

जिला योजना के अन्तर्गत टिहरी-धनसाली मोटर मार्ग के फटेडू से रा0इ0का बुढना नगला-मैट एकलिंग कण्डवालागांव सुनारगांव धुराणागांव होते हुए धान्यो तक मोटर मार्ग के निर्माण कार्य का तुलनात्मक विवरण

SNo	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
1	Main features & discription of the alignment	This alignment shown Red ink in the map. This alignment will start from Km 64 of Tehri-Ghansali-Tilwara Motor Road.	This alignment shown Red ^{Dark Brown} ink in the map. This alignment will start from Km 64 of Tehri-Ghansali-Tilwara Motor Road.
2	Length of the alignment from starting point to terminal point.	3.00 Km	3.00 Km
3	Geometries	^{1/35} XS 0/00 to 0/40 in 1:24 down, 1/44 to 1/19 in 1:24 down, 1/35 to 1/37 Level, 1/10 to 1/18 in 1:24 down, 1/19 to 1/20 down, 1/10 to 1/35 in 1:24 down, 1/21 to 1/35 in 1:24 down, 1/36 to 1/37 Level, 1/28 to 2/1 in 1:24 down, 1/1 to 2/2 Level, 2/40 in 1:24 down, 1/4 to 2/2 Level, 2/2 to 3/2 in 1:24 down, 2/2 to 3/2 in 1:24 down.	XS 0/00 to 0/40 in 1:24 down, 1/1 to 1/9 in 1:24 down, 1/10 to 1/18 in 1:24 down, 1/19 to 1/20 down, 1/10 to 1/35 in 1:24 down, 1/21 to 1/35 in 1:24 down, 1/36 to 1/37 Level, 1/28 to 2/1 in 1:24 down, 2/10 to 2/11 Level, 1/12 to 2/40 in 1:24 down
4	Curves and Hair pin bend	1 Nos	3 Nos
5	Terrain & Soil condition	Passing through E&B, OR & HR	Passing through E&B, OR & HR
a	Geology of road		
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	Nil
iv	Area subject to avalanches & show drifts	Nil	Nil
v	Nature of Soil		
a	Length of reaches with earth & boulders	1.50 Km	1.00 Km
b	Length of reaches with M.R. & M.S.	Nil	Nil
c	Length of reaches with O.R. & O.S.	0.50 Km	1.00 Km
d	Length of reaches with H.R. & H.S.	1.00 Km	1.00 Km
vi	Length of road passing through cliffs & georges	Nil	Nil
6	Bridge requirement		
a	Minor Bridge	Nil	Nil
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
b	Major Bridges	Nil	Nil
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil
7	General elevation of road		

SNo		Item	Alignment No. 1 Average Height 250 mtrs	Alignment No. 2 Average Height 250 mtrs
i		Indicating max. & Min Height negotiated by main ascends & decends	Average Height 250 mtrs	Average Height 250 mtrs
ii		Total ascends & decends	5 decends & 2 Level	7 decends & 4 Level
8		Right of ways		
a		Approximate of area & values		
i		Cultivated land	0.3500 Ha	0.7000 Ha
ii		Irrigated land	Nil	Nil
iii		Unirrigated land	Nil	Nil
iv		civil forest/Vanpanchayat	Nil	Nil
v		reserve forest	1.7500 Ha	1.4000 Ha
9		Existing mean of item communication mules path jeep etc.	Footpath	Footpath
a		Relation of proposed alignment with	This road will connected form Km 64 of Existing Tehri-Ghansali-Tilwara motor Road and connected village Nagela, Eking & GIC Budhana to Motor road	This road will connected form Km 64 of Existing Tehri-Ghansali-Tilwara motor Road and connected village Nagela, Eking & GIC Budhana to Motor road
10		Availability of road constuction 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.
(a)				
b		Location of quarries	Far from 2 Kms by Truck for stones and srinagar for sand	Far from 2.50 Kms by Truck for stones and srinagar for sand
c		Average lead	average 3 Km for stone	average 3.50 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 loacally and other material are available at Rishikesh.	Local timber like Chir wood, sand and stone are available loacally and other material are available at Rishikesh.
12		Climatic Condition		
a		Temperature Max. & Min	Max. 35 and Min. 7	Max. 35 and Min. 7
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
15		Length of the unstable area.	Nil	Nil

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SNo	Item	Alignment No. 1	Alignment No. 2
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	3 Years	3 Yars
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.	Nagela and Eking Village	Nagela and Eking Village
ii	1 Km to 1.5 Km of the alignment	G.I.C Budhana	G.I.C Budhana
22	Startegic conditions	Nil	Nil
23	Population surved by the alignment	About 1721 approx.	About 1721 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. 37.80 Lacs for 1st Phase	Rs. 37.80 Lacs for 1st Phase
29	Merits & Demerits 98.9	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. 1721 population will be connected in this alignment. 5. One Nos are H P bands Maximum public is satisfied in this alignment.	1. Cost of construction is mximum. 2. No bridge is required in this alignment. 3. Loose rocky portion is more in this alignment & many residential house in the mid of this alignment. 4. Approx. 1721 population will be connected in this alignment. 5. Three Nos are H P bands Minimum public is satisfied in this alignment.
30	Any other usefull information, any important project etc.		

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 for approval.

Executive Engineer
Provincial Division, P.W.D.
Kandrapur

Signature

ABR