

राज्य योजना में जनपद रुद्रप्रयाग के अगस्त्यमुनि विकासखण्ड के अन्तर्गत चोपड़ा-डूंगी-चापड़ मोटर मार्ग के नव निर्माण 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 the end point of Km 15 of Rudraprayag-Chopra-Kurjhan-Kandai motor road .	This alignment shown Red ink in the map. This alignment will start from the end point of Km 15 of Rudraprayag-Chopra-Kurjhan-Kandai motor road .
2	Length of the alignment form starting point to terminal point.	3.00 Km	3.00 Km
3	Geometries		
	Gradient in different Stretches	0.00 to 0.40 1:20 rise, 0.40 to 0.525 1:18 rise, 0.525 to 0.550 Level, 0.550 to 0.600 1:20 rise, 0.600 to 0.825 Level, 0.825 to 1.425 1:22 rise, 1.425 to 1.825 1:18 rise, 1.825 to 1.925 Level, 1.925 to 2.600 1:18 rise, 2.600 to 2.775 Level	0.00 to 0.40 1:20 rise, 0.400 to 0.525 1:18 rise, 0.525 to 0.550 Level, 0.550 to 0.600 1:20 rise, 0.600 to 0.825 Level, 0.825 to 1.425 1:22 rise, 1.425 to 1.800 1:18 rise, 1.800 to 1.850 Level, 1.850 to 1.900 1:18 rise, 1.900 to 1.950 Level, 1.950 to 2.775 1:18 rise
4	Curves and Hair pin band	2 Nos	4 Nos
5	Terrain & Soil condition		
a	Geology of road	Passing through H.S. in major statches and some statches in V H S.	Passing through H.S. in major statches and some statches in V H S.
b	Road Passing through		
i	Mountainous terrain X-slope 25 to 60	Length of road passing through road slope 25 to 60	Length of road passing through road slope 25 to 60
ii	Steep terrain in x-slope more then 60	Remaing 3*4 length of road passingh x slope more than 60	Remaing 3*4 length of road passingh x 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	0.50 Km
b	Length of reaches with M.R. & M.S.	Nil	Nil
c	Length of reaches with H.R. & H.S.	1.50 Km	2.50 Km
d	Length of reaches with V.H.R. & V.H.S.	Nil	Nil
vi	Length of road passing through cliffs & georges	Nil	Nil
6	Bridge requirement	Nil	Nil
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 raod		
i	Indicating max. & Min Height negotiated by main ascends & decends	Maximum 1000 Minmum 800	Maximum 1000 Minmum 800
ii	Total ascends & decends	6ascend, 0 decends & 4 Level	6 ascend, 0 decends & 4 Level
8	Right of ways		
a	Approximate of area & values	1.440	
i	Cutivated land	1.0350 H	1.0575 H
ii	Irrigated land	Nil	Nil
iii	Unirrigated land	Nil	Nil
iv	civil forest (Van Panchayat)	1.4625 H	Nil
v	reserve forest	Nil	1.4400 H

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SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
9 (a)	Existing mean of item communication mules path jeep etc.	Footpath	Footpath
b	Relation of proposed alignment with	This road will connect Temna, Pali, Dungri, Semalsari Village	This road will connect Temna, Pali, Dungri, Semalsari Village
10 (a)	Availability of road construction materials	Stone are available but sand will be cart form Srinagar	Stone are available but sand will be cart form Srinagar
b	Location of quarries	For Stones locally available, for sand from Srinagar	For Stones locally available, for sand from Srinagar
c	Average lead	3 Km by mule, 1 to 3 chain head load and sand by Truck 51 Km	3 Km by mule, 1 to 3 chain head load and sand by Truck 51 Km
11	Facilities resources		
a	Landing ground	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 locally and other material are available at Rishikesh.	Local timber like Chir wood, sand and stone are available locally and other material are available at Rishikesh.
12	Climatic Condition		
a	Temperature Max. & Min	Max. 34 and Min. 15	Max. 34 and Min. 15
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 in rainy season and west to east in summer season	East to west in rainy season and west to east in summer season
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 mountaineous terrian drainage charcterstic are good and abnormal damages are not anticipated.	Being mountaineous 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
16	Length of heavy alearing	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	one year	one 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.	Temna, Pali Village	Temna, Pali Village
ii	1 Km to 1.5 Km of the	Pali Village	Pali Village
22	Startegie conditions	Nil	Nil
23	Population surved by the	About 1000 approx.	About 1000 approx.
24	Recreational potetial	Nil	Nil
25	Scope of agriculture &	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. 138.00 Lacs (For 1st Phase 37.80 Lacs)	Rs. 138.00 Lacs (For 1st Phase 37.80 Lacs)
29	Merits & Demerits	1. Cost of construction is minimum.	1. Cost of construction is maximum.

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SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
	127.65	2. No bridge required in this alignment.	2. No bridge required in this alignment.
		3. Loose rocky portion is less in this alignment.	3. Loose rocky portion is more in this alignment.
		4. Semalsari village will be connected in this alignment.	4. Semalsari village will be connected in this alignment.
		5. Road will be passing E.B., & H.S. in entire length	5. Road will be passing E.B., & H.S. in entire length
		6. Civil forest land less exist in this alignment.	6. Civil forest land more exist in this alignment.
		7. 2 Nos of Hair Pin bend.	7. 4 Nos of Hair Pin bend.
30	Any other usefull information, any important project etc.	Maximum public is satisfied in this alignment.	Minimum public is satisfied in this alignment.

31 Recommendation of E.E. with Keeping all the point in new and reason.
 reasion.
 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 this alignment no. 1 is recommending for approved.

Nil

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A.E.

अधिशारी अभियन्ता
E.E.
प्रान्तीय खण्ड, ला. नि. वि.
रुद्रप्रयाग

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तहसीलदार
तहसील रुद्रप्रयाग
जनपद रुद्रप्रयाग

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SDM(R)

उपजिलाधिकारी
रुद्रप्रयाग

प्रति हस्ताक्षरित

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विंला अधिकारी
रुद्रप्रयाग

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