

प्रारूप-13

Performa for comparison between identified alignments

Sl.No	Variables	Alignment No-1	Alignment No-2
1	Topography	Proposed Road started from km13 to kothar (stage -I) motor road	Proposed Road started from km13 to kothar (stage-I) motor road
2	Length of Road	3.60 km	3.650 km
3	Bridging requirement No. And Length	Minor bridge-3.00 span 3m&5m	Minor bridge-3.00 span 3m&5m
4	Geometric		
	(a)Gradients	Rise1:20,1:22,1:27,1:24,1:25,1:20,1:40,level	Rise1:20,1:18,1:16,1:22,1:24,1:20,1:40
	(b)Curves, H.P Bends	8 no of h.p band	8 no. Of h.p band
5	Existing means of communication, mule path, jeep, Tracks etc.	Foot path & mule path	Foot path & mule path
6	Right of way, bringing out, construction on account of built up areas, monuments and other structures	RF-7.00mtr, civil land and naap land 9.00mtr	RF-7.00mtr, civil land and naap land 9.00mtr
7	Terrain & soil Condition.	Hilly terrain	Hilly terrain
	(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 extents and types.	(vi)Nil (vii) Good natural drainage hence susceptibility to damage in minimum. (viii) (ix)Ordinary bushes and trees	Nil Good natural drainage hence susceptibility to damage in minimum. 6 Ordinary bushes and trees
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)Maximum25-30 degree centigrade, minimum10-15 degree centigrade (b) not available (c) N/A (d) North to South (e)some fog in winter & rainy season (f) well expose to sun	(a)Maximum25-30 degree centigrade, minimum10-15 degree centigrade (b) not available (c) N/A (d) North to South (e)some fog in winter & rainy season (f) well expose to sun
9	Facilities resources. (a)Landing ground (b)Dropping Zone. (c)Food stuffs. (d)Labour local availability	(a)Nil (b) Nil (c)Ghansali (d)locally available (e)Available within100km, Equipment	(a)Nil (b) Nil (c)Ghansali (d)locally available (e)Available within100km,

	and need for import. (e)Construction material 9Timber, Bamboo, sand, Stone, shingle etc.,. Extent of their availability and lead involved.	will available in Rishikesh.	Equipment will available in Rishikesh
10	Value of land, agricultural land, irrigated land, built up land, forest land etc,	1600.00mtr 0.00 0.00 2000.00mtr 0.00	1850.00mtr 0.00 0.00 1800.00mtr 0.00
11	Approximate const. Cost.	218.65 lac	259.35 lac
12	Access point indicating possibility of induction of equipment.	Equipment will available in Rishikesh.	Equipment will available in Rishikesh
13	Period required for construction.	Approx one year	Approx one year two month
14	Strategic Consideration.	Nil	Nil
15	Important villages, towns and markets centres to be connected.	Ghansali bya jyundana	Ghansali bya jyundana
16	Recreational potential.	Nil	Nil
17	Economic Factors: Population served by the alignment	Normal	Normal
	Agricultures and economic potential of the area.	Good	Good
18	Other major development projects being taken up electric projects etc.	Nil	Nil
19	(i)Misc. Such as camping sites (ii)Law and other problem (iii)Royalty	(i)Nil (ii)Nil (iii)Nil.	(i)Nil (ii)Nil (iii)Nil
	(iv)Availability of contractors for collection and carriage of construction material (v)Working period available for construction of work	(iv)Yes (v) One year	(iv)Yes (v)One year two month
20	Total No. Of trees to be removed.	39	Approx 54
21	Average Density of forest cover.	0.1	0.1
22	Total No. Of Merits	1. No any irrigated cultivated land involved 2. Alignment accepted by villagers and their elected representative 3. Length of road is in shorter side.	1.No any irrigated cultivated land involved
23	Total No. Of Demerits	1. Forest and civil land is effected in this alignment	Alignment didn't accepted by villagers and their representatives.

			<p>2. Two minor bridges provided.</p> <p>3. Road length is more, hence more cost is involved.</p> <p>4. More cross drainage works required hence economically not good for construction as well as for maintenance.</p>
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Parham
J-E

aj. Anil
सहायक अभियंता
पी०एम०जी०एस०वाई०-III
लो०नि०वि० टिहरी

(B)
अधिरासी अभियंता
पी०एम०जी०एस०वाई०-III
लो०नि०वि० टिहरी

प्रतिहस्ताक्षरित

(Signature)
प्रमुख वनाधिकारी
टिहरी वन प्रभाग
नई टिहरी