

(23) (4)

### DETAILS OF ALIGNMENT

Name Of Work: Construction Of Rotu Ki Beli to Chalidhar Motor Road.

Sanctioned Length: 2.000 Kms.  
Scheme: State sector

Sl. No.	Items	Alignment 1
<b>Details of Route, vis-à-vis topography of the area</b>		
1	Main Feature and description of the alignment	+ Alignment Starts from Km. 7 Of Suvakholi Thatyur Motor road. + The Alignment will pass through Naap, Cultivated, Banzar Land and Forest land will connect Fedi ,Kimora.
2	Length of the alignment from starting point to terminal point.	+ The length of Alignment is 2.00 Kms.
3	<b>Geometric</b>	
A	Gradient in different stretches of the alignment	1 in 24 but mostly 1 in 24 & Level (as per L-Section)
B	Curves and Hair Pin Bends	# All curves as per IRC Standards. # 1 No. HP Bend (@ 1/17)
4	<b>Terrain and Soil Condition</b>	
1	Geology of the road	Earth & Boulder to VHS (as per geologist report attached)
B	<b>Road Length Passing Through</b>	
1	Cultivated land / Barren land	Both
2	Mountainous terrain cross slope from 25° to 60°	1.00 Kms.
3	Steep terrain cross slope greater than 60°	0.50Kms.
4	Rocky stretches with indication in length in loose	0.50Kms.
5	Area subject to avalanches and snow drifts	0.0 Kms.
5	<b>Nature of Soil</b>	
1	Length of reaches with Earth & Boulders	1.00Kms.
2	Length of reaches with Medium Rock / Shale	Nil
3	Length of reaches with Hard Rock / Shale	0.50 Kms.
4	Length of reaches with VHR / VHS	0.50 Kms.
6	<b>Bridge Requirements</b>	
A	<b>Major Bridges</b>	
1	Total Number	Nil
2	Range of Span	Nil
3	Total water way	Nil
B	<b>Minor Bridges</b>	
1	Total Number	Nil
2	Range of Span	Nil
3	Total water way	Nil

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Sl. No.	Items	Alignment 1
7	General elevation of the road indicating maximum and minimum heights negotiated by main ascents and descents	Minimum & Maximum Heights are 950mt. & 1200 mt. at Finishing & Starting point respectively
	1 Total number of ascents and descents	Throughout up Grade & Level
	2 Heights of Cliffs & Gorges	Nil
8	<b>Right of way bringing out construction on Account of Built-up Area Mountains and Other</b>	
	Approximate area and value	
	1 Cultivated	App. 1.00 Kms. (0.90 Hct.)
	2 Irrigated	App. 0.25 Kms. (0.23 Hct.)
	3 Un-Irrigated	-
	4 Civil Soyam	App. 0.25 Kms. (0.22 Hct.)
5 Forest Land	App. 0.50 Kms. (0.45 Hct.)	
9	A Existing means of inter communication (Mule Path, Jeep track etc.)	Mule Track & Village Foot Path
	B Relation of proposed alignment with existing and under construction roads	It will be strated from existing Suvakholi Thatyur motor road km 7.00 .
10	A Availability of road construction materials	Available in vicinity, but best position can be known after Mill Side cutting
	B Location of quarries	Expected on the Alignment, other sources at Rishikesh/Dehradun
	C Average leads	
11	<b>Facilities &amp; Resources</b>	
	A Landing Ground	Nil
	B Dropping Zone	Nil
	C Food Stuffs	Vegetables, fruits and cash crops
	D Labour locally available or need of import	80% labour available locally and rest need to be imported from Nepal
	E Construction materials	Stone Mostly
	F Timber, Bamboo, Sand, Shingle, grit etc. extent of their availability & lead involved	Locally available.
12	Access point indicating possibility of equipment	Chamba- Mussoorie-Dehradun
13	<b>Climate Conditions</b>	
	A Temperature Maximum Minimum	& 4 <sup>0</sup> C to 30 <sup>0</sup> C
	B Rainfall Data Average Annual Peak intensity, monthly distribution of the available road length covered by Snow (Average and Period)	170 cm
	C Wind direction & velocity	North to South with Normal velocity
	D Fog conditions	In winters and rainy season.
	E Exposure to sun	Well exposed to sun
	F Drainage Characteristics of the area indicating susceptibility to damage	Good natural drainage, hence maximum susceptibility to drainage

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धरद्वार

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Sl. No.	Items	Alignment 1		
14	Length of landslide	0.0 Km.		
15	Length of unstable area	Nil		
16	Length of Heavy Clearing	Nil		
17	Length of marshy and flooded areas	Nil		
18	Length of position with loose repose	Nil		
19	Vegetation extent / type	Devdar, Buras & Heavy Bushes		
20	Period required for constructions	1 Years		
21	Political Aspect	The area will be connected with the main		
Benefited Villages		Code No.	Total Population	SC Population
22	<b>Village Falling on Terrain</b>			
A Village on or within				
1	1 Km. of the Alignment	-		
2	1 Km. to 2 Kms. Of the Alignment	Rotu Ki Beli, Chalitara		
B Name of Important Village Town, Marketing Centers Other Centers connected		Thakur, Suvakholi, Mussooke & Dehradun		
23	Strategic conditions	Nil		
24	Economic & Industrial Consideration	Economic Up Lift of adjoining population		
25	Population served by alignment	More than		
26	Recreational potential & Potential for Development of Tourism	Good		
27	Scope for Agricultural and Horticulture Development	Good		
28	Extent of forest wealth	Good		
29	Possibility of development of minor or any other major development projects being taken up (e.g. Hydro Electric Projects)	-		
30	Approximate cost of construction of each alignment	25.20 lacs		

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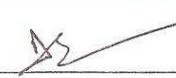
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Sl. No.	Items	Alignment 1
31	<b>Merits &amp; Demerits</b>	
	A Merits	+ No Major or Minner Bridges + No Reserve Forest involved + Alignment is passing through stable area + Allignment accepted by Villagers & Elected Public representatives of the area
	B Demerits	Nil
32	Any other useful information viz. Other important projects being taken in the area required for proper completion of the work	
33	Regarding Old / New Construction	New Construction
34	Quarry Position / Location	Expected on Alignment
35	Recommendation of Executive Engineer	Only one Alignment agreed by the village and practically phisible at site. This alignment is easiest and easy gradient connecting most of the villages of area. Hence alignment shown in Red colour on Contour Map is Recommended for Sanction

Order of the Superintending Engineer

Alignment No. (11) approved as shown in Red Colour on Contour Map as recommended by E.E.

S.E. 8th Circle  
R.W.D. New Tehri

		
Junior Engineer Ty. Div. P.W.D., Thatyur	Assistant Engineer-I Ty. Div. P.W.D., Thatyur	Executive Engineer Ty. Div. P.W.D., Thatyur

  
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वत्यहू

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