COMPARATIVE STATEMENT VARIOUS ALIGNMENT EXTENSION OF SAMBHU KE CHOKI TO PANJIYA [illegible]

S.NO.	ITEM	COMPARISON	
		Proposed alignment no. 1 marked with red colour on plan	Proposed alignment no. 2 marked with green colour on plan
DETAIL OF ROUTE-VIS- TOPOGRAPHY OF THE AREA			
1	Main features and description of the alignment.	This alignment starts from km 5of Shambhu ki Chauki to Panjiya Link Motar Road and goes upto Tharau km11.00 road.	This alignment starts from km 5of Shambhu ki Chauki to Panjiya Link Motar Road and goes upto Tharau km11.90 road.
2	Length of alignment from starting to terminal point.	6.00 Km	6.900 km
3	GEOMETRIC		
a)	Cradients in different stretches of alignment	1:20R ,level	1:20 R , 1:18 R
b)	Curves, hairpin bends etc.	minimum radius of curve 15 m,3 no. HP bends	minimum radius of curve 15 m, 5 no. HP bends
4-	TERRAIN AND SOIL CONDITIONS		
a)	Geology of the area	E&B, HS, VHS/VHR	E&B, HS, VHS/VHR
b)	road length passing through	Sub Himaliyan region 90%	Sub Himaliyan region 80%
	i) Mountainous terrain (cross slops 25% to 60%)	10%	20%
	ii) Steep terrain (Cross slops grater that 60%)	Negligible	Negligible
	iii) Rocky stretches with indication of the length in loose rocks stretches.	Nil	Nil
	iv) Area subject to avalanches and snow drifts		
5-	NATURE OF SOIL	40%	30%
a)	Length of reaches with earth boulders	-	-
b)	Length of reaches with medium rock/shale	30.00%	20.00%
c)	Length of reaches with hard rock / shale.	30.00%	50.00%
d)	Length of reaches with very hard rock / shale	-	-
e)	Length of reaches/ exception all hard rock		-
6-	BRIDGE	-	Nil
a)	Minor Bridges	Nil	Nil
	i) Total nos.	Nil	Nil
	ii) Range of spans.	Nil	-
	iii) Total water ways	-	Nil
b)	Major bridge	Nil	

	ii) Range of spans.	Nil	Nil
	ii) Total water ways	Nil	
7-	General elevation of the road indicating maximum and minimum heights negotiated by main ascends and descends.		
	a)Maximum and minimum height	Max. height 1351.23 mtr. , Min. height1300.00 mtr	Max. height1412.21-mtr. , Min. height1300.00mtr
	b)Total nos. of ascent and descents	Ascend- 1, Descend-1	Ascend- 1, Descend-1
	c)Length of cliff and gorges	Nil	Nil
8-	Right of way bringing out construction Approximate area and value		
	a) Cultivated	0.4 hect	0.575 hect
	b) Irrigated	-	
	c) Unirrigated	-	
	d) Civil Soyam	0.2 hect	0.115 hect
	e) Forest land	Nil	Nil
9-	a) Existing means of inter communication Mule path jeep tracks etc.	Mule path	Mule path
	b) Relations of proposed alignment with existing and under construction road.	This alignment starts from km 5 of Shambhu ki Chauki to Panjiya moter road	This alignment starts from km 5 of Shambhu ki Chauki to Panjiya moter road .
10-	a) Availability of road construction material	Few material will be available during construction of road.	Few material will be available during construction of road.
	b) Location of quarries	Local	Local
	c) Average leads	1 / 2-1 km by mule	1 / 2-1 km by mule
11-	Facilities/ Recources		
	A) Landing ground	Nearest rail head Dehradun	Nearest rail head Dehradun
	b) Dropping zones	Nil	Nil
	c) Food stuffs	Available at Vikasnagar market	Available at Vikasnagar market
	d) Labour local availability and need for import	Local unskilled labour	Local unskilled labour
	e) Construction material, Timber, bamboo, sand, stones & shingle etc. extent of their availability and lead involved.	Only stone is available at site, Sand from Yamuna river and rest material from Dehradun/ Saharanpur.	Only stone is available at site, Sand from Yamuna river and rest material from Dehradun/ Saharanpur.
	f) Access point indicating possibility of carting machinery	Carting of machinery is possible by head / mule load from nearer road head from km 5 of Shambhu ki Chauki to Panjiya moter road	Carting of machinery is possible by head / mule load from nearer road head from km 5 of Shambhu ki Chauki to Panjiya moter road
12-	CLIMATIC CONDITIONS		
	a) Temperature maximum and minimum	max. 34 deg C and min. 5deg C	max. 34 deg C and min. 5deg C
	b) Rain fall data average annual peaks intents monthly distribution at extent available	Heavy rain in rainy season	Heavy rain in rainy season

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c)	length of road covered by snow (Average) and period .	no snow fall	Some time foggy in rainy and winter season.
d)	Fog conditions	Some time foggy in rainy and winter season.	Sunny face
e)	Exposure to sun	Sunny face	
13-	Drainage characteristics of the area including Susceptibility to damages	Self drainage. Natural nalas existed which may cause damages in rainy season	Self drainage. Natural nalas existed which may cause damages in rainy season
14-	Length of landslides	-	-
15-	Length of unstable areas	1.0 km	1.1 km
16-	Length of heavy clearing	NIL	NIL
17-	Length of marshy or flooded area .	Nil	Nil
18-	Length of portion with loose rock .	NIL	NIL
19-	Time required for construction .	1 year	1 year
20-	Vegetation extent type.	Road length covered with bushes.unirrigated and banjar land and agriculture land	Road length covered with bushes.unirrigated and banjar land and agriculture land
21-	POLITICAL ASPECT		
a)	Village falling on or within	-	-
b)	1 km of the alignment		
c)	3km to 4km of the alignment	-	-
22-	Important villagers, town/ marketting center connected	Kalsi & Chakrata	Kalsi & Chakrata
23-	Economical and industrial consideration	This road will Connect vill.Panjiya,Bansar,Taharu Vikasnagar Mandi	This road will Connect vill.Panjiya.Bansar.Taharu Vikasnagar Mandi
24-	Potential for development of tourism	Yes	Yes
25-	Scope of agricultural and Horticultural Development	Very good scope	Very good scope
26-	Extent of forest wealth	Normal	Normal
27-	Prospect of development of minor or any other major major development project being taken up in the example	Nil	nil
	Hydro Electric Projects.		Rs. 241.50 lacs
28-	Approximate cost of construction of each alignment	Rs . 210.00 lacs	
29-	Merits and demerits	Villager are agree	Villager are not agree
30-	Any other useful information (viz. other projects being untaken in area required for completion of the work etc.)	Recommended alignment No. 1 shown in red colour for approval because in all respect this alignment is better then other and villagers are agree	Recommended alignment No.2 rejected because local people are not agree due to more damage of agricultural land.

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