

SNo	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 53 of Badiyargarh Dhaudangi Saurakhal Motor Road.	This alignment shown Red ink in the map. This alignment will start from Km 54 of Badiyargarh Dhaudangi Saurakhal Motor Road.
2	Length of the alignment from starting point to terminal point.	1.00 Km	1.00 Km
3	<u>Geometries</u>		
		X.S. 0/0 to 0/14 in 1:22 Fall, X.S. 0/15 to 0/16 in 1:40 Fall, X.S. 0/17 to 0/20 in 1:22 Fall, X.S. 0/21 to 0/22 in 1:40 Fall, X.S. 0/23 to 0/30 in 1:20 Fall, X.S. 0/30 to 0/40 in 1:60 Fall.	X.S. 0/0 to 0/8 in 1:22 Fall, X.S. 0/9 to 0/10 in 1:40 Fall, X.S. 0/11 to 0/26 in 1:22 Fall, X.S. 0/27 to 0/28 in 1:40 Fall, X.S. 0/29 to 0/40 in 1:20 Fall
4	Curves and Hair pin band	2 Nos	2 Nos
5	<u>Terrain & Soil condition</u>		
a	<u>Geology of road</u>	Passing through E&B, OR & HR	Passing through E&B, OR & HR
b	<u>Road Passing through</u>		
i	Mountainous terrain X-slope 25° to 60°	3/4 Length of road passing through road slope 25° to 60°	3/4 Length of road passing through road slope 25° to 60°
ii	Steep terrain in x-slope more than 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	Nil
iv	Area subject to avalanches & snow drifts	Nil	Nil
v	<u>Nature of Soil</u>		
a	Length of reaches with earth & boulders	0.40 Km	0.35 Km
b	Length of reaches with M.R. & M.S.	Nil	Nil
c	Length of reaches with O.R. & O.S.	0.40 Km	0.40 Km
d	Length of reaches with H.R. & H.S.	0.20 Km	0.25 Km
vi	Length of road passing through cliffs & georges	Nil	Nil
6	<u>Bridge requirement</u>		
a	<u>Minor Bridge</u>		
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
b	<u>Major Bridges</u>		
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
7	<u>General elevation of road</u>		

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Indicating max. & Min Height negotiated by main ascends & descends		Average Height 20 mtrs		Average Height 45 mtrs	
Total ascends & descends		6 descends		5 descends	
Right of ways					
Approximate of area & values					
i Cultivated land		0.3425 Ha		0.4725 Ha	
a Irrigated land		0.1425 Ha		0.2725 Ha	
b Unirrigated land		0.2000 Ha		0.2000 Ha	
ii civil forest/Vanpanchayat		0.1575 Ha		0.2275 Ha	
iii reserve forest		Nil		Nil	
9 Existing mean of item communication mules path jeep etc.		Footpath		Footpath	
b Relation of proposed alignment with		This road will starts from Km 53 of existing Badiyargarh Dhaudangi Saurakhal Motor road and will connect Syanri Village		This road will starts from Km 53 of existing Badiyargarh Dhaudangi Saurakhal Motor road and will connect Syanri Village	
10 Availability of road constnuction materials		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 2 Kms by Truck for stones and srinagar for sand		Far from 2 Kms by Truck for stones and srinagar for sand	
c Average lead		average 2 Km for stone		average 2 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 and stone are available locally sand avialabale from Srinagar and other material are available at Rishikesh.		Local timber like Chir wood and stone are available locally sand avialabale from Srinagar and other material are available at Rishikesh.	
12 Climatic Condition					
a Temperature Max. & Min		Max. 38 ^{0C} and Min. 6 ^{0C}		Max. 38 ^{0C} and Min. 6 ^{0C}	
b Rainfall datas average annual peak enter stics monthly distribution in the extent available 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	
13 Drainage characteristics of the indicating us to damage.		Being mountainous terrian drainage charcterstic are good and abnormal damages are not anticipated.		Being mountainous terrian drainage charcterstic are good and abnormal damages are not anticipated.	
14 Length of the land slide.		Nil		Nil	

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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	1 Year	1 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.	Nil	Nil
ii	1 Km to 1.5 Km of the alignment	Nil	Nil
22	Startegie conditions	Nil	Nil
23	Population surved by the alignment	About 250 approx.	About 250 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. 12.60 Lacs	Rs. 12.60 Lacs
29	Merits & Demerits		
98.9			
30	Any other usefull information, any important project etc.	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. 250 population will be connected in this alignment. 5. No H P band required	1. Cost of construction is maximum. 2. No bridge is required in this alignment. 3. Loose rocky portion is more in this alignment. 4. Approx. 250 population will be connected in this alignment. 5. 1 H P band required

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 the alignment no. 1 is recommend

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