

प्रारूप- 2.4

Performa for comparison between identified alignments

s.no.	Item	Alignment 1	Alignment 2
1	Detail of Route, vis a vis Topography of the area main feature and Description of the Alignment	Alignment take off Km-11 Of Ghansali - Ghuttu Motor Road . Grade of this Alignment are 1:20 Rise, 1:18 Rise & 1:24 Rise, It shall run through Naap, Civil Soyam & Forest Land. 14 H.P. Band provided in this Alignment	Alignment take off Km-11 Of Ghansali - Ghuttu Motor. Grade of this Alignment are 1:16 Rise & 1:18 Rise, It shall run through Naap, Civil Soyam & Forest Land. 16 H.P. Band provided in this Alignment
2	Length of Road	10.00 K.M.	10.750 K.M.
3	Bridge requirement No. and Length / Clvert	zero	04 no.3.0 mtr span
4	Geometric		
	(a) Gradients	1:20 Rise, 1:18 Rise & 1:24 ,1:40 Rise	1:16 Rise & 1:18 Rise
	(b) Curves, H.P Bends	14	16
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule & path	Mule & path
6	Right of way, bringing out. construction on account of built up areas, monuments and other structure 1. Naap Land 2. Van Panchayat Land 3. Civil Soyam Land 4. Reserve Forest Land	850 - 650 8500	450 - 200 9350
7	(a) Terrain & Soil Condition.	As Per Geologist Report	As Per Geologist Report
	(vi) Cliffs and gorges. (vii) Drainage characteristics of the area including supceptibility to flooding . (viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and discends.		

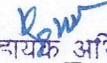
8	<p>Climate Condition:</p> <p>(a) Temperature max. &amp; min. reading.</p> <p>(b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .</p> <p>(c) Snowfall data average annual peak intensities monthly distribution (to the extent available) .</p> <p>(d) Wind direction and velocities.</p> <p>(e) Fog Condition.</p> <p>(f) Exposure to sun.</p> <p>(g) Unusual weather condition like cloud burst etc.</p>	<p>Max. 40 C &amp; Min.15 C</p> <p>1000 mm</p> <p>Negligible</p> <p>From North to South with moderate Velocity</p> <p>Partially Well expose toSun Negligible</p>	<p>Max. 40 C &amp; Min. 15 C</p> <p>1000 mm</p> <p>Negligible</p> <p>From North to South with moderate Velocity</p> <p>Partially Well expose toSun Negligible</p>
9	<p>Facilities resources.</p> <p>(a) Landing ground.</p> <p>(b) Dropping Zone.</p> <p>(c) Food stuffs.</p> <p>(d) Labour local availability and need for import.</p> <p>(e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.</p>	<p>Yes Nill Ghansali 50% Labors available Locally &amp; rest From Nepal</p> <p>Stone &amp; timber available with in 30-40 Kms</p>	<p>Yes Nill Ghansali 50% Labors available Locally &amp; rest From Nepal</p> <p>Stone &amp; timber available with in 30-40 Kms</p>
10	Value of land, agricultural land, Irrigated land, built up land, forest land etc,	As per District Circle Rates	As per District Circle Rates
11	Approximate Const. Cost.	5.28 crore	5.28 crore
12	Access point indicating possibility of induction of equipment	Ghansali	Ghansali
13	Period required for construction	3 year	3 year
14	Strategic Consideration		
15	Important villages, towns and markets centers to be connected	All Nearest Village Including Ghansali Market	All Nearest Village Including Ghansali Market
16	Recreational potential.	Will Increase	Will Increase
17	<p>Economic Factors:</p> <p>(a) Population served by the</p>	Approximate	Approximate

18	other major development projects being taken up electric projects etc.	Negligible	Negligible
19	(i) Misc. Such.as camping sites (ii) Law and other problem (iii) Royalty (iv) Availability of contractors for collection and carriage of construction material (v) working period available for construction of work.	Nil Nil Nil Nil	Nil Nil Nil Nil
20	Total No. of trees to be removed .	381	550
21	Average Density of forest cover	0.4 %	0.4 %
22	Total No. of Merits	1. Alignment accepted by Villagers & Elected Public repretatives of the Area 2. Alignment is Passing through stable area	
23	Total No. of Demerits	3. Three H.P. Band	1. five H.P. Band 2. Alignment is Passing through steep area 3. Alignment is not accepted by Villarers & Elected Public repretatives of the Area

**RECOMMENDATIONS:**

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

  
Junior Engineer/  
P.WD

  
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