

## Perfoma for comparison between identified alignments

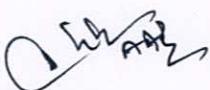
| Sl. No | Variables  | Alignment No-1                        | Alignment No-2                           |
|--------|--|---------------------------------------|--|
| 1      | Topography   | Civil, Van Panchyat And Nap land      | Forest, Civil, Van Panchyat And Nap land |
| 2      | Length of Road   | 5.750 Km                              | 7.500 Km                                 |
| 3      | Bridging requirement No. and Length  | 3m(4 no), 15m(1 no)                   | 3m(6 no), 15 m (1 no)                    |
| 4      | Geometric  |                                       |  |
|        | (a) Gradients  | 1:10, 1:12, 1:17, 1:18, 1:20 level    | 1:20, 1:24, 1:40, level                  |
|        | (b) Curves, H.P Bends  | 1:22, 1:40 (8) hp band                | 11 hp band                               |
| 5      | Existing Means of communication, mule path, jeep, Tracks etc.  | Mule path And, Tracks                 | Mule path And, Tracks                    |
| 6      | Right of way, bringing out. construction on account of built up areas, monuments and other structures.   | 0.455 hact<br>7.00m                   | 1.840 hact<br>7.00m                      |
| 7      | (a) Terrain & Soil Condition.<br><br>(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 extants and types. | E&B/H.B/V.H.S<br><br>Drainage is Fair | E&B/H.B/V.H.S<br><br>Drainage is Fair    |
| 8      | Climate Condition:<br>(a) Temperature Monthly max. & min. reading.   | Max 42°C Min 8°C                      | Max 42°C Min 8°C                         |
|        | (b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .   | Not available                         | Not available                            |
|        | (c) Snowfall data average annual peak intensities monthly distribution (to the extent available)   | Not available                         | Not available                            |
|        | (d) Wind direction and velocities.   | S/w                                   | S/w                                      |
|        | (e) Fog Condition.   | In Rainy Season                       | In Rainy Season                          |
|        | (f) Exposure to sun.   | Almost full day                       | Almost full day                          |
|        | (g) Unusual weather condition like cloud brust etc.  | Almost rainy Season                   | Almost rainy Season                      |

| Sl. No | Variables  | Alignment No-1  | Alignment No-2  |
|--------|--|---|---|
| 9      | Facilities resources.<br>(a) Landing ground.<br>(b) Dropping Zone.<br>(c) Food stuffs.<br>(d) Labour local availability and need for import. | -<br>-<br>-<br>75% Outside As Nepali & 25% Local  | -<br>-<br>-<br>75% Outside As Nepali & 25% Local  |
|        | (e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.                         | Stone is available locally & res will have to be cartage form local quarry etc.                                   | Stone is available locally & res will have to be cartage form local quarry etc.                                   |
| 10     | Value of land, agricultural land, Irrigated land, built up land, forest land etc,  | Agriculture development will increase   | Agriculture development will increase   |
| 11     | Approximate Const. Cost.   | Rs 580.07 Lac   | Rs 636.21 Lac   |
| 12     | Access point indicating possibility of induction of equipment.   | Almora and Haldwani   | Almora and Haldwani   |
| 13     | Period required for construction.  | 1 year  | 1 year  |
| 14     | Strategic Consideration.   | -   | -   |
| 15     | Important villages, towns and markets centers to be connected.   | Someswar and almora   | Someswar and almora   |
| 16     | Recreational potential.  | -   | -   |
| 17     | Economic Factors:<br>(a) Population served by the alignment.   | 364   | 364   |
|        | (b) Agricultures and economic potential of the area.   | Construction of Road will facilitate the carriage of agricultural production will vegetables and fruits to market | Construction of Road will facilitate the carriage of agricultural production will vegetables and fruits to market |
| 18     | other major development projects being taken up electric projects etc.   | -   | -   |
| 19     | (i) Misc. Such as camping sites<br>(ii) Law and other problem<br>(iii) Royalty   | -<br>No<br>Yes  | -<br>No<br>Yes  |
|        | (iv) Availability of contractors for collection and carriage of construction material  | Available   | Available   |
|        | (v) working period available for construction of work.   | March to June & October to December   | March to June & October to December   |
| 20     | Total No. of trees to be removed and Affected Forest land  | 247 (Mainly Chir)<br>Hact 0.455 hact  | 532 (Mainly Chir)<br>5.124 hact   |
| 21     | Average Density of forest cover  | 84.62   | 101.52  |

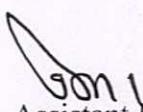
| Sl. No | Variables             | Alignment No-1   | Alignment No-2   |
|--------|-----------------------|--|--|
| 22     | Total No. of Merits   | In the Alignment number 1 which is proposed for Construction the forest land affected is 0.455 Ha. number of trees affected is 247, length of road is 5.750 Km and Number of HP bands is 8. this is geologically more stable hence this alignment is chosen for construction of Road | Nil  |
| 23     | Total No. of Demerits | Nil  | In the Alignment number 2 which is rejected, the forest land affected is 5.124 Ha. number of trees affected is 532, length of road is 7.500 Km and Number of HP bands is 7. this is geologically Less stable as Compared to alignment Number 1 hence alignment number 2 is rejected. |
|        |                       |  |  |

#### RECOMMENDATIONS:

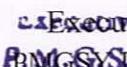
Alignment no. ( 1 ) Recommended for approval being more economical, useful & technically feasible.



Junior Engineer  
PMGSY Div PWD Almora



Assistant Engineer  
PMGSY Div PWD Almora  
P. M. G. S. Y. Div.  
P.W.D., ALMORA



Executive Engineer  
PMGSY Div PWD Almora  
P.W.D., ALMORA