

9.	Facilities resources:		
	(a) Landing ground.	Nil	Nil
	(b) Dropping Zone.	Nil	Nil
	(c) Food stuffs.	Wheat, Madwa, Jhangora and Local Fruits.	Wheat, Madwa, Jhangora and Local Fruits.
	(d) Labour local availability and need for import.	50% Labors Available locally and rest from Nepal	50% Labors Available locally and rest from Nepal
	(e) Construction material	Stone Mostly	Stone Mostly
	(f) Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	Available within 50-80 km	Available within 50-80 km
10.	Value of land, agricultural land, Irrigated land, built up land, forest land etc.	Value of the land required for the construction of the road in this alignment is as under- Private land 2.842 Hectare @ Rs.900000.00 per hectare = Rs. 2557800.00 Civil Land 0.7 Hectare @ Rs.900000.00 per hectare = Rs. 630000.00 Reserved forest Land 1.75 hectare @ Rs.900000.00 per hectare = Rs. 1575000.00	Value of the land required for the construction of the road in this alignment is as under- Private land 1.00 Hectare @ Rs.900000.00 per hectare = Rs. 900000.00 Civil Land 0.7 Hectare @ Rs.900000.00 per hectare = Rs. 630000.00 Reserved forest Land 4.6 hectare @ Rs.900000.00 per hectare = Rs. 4140000.00
11.	Approximate Const. Cost.	410.39 lac	430.15 lac
12.	Access point indicating possibility of induction of equipment.	Karnprayag/ Rishikesh	Karnprayag/ Rishikesh
13.	Period required for construction.	12 Month (working Season)	12 Month (working Season)
14.	Strategic Consideration.	Better Communication	Better Communication
15.	Important villages, towns and markets centers to be connected.	Pokhari	Pokhari
16.	Recreational potential.	Will increase	Will increase
17.	Economic Factors: (a) Population served by the alignment. (b) Agricultures and economic potential of the area.	(a) Approximate 445 People (b) Good	(a) Approximate 339 People (b) Good
18.	other major development projects being taken up electric projects etc.	Not Know	Not Know
19.	(i) Misc. Such as camping sites (ii) Law and other problem (iii) Royalty (iv) Availability of contractors for collection and carriage of construction material (v) working period available for construction of work.	(i) Camping sites to be located along the alignment of the road. (ii) There is no significant law and order problem in the area and the local administration takes care of such matters. (iii) Royalty is paid to the Revenue Department. (iv) Available (v) 12 Months	(i) Camping sites to be located along the alignment of the road. (ii) There is no significant law and order problem in the area and the local administration takes care of such matters. (iii) Royalty is paid to the Revenue Department. (iv) Available (v) 12 Months
20.	Total No. of trees to be removed.	234 Numbers	310 Numbers
21.	Average Density of forest cover.	0.2 (Dense Forest)	0.2 (Dense Forest)
22.	Total No. of Merits	04	04
23.	Total No. of Demerits	0	02

RECOMMENDATIONS:

Alignment no. (1) is Recommended for approval being more economical, useful & technically feasible.

A. Assistant Engineer/J.E.
P.W.D./UA

Assistant Engineer
P.W.D./UA

Executive Engineer
P.W.D./UA

Note - Signature and approval of the concerned DFO is essential.

परियोजना का नाम:-जनपद चमोली में प्रधानमंत्री ग्राम सड़क योजना के अन्तर्गत मोहनखाल-ताली-कनसारी मोटर मार्ग निर्माण हेतु वन भूमि हस्तान्तरण प्रस्ताव :-

Performa for comparison between identified alignments

SLNo	Variables	Alignment No-1	Alignment No-2
1	Topography	It starts from km 44.00 Rudraprayag Pokhari Motor road at Mohankhal and goes upto Talli Village.	It starts from km 43.00 Rudraprayag Pokhari Motor road at Mohankhal and goes upto Talli Village.
2	Length of Road	7.56 km	7.00 km
3	Bridging requirement No. and Length		
	(i) Bridge	Nil	Nil
	(ii) Total number Culvert	2 Nos. Culvert (6x6) Mtr.	2 Nos. Culvert (6x6) Mtr.
	(iii) Total Water way.	1 No. Causeway 15 mtr span	1 No. Causeway 15 mtr span
	(iv) Scuppers	approx. 35 Nos	approx. 35 Nos
4	Geometric		
	(a) Gradients	As per enclosed L-Section	As per enclosed L-Section
	(b) Curves, H.P Bends	All curves as per IRC. 5 Nos. HP Bends.	06 Nos. HP bends.
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule path and foot track	Mule path and foot track
6	Right of way, bringing out. construction on account of built up areas, monuments and other structures.	Right of way is available for carrying out the construction work there are no built up area, monuments or other important structures along this alignment.	Right of way is available for carrying out the construction work there are no built up area, monuments or other important structures along this alignment.
	(i) Nap Land	4830 mtr	200 mtr.
	(ii) Gram Panchayat Land	1450 mtr.	Nil
	(iii) Forest land	1700 mtr.	7500 mtr.
7	(a) Terrain & Soil Condition.		
	(a) Geology of the road.	E&B, HR, VHR/VHS	E&B, HR, VHR/VHS
	(b) Road length passing through cultivated land barren land & Forest Land	100%	100%
	1. Mountainous terrain cross slopes from 25° to 60°	4900 mtr.	1000 mtr.
	2. Steep terrain cross slope greater than 60°	3080 mtr.	6700 mtr.
	3. Rocky stretches with indication in length in loose.	Nil	Nil
	4. Area subject to avalanches and snow drifts.	Nil	Nil
	(vi) Cliffs and gorges.(vii) Drainage characteristics of the area including susceptibility to flooding .(viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and descends.(ix) Variations extants and types.	Minimum EL 1921.12 Mtr. Maximum 2170.00 Mtr.	Minimum EL 1945.00 Mtr. Maximum 2195.00 Mtr.
8.	Climate Condition:(a) Temperature Monthly max. & min. reading.(b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .(c) Snowfall data average annual peak intensities monthly distribution (to the extent available) .(d) Wind direction and velocities.(e) Fog Condition.(f) Exposure to sun.(g) Unusual weather condition like cloud burst etc.	(a) Max 25°C, Min 0°C (b) Not available (c) Nil (d) From North and South with moderate velocity (e) Negligible (f) Well exposed to sun (g) Not available	(a) Max 25°C, Min 0°C (b) Not available (c) Nil (d) From North and South with moderate velocity (e) Negligible (f) Well exposed to sun (g) Not available