

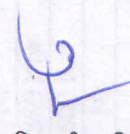
परियोजना का नाम : जनपद रुद्रप्रयाग के विकासखण्ड जखोली में राज्य योजना (मु0मं0घो0) के अन्तर्गत सुमाडी विराणगांव जाखाल मोटर मार्ग के निर्माण हेतु लोक निर्माण विभाग को वनभूमि हस्तान्तरण प्रस्ताव, लम्बाई 10 किमी0 (वास्तविक लम्बाई 8.075 किमी0)

वैकल्पिक समरेखणों को निरस्त किये जाने का प्रमाण-पत्र।

उपरोक्त मोटर मार्ग के निर्माण हेतु वैकल्पिक समरेखण रखा गया है।
~~वैकल्पिक~~
 परन्तु प्रस्तावित समरेखण में एच पी बैण्ड अधिक एवं उक्त संरेखण का कुछ भाग भूस्खलन सम्भावित क्षेत्र से गुजर रहा है हैं, जिस कारण स्थानीय जनता /जनप्रतिनिधि द्वारा उक्त समरेखण पर असन्तोष व्यक्त किया गया है।


 कनिष्ठ अभियन्ता
 प्रा0 खण्ड लो0नि0वि0
 रुद्रप्रयाग


 सहायक अभियन्ता
 प्रा0 खण्ड लो0नि0वि0
 रुद्रप्रयाग


 अधिशासी अभियन्ता
 प्रा0 खण्ड लो0नि0वि0
 रुद्रप्रयाग

विवरण			
SN	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
1	Main features & description of the alignment	This alignment shown Red ink in the map. This alignment will start from Km 95 Hm 2-4 of Tehri Ghansali Tiwara SH-15	This alignment shown Green ink in the map. This alignment will start from Km 1 of Sema bend to Upper Sumari Motor road
2	Length of the alignment from starting point to terminal point.	Actual 8.075 Km	Actual 9.875 Km
3	Geometries	X sec 0/0-0/27 1:20 Rise, 0/28-0/29 in 1:40 Rise, 0/30-1/6 in 1:20 Rise, 1/7-1/8 in 1:40 Rise, 1/9-1/33 in 1:20 Rise, 1/34-1/35 in 1:40 Rise, 1/36-2-17 in 1:20 Rise, 2/18-2/19 in 1:40 Rise, 2/20-2/33 in 1:20 Rise, 2/34-2/35 in 1:40 Rise, 2/36-3/1 in 1:20 Rise, 3/2-3/12 Level, 3/13-3/38 in 1:24 Rise, 3/39-4/33 Level, 4/34-6/14 in 1:24 Rise, 6/15-7/22 Level, 7/23-7-26 in 1:18 Rise, 7/27-7/32 in 1:20 Rise, 7/33-7/34 in 1:40 Rise, 7/35-7/40 in 1:20 Rise, 8/1-8/3 in 1:18 Rise	X sec 0/0-1/22 1:20 Rise, 1/23-1/24 Level, 1/25-2/04 1:20 Rise, 2/5-2/6 Level, 2/7-2/25 1:20 Rise, 2/26-2/27 Level, 2/28-3/18 1:20 Rise, 3/19-3/20 Level, 3/21-4/23 1:22 Rise, 4/24-4/25 Level, 4/26-5/15 1:22 Rise, 5/16-5/25 Level, 5/26-5/30 1:24 Rise, 5/31-6/24 Level, 6/25-7/40 1:22 Rise, 8/1-9/3 Level, 9/4-9/14 1:24 Fall, 9/15-9/25 1:22 Rise, 9/26-9/27 Level, 9/28-9-34 1:22 Rise,
4	Curves and Hair pin band	6 Nos	9 Nos
5	Terrain & Soil condition		
a	Geology of road	Passing through E&B, HR & VHR	Passing through E&B, HR & VHR
b	Road Passing through		
i	Mountainous terrain X-slope 25 to 60	3/4 Length of road passing through road slope 25° to 60°	2/4 Length of road passing through road slope 25° to 60°
ii	Steep terrain in x-slope more then 60	1/4 Length of road passing through road slope more than 60°	1/4 Length of road passing through road slope more than 60°
iii	Rocky stretches with indication of length loose earthing stretches	Nil	1/4 Length of road passing through road slope more than 60°
iv	Area subject to avalanches & show drifts	Nil	Nil
v	Nature of Soil		
a	Length of reaches with earth & boulders	4.00 Km	4.00 Km
b	Length of reaches with M.R. & M.S.	Nil	Nil
c	Length of reaches with H.R. & H.S.	2.575 Km	3.875 Km
d	Length of reaches with V.H.R. & V.H.S.	1.500 Km	2.00 Km
vi	Length of road passing through cliffs & georges	Nil	Nil
6	Bridge requirement		
a	Minor Bridge		
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
b	Major Bridges		
i	Total No.	Nil	Nil
		अधिशारी अभियन्ता	अधिशारी अभियन्ता
		सहायक अभियन्ता	सहायक अभियन्ता
		प्रांतीय सप्लाइ, लो. नि. वि.	प्रांतीय सप्लाइ, लो. नि. वि.
		रुद्रप्रयाग	रुद्रप्रयाग

Item		Alignment No. 1	Alignment No. 2
1	2	3	4
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
7	General elevation of road		
i	Indicating max. & Min Height negotiated by main ascends & decends	Average Height 150 mtrs	Average Height 150 mtrs
ii	Total ascends & decends	18 ascends & 3 Level	10 ascends 1 decends & 9 Level
8	Right of ways		
a	Approximate of area & values		
i	Cultivated land	2.1175 Ha	2.450 H
a	Irrigated land	0.5000 Ha	0.4500 H
b	Unirrigated land	1.6175 Ha	2.0000 H
ii	civil forest/Vanpanchayat	0.1575 Ha	0.4460 H
iii	reserve forest	3.3775 Ha	4.0165 H
9	Existing mean of item communication mules path jeep etc.	Footpath	Footpath
(a)	Relation of proposed alignment with		
b		This road will connected form Km 95 Hm 2-4 of Tehri Ghansali Tilwara SH-15 and will connected to Village Sema, Ladiyasu, Virangaon & Jakhal.	This road will connected form Km 1 of Sema bend to Uppar Sumari motor road and will connected Vill. Sema, Ladiyasu, Virangaon & Jakhal.
10	Availability of road construction materials		
(a)		Some Stone will be available form site and Sand not available so will be cart form other side.	Some Stone will be available form site and Sand not available so will be cart form other side.
b	Location of quarries	Far from 3 Kms by Truck for stones and srinagar for sand	Far from 4 Kms by Truck for stones and srinagar for sand
c	Average lead	average 3 Km for stone	average 4 Km for stone
11	Facilities resources		
a	Landing grodd	Nil	Nil
b	Dropping zone	Nil	Nil
c	Labour	Locally available	Locally available
d	Food stuffs	Rices, Pulses in very small quantities	Rices, Pulses in very small quantities
e	Construction material like timber, bamboo & stones shingle in extent of their availability and Load in	Local timber like Chir wood, sand and stone are available locally and other material are available at Rishikesh.	Local timber like Chir wood, sand and stone are available locally and other material are available at Rishikesh.
12	Climatic Condition		
a	Temperature Max. & Min	Max. 35 and Min. 10	Max. 35 and Min. 10
b	Rainfall datas average annual peak enter stics monthly distribution in the extent abailable of road covered by snow. (average period)	Rainfall datas are not available, road not covered by snow.	Rainfall datas are not available, road not covered by snow.
c	Wind direction	East to west and in rainy season north to east.	East to west and in rainy season north to east.
d	Fog conditions	Fog remains during rainy and winter season	Fog remains during rainy and winter season
e	Expose to Sun	Full alignment is exposed to Sun	Full alignment is exposed to Sun

अधिशारी अधिकारी
राजकीय अभि. त. वि. वि.
रुड़ग्राज

SN	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
13	Drainage characteristics of the indicating us to damage.	Being mountainous terrain drainage characteristics are good and abnormal damages are not anticipated.	Being mountainous terrain drainage characteristics are good and abnormal damages are not anticipated.
14	Length of the land slide.	Nil	Nil
15	Length of the unstable area.	Nil	Nil
16	Length of heavy clearing	Nil	Nil
17	Length of the Marshy effected area.	Nil	Nil
18	Length of the portion loose rocks	Nil	Nil
19	Period required for construction	2 Year	3 Year
20	Vegetation extent and type.	Wheat, Potato, Rice, Rajma, Pulse etc.	Wheat, Potato, Rice, Rajma, Pulse etc.
21	Critical as specified		
i	Village on or within 2 Km of the alignment.		
ii	1 Km to 1.5 Km of the alignment	Nil	Nil
22	Starategie conditions	Nil	Nil
23	Population served by the alignment	About 1421 approx.	About 1421 approx.
24	Recreational potetial	Nil	Nil
25	Scope of agriculture & Horticulture development	Fruit belt can be developed	Fruit belt can be developed
26	Extent of forest wealth	Nil	Nil
27	Prospects of development of minor or major project being taken up	Nil	Nil
28	Approximate cost of construction of each alignment.	Rs. 418.285 Lacs	Rs. 511.525 Lacs
29	Merits & Demerits		
454.25		1. Cost of construction is minimum. 2. No bridge is required in this alignment. 3. Loose rocky portion is less in this alignment. 4. Approx. 1421 population will be connected in this alignment. 5. Six nos H P bands	1. Cost of construction is Maximum. 2. No bridge is required in this alignment. 3. VHR rocky portion and sliding portion is more in this alignment. 4. Approx. 1421 population will be connected in this alignment. 5. Nine nos H P bands
30	Any other usefull information, any important project etc.	Maximum public is satisfied in this alignment.	Minimum public is satisfied in this alignment.

31 Recommendation of E.E. with reason.

Keeping all the point in new and considering the merits and demerits of the different alignment. alignment no. 1 which is shown in Red ink in the map is most suitable and serving more population easy to construction. Hence this alignment no. 1 is recommended

अधिशारी अभियन्ता
प्राकृतिक खण्ड, लो. नि. वि.
रुद्रप्रयाग