

**प्रारूप-13**

**परियोजना विवरण :-**

जनपद पौड़ी गढ़वाल के विकासखण्ड पौड़ी में देहलचौरी-पौड़ी मोटर मार्ग के किमी 0 14 से भण्डारीगांव गढ़सेरा मो 0 मार्ग का निर्माण।


**Performa for comparison between identified alignments**


Sl.No	Variables	Alignment No-1	Alignment No-2
1	Topography	As per Counter map	As per Counter map
2	Length of Road	6.00 Km.	8.00 Km.
3	Bridging requirement No. and Length	1 No (minior)	2 No (minior)
4	Geometric		
	(a) Gradients	1:20F,1:22F,1:30F	1:20F,1:22F,1:30F
	(b) Curves, H.P Bends	2 HP Band	4 HP Band
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule Track	Mule Track
6	Right of way, bringing out. construction on account of built up areas, monuments and other structures.	9.00meter wide 7.00Km	9.00meter wide 7.25Km
7	(a) Terrain & Soil Condition.	As per Geologist Report	Mixed rock and Earth
	(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 discends.(ix) Variations extants and types.	(iv) Nil (Vii)good natural drainage hence maximum susceptibility (Viii) Max elevation-800.00 metr. Minimum elevation-645.00 metr.	(iv) Nil (Vii)good natural drainage hence maximum susceptibility (Viii) Max elevation-800.00 metr. Minimum elevation-450.00 metr.
8.	Climate Condition:(a) Temperature Monthly max. & min. reading.(b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .(c) Snowfall data average annual peak intensities monthly distribution (to the extent available) .(d) Wind direction and velocities.(e) Fog Condition.(f) Exposure to sun.(g) Unusual weather condition like cloud burst etc.	(a) Temp min 6° Max 35° (b) Not available (c) Nil (d) North to South with normal velocities (e) maximum in winter (f) Sunny face (g) Not available	(a) Temp min 6° Max 35° (b) Not available (c) Nil (d) North to South with normal velocities (e) Maximum in winter (f) Sunny face (g) Not available
9.	Facilities resources. (a) Landing ground. (b) Dropping Zone. (c) Food stuffs. (d) Labour local availability and need for import. (e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	Nil Availabe Sufficiently available Local labour available  Available at site in adequate	NA NA Sufficiently available Sufficiently available  Available at site in adequate
10.	Value of land, agricultural land, Irrigated land, built up land, forest land etc.,	Agricultural Land in 4350 mtr. Civil Forest Land 1650mtr.	Agricultural Land in 5450mtr. Civil Forest Land 1800mtr.

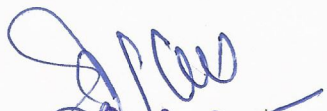
11.	Approximate Const. Cost.	279.60 laces	372.80 laces
12.	Access point indicating possibility of induction of equipment.	Alignment starts from Km 14, of Dehalchauri-pauri motor road.	Alignment starts from Km 14, of Dehalchauri-pauri motor road..
13.	Period required for construction.	After Sanction One year	After Sanction One year
14.	Strategic Consideration.	Important	Important
15.	Important villages, towns and markets centers to be connected.	Bhandrigoun, Garhsera, Morora	Bhandrigoun, Garhsera, Morora
16.	Recreational potential.	Possibitly in future	Possibity in future
17.	Economic Factors: (a) Population served by the alignment.	May Developed in Future	May Developed in Future
	(b) Agricultures and economic potential of the area	Local vegetable and fruit can be sold to nearby market	Local vegetable and fruit can be sold to nearby market
18.	other major development projects being taken up electric projects etc.	Nil	Nil
19.	(i) Misc. Such as camping sites (ii) Law and other problem (iii) Royalty	Nil Nil	Nil Nil
	(iv) Availability of contractors for collection and carriage of construction material (v) Working period available for construction of work.	Yes  After Sanction One year	Yes  After Sanction One year
20.	Total No. of trees to be removed.		
21.	Average Density of forest cover.		
22.	Total No. of Merits	1	Nil
23.	Total No. of Demerits	Nil	2

#### RECOMMENDATIONS:

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

  
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**Note - Signature and approval of the concerned DFO is essential.**