.54451	70.00700	transfer	
12				128.200	and the second s		Land acquired under NH-Act	
15	Rishikesh-Dharasu	. Itteration in the		in the second se	30.54873		Land acquired under NH-Act	
16				131.620	30.55305	78.32118	Govt land and Pvt land (Govt land approved by DM Tehri Garhwal and Pvt land acquired under NH-Act)	
17	Road (NH-94)	Uttarkashi		138.000	30.61647	78 32286	Govt land acquired by DM Uttarkashi	Dumping yard located on Dharasu-Rauntal Motor road at Km 1 near ITI Dharasu
18				140.650	30.61865	78.32635	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	
				140.730	30.61908	73.32684	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	
2	Road (NH-94)	Uttarkashi	133 020 to 137 330	132.020	30.55722	78.32498	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	
-				133.020	30.56664	78.32786	Govt land Approved by DM Uttarkashi	
2	Gangotri-Dnarasu Road (NH-34)	Uttarkashi	101.060 to 110.860	106.400	30.74227	78.36170	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	
3				107.555	30.74201	78.35909	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	
				109.185	30 73553	78.35021	Forest land transfer under proposal No.FP/UK/DEF/40343/2019	