

# COMPARATIVE STATEMENT VARIOUS ALIGNMENT EXTENSION OF SAMBHU KE CHOKI TO PAULIYA

S.NO.	ITEM	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 50f Shambhu ki Chaunki to Panjya Link Molar Road and goes upto Tharau km 11.00 road.	This alignment starts from km 50f Shambhu ki Chaunki to Panjya Link Molar Road and goes upto Tharau km 11.90 road.
	2 Length of alignment from starting to terminal point.	6.00 Km	6.900 km
3	GEOMETRIC	1:20R, level	1:20 R, 1:18 R
a)	Gradients in different stretches of alignment	minimum radius of curve 15 m.3 no. HP bends	minimum radius of curve 15 m. 5 no. HP bends
b)	Curves, hairpin bends etc.	E&B, HS, VHS/VHR	E&B, HS, VHS/VHR
4.	TERRAIN AND SOIL CONDITIONS	Sub Himalayan region	Sub Himalayan region
a)	Geology of the area	90%	80%
b)	road length passing through	10%	20%
i)	Mountainous terrain ( cross slopes 25% to 60%)		
ii)	Steep terrain (Cross slopes greater than 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		30%
		40%	
5.	NATURE OF SOIL		
a)	Length of reaches with earth boulders		20.00%
b)	Length of reaches with medium rock/shale	30.00%	50.00%
c)	Length of reaches with hard rock / shale.	30.00%	
d)	Length of reaches with very hard rock / shale		
e)	Length of reaches/ exception all hard rock		
6.	BRIDGE		
a)	Minor Bridges	Nil	Nil
b)	Total nos.	Nil	Nil
ii)	Range of spans.	Nil	
iii)	Total water ways	Nil	Nil
b)	Major bridge	Nil	

(i) Range of spans.		Nil	Nil
(ii) Total water ways		Nil	Nil
7- General elevation of the road indicating maximum and minimum heights negotiated by main ascends and descents.			
a) Maximum and minimum height		Max. height 1351.23 mtr. Min. height 1300.00 mtr	Max. height 1422.1 mtr. Min. height 1300.00 mtr
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			0.575 hect
a) Cultivated		0.4 hect	
b) Irrigated		-	0.115 hect
c) Unirrigated		0.2 hect	Nil
d) Civil Soyam		Nil	Mule path
e) Forest land		Mule path	
9-a) Existing means of inter communication Mule path jeep tracks etc.		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.
b) Relocations of proposed alignment with existing and under construction road.		Few material will be available during construction of road.	Few material will be available during construction of road.
10-a) Availability of road construction material			Local
b) Location of quarries		Local	1/2-1 km by mule
c) Average leads		1/2-1 km by mule	Local
11- Facilities/ Resources			Nearest rail head Dehradun
A) Landing ground		Nearest rail head Dehradun	Nil
b) Dropping zones		Nil	Available at Vikasnagar market
c) Food stuffs		Available at Vikasnagar market	Local unskilled labour
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/ Saharapur.	Only stone is available at site, Sand from Yamuna river and rest material from Dehradun/ Saharapur.
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 intens monthly distribution at extent available		Heavy rain in rainy season	Heavy rain in rainy season



c) length of road covered by snow (Average) and period.	10 snow	Some time foggy in rainy and winter season.	Some time foggy in rainy and winter season.
d) Fog conditions	Sunny face		Sunny face
e) Exposure to sun	Self drainage. Natural talas existed which may cause damages in rainy season	Self drainage. Natural talas existed which may cause damages in rainy season	
13- Drainage characteristics of the area including Susceptibility to damages	-	1.1 km	-
14- Length of landslides	1.0 km	NIL	NIL
15- Length of unstable areas	NIL	NIL	NIL
16- Length of heavy cleaning	NIL	NIL	NIL
17- Length of marshy or flooded area	NIL	1 year	Road length covered with bushes, unirrigated and banjar land and agriculture land
18- Length of portion with loose rock.	1 year	Road length covered with bushes, unirrigated and banjar land and agriculture land	
19- Time required for construction.	Road length covered with bushes, unirrigated and banjar land and agriculture land		
20- Vegetation extent type.			
<b>21- POLITICAL ASPECT</b>			
a) Village falling on or within	-	-	-
b) 1 km of the alignment	-	-	-
c) 3km to 4km of the alignment	-	-	-
22- Important villagers, town/ marketing center connected	Kalsi & Chakrata	Kalsi & Chakrata	
23- Economical and industrial consideration	This road will Connect vill. Panjya, Bansar, Taharu Vikasnagar Mandi	This road will Connect vill. Panjya, 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 development project being taken up in the example	NIL	nil	
28- Approximate cost of construction of each alignment	Rs. 210.00 lacs	Rs. 241.50 lacs	
29- Merits and demerits	Villager are agree	Villager are not agree	
30- Any other useful information (viz. other projects being undertaken 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 than 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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