


## COMPARATIVE STATEMENT OF VARIOUS ALIGNMENTS


Name of Work : Alignment of Nandprayag km 15 to Jakhni Motor Road under PMGSY

Sanctioned Length : 4.325 KM

Scheme

s.no	Items	Alignment-1	Alignment-2
	<u>Detail of route, vis-a-vis topography of the area</u>		
1	Main feature and description of the alignment	Proposed road starts from Nandprayag <u>km 15</u>	Proposed road starts from Nandprayag <u>km 15</u>
2	Length of the alignment from starting point to terminal point.	4.325 km	5.00 km
3	<u>Geometric</u>		
	A Gradient in different stretches of the alignment.		
	B Curves and hair pin bends	6 no of H.P. Bend	8 no of H.P. Bend
4	<u>Terrain and soil condition</u>		
	A Geology of the road	E&B to VHSVHR	E&B to VHSVHR
	B Road length passing Through		
	1 Cultivated land & barren land		
	2 mountainous terrain cross slope from 25° to 60°		
	3 steep terrain cross slope greater than 60°		
	4 Rocky stretches with indication in length in loose	Nil	Nil
	5 Area subjected to avalanches and snow drifts	Nil	Nil

  
JE

  
Assistant Engineer  
P.M.G.S.Y. DIV  
Nandprayag (Chauri)

  
Ex. P.M.G.S.Y. Division  
P.M.D. Karanprayag

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5	Nature of Soil		
	1 Length of reaches with Earth & Boulders	2250 Mtr	2550 Mtr
	2 Length of reaches with Medium Rock/ shal	1975 Mtr	1950 Mtr
	3 Length of reaches with Hard Rock/Shale	100Mtr	500Mtr
6	Bridge Requirement	0.00	0.00
	A Major Bridges		
	1 Total Number	1	1
	2 Range Of Span	54	54
	3 Total Waterway	45	45
	B Minor Bridges/Culvert		
	1 Total Number	Nil	1
	2 Range Of Span	Nil	18
	3 Total Waterway	Nil	12
7	General Elevation of the Road including Maximum and minimum heights negotiated by main ascents and descents		
	1 Total Number of ascents and descents	Throughout Fall, Rise, Level grade	Throughout Fall, Rise, Level grade
	2 Heights of cliffs & Gorges	Nil	Nil
8	Right of way bringing out construction on Account of Built-up Area Mountains and other		
	Approximate Area and Value		
	1 Cultivated	1500 Mtr	2000 Mtr
	2 Irrigated	0.00	0.00
	3 Unirrigated	1500 Mtr	2000 Mtr
	4 Civil Soyam & Van Panchayat		
	5 Forest Land		

  
J. K. Jha

  
Assistant Engineer  
P.M.G.S.Y DIV  
OWD Karamprag (Chauri)

  
Exe. P.M.G.S.Y Division  
OWD Karamprag

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9	Existing means of inter Communication (Mule Path, Jeep etc )	Mule path and Foot track	Mule path and Foot track
	Relation of Proposed Alignment with existing and under construction roads.	Proposed alignment started from nandprayag ghat MR km 15	Proposed alignment started from nandprayag ghat MR km 15
		Locally available	Locally available
10	Availability of road construction material	Expected on the alignment	Expected on the alignment
	Location of quarries	As per P.W.D. Block S.O.R.	As per P.W.D. Block S.O.R.
	Average leads		
11	Facilities/ Resources		
	A Landing Ground	Nil	Nil
	Dropping zone	Nil	Nil
	Food stuffs	Wheat, mandwa, Jhangora, Local Fruits. 50% labours are available locally and rest are imported from Nepal	Wheat, mandwa, Jhangora, Local Fruits. 50% labours are available locally and rest are imported from Nepal
	Labour locally available or need of import.	Imported from Nepal	Imported from Nepal
	construction materials	Stone mostly	Stone mostly
	Timber, Bamboo, Sand, Stone, Shingle, Grit etc	Available within 50-100 Km	Available within 50-100 Km
12	Access point indicating possibility of equipment	Karanprayag/Chamoli	Karanprayag/Chamoli
CLIMATE CONDITIONS			
13	Temperature maximum & minimum	Max 25°C, Min 2°C	Max 25°C, Min 2°C
	Rainfall data average annual peak intensities	Not available	Not available
	Length of road covered by snow average period	Nil	Nil
	Wind direction and velocities	From north and south with moderate velocity	From north and south with moderate velocity
	Fog conditions	Negligible	Negligible
	Exposure to sun	Well exposed to sun	Well exposed to sun

*[Signature]*  
JE

*[Signature]*  
**Assistant Engineer**  
**P.M.G.S.Y DIV**  
**CHAITANYA KARANPRAYAG (CHAITANYA)**

*[Signature]*  
**Ex.E. P.M.G.S.Y Division**  
**P.M.D. Karanprayag**



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14	Drainage characteristics of the area indicating susceptibility to damage	Good natural drainage hence susceptibility to damage in minimum	Good natural drainage hence susceptibility to damage in minimum
15	Length of land slides	Nil	Nil
16	Length of unstable areas	Nil	Nil
17	Length of heavy snow covering	Nil	Nil
18	Length of marshy and flooded areas	Nil	Nil
19	Length of position with loose rock	Nil	Nil
20	Period required for construction	12 month (working season)	12 month (working season)
21	vegetation extenstlype	Ordinary bushes / home tree and pine tree	Ordinary bushes and pine tree/ forest tree
22	Political Aspect	The area will be connected with block H.Q.	The area will be connected with block H.Q.
23	Village following on or within		
24	1  Within 5 km of the alignment	Jakhni, Bizar, Kanda	Jakhni, Bizar, Kanda
25	Important villages , town/ marketing center comm	Ghat Nandprayag	Ghat Nandprayag
	Economic & industrial consideration	Normal	Normal
	1  Population served by alignment	Approximate 645 people	Approximate 500 people
	2  Agriculture potential for development of fo	Good	Good
	3  Recreational potential	Will increase	Will increase
26	Strategic conditions	Better communication	Better communication
27	Scope of agriculture and horticulture developme	Good	Good
28	Extent of forest wealth	Normal	Normal
29	Prospect or development or minor or any other major development project being taken up in the O.S. hydro Electric Project	Not Know	Not Know

  
JE

*Officer*  
**Assistant Engineer**  
**P.M.S.S.Y. DIV**  
**G.W.D. Nandprayag (Chauri)**

  
**P.M.O. Nandprayag**

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30	Merits & Demerits		
	A Merits	1. Alignment accepted by villagers & elected public representatives of area 2. Alignment is passing through stable area.. 3. Better road transportation. 4. Working period available whole year except rainy season 5. Less No HP bend	1. Alignment accepted by villagers & elected public representatives of area 2. Alignment is passing through stable area.. 3. Better road transportation. 4. Working period available whole year except rainy season 5. Less No HP bend 6. Road length 4.325 km 7. 1 steel truss bridge 2 cause way 1. All villagers & forest department are not agreed to this alignment.
	B Demerits	Viewing the Served Population from the alignment no demerits are there	
31	Relation of proposed alignment with existing motor road	As a branch road	As a branch road
32	Any other useful information ( viz other important project being under taken in the aera required for the completion of work )	The farmer will deliver their cash crops/ local fruits to market	The farmer will deliver their cash crops/ local fruits to market
27	Recommendation of executive engineer	Alignment No 1 is recommended for sanction	
33	Order of the superintending engineer		

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*[Signature]*  
**Assistant Engineer**  
**P.M.G.S.Y. DIV**  
**NANDPRAYAG (Chail)**

*[Signature]*  
**Ex. P.M.G.S.Y. Division**  
**P.W.D. Nandprayag**