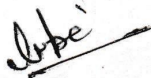


## प्रपत्र-12

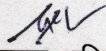
परियोजना का नाम	:- जनपद रुद्रप्रयाग में प्रधानमंत्री ग्रामीण सड़क योजना के अन्तर्गत प्रस्तावित, सन से बज्यूण मोटर मार्ग (लम्बाई 15.300 कि०मी०) के नव निर्माण हेतु हस्तान्तरण प्रस्ताव।
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वैकल्पिक संरेखणों को निरस्त किये जाने का प्रमाण-पत्र

प्रस्तावित परियोजना हेतु दो समरेखणों पर विचार किया गया। समरेखण-2 को ग्राम सभा की आपत्ति एवं समरेखण की लम्बाई अधिक होने के कारण निरस्त किया गया। प्रस्तावित समरेखण-1 को ग्राम सभा की सहमति तथा कम वृक्षों की संख्या के कारण उचित पाया गया। तकनीकी, पर्यावरणीय एवं भूगर्भीय दृष्टि से भी समरेखण-2 की उपेक्षा समरेखण-1 को उपयुक्त पाया गया है।



कनिष्ठ अभियन्ता

पी०एम०जी०एस०वाई०, सिचाई खण्ड,  
रुद्रप्रयाग


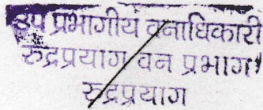
सहायक अभियन्ता


पी०एम०जी०एस०वाई०, सिचाई खण्ड,  
रुद्रप्रयाग



अधिशसी अभियन्ता

पी०एम०जी०एस०वाई०, सिचाई खण्ड,  
रुद्रप्रयाग

  
वन क्षेत्राधिकारी  
अगस्त्यमुनि

  
वन प्रभागीय वनाधिकारी  
रुद्रप्रयाग वन प्रभाग  
रुद्रप्रयाग

  
अधिशसी अभियन्ता  
पी०एम०जी०एस०वाई०, सिचाई खण्ड,  
रुद्रप्रयाग

  
जिला अधिकारी  
रुद्रप्रयाग

परियोजना का नाम	:- जनपद रुद्रप्रयाग में प्रधानमंत्री ग्रामीण सड़क योजना के अर्न्तगत प्रस्तावित, सन से बज्यूण मोटर मार्ग (लम्बाई 15.300 कि०मी०) के नव निर्माण हेतु हस्तान्तरण प्रस्ताव।
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**Performa for comparison between identified alignments**

Sl.No	Variables	Alignment No-1	Alignment No-2
1	Topography	Alignment takes off at Km. 10 Rudraprayag to Chopta M/ Road. Grade of this alignment are 1:20 fall, level, 1:20 rise, 1:22 rise, 1:40 fall, 1:40 rise and 1:20 rise. It shall run through nap land.	Alignment takes off at Km. 10 Rudraprayag to Chopta M/ Road. Grade of this alignment are 1:15 rise, 1:16 fall, 1:11 fall, 1:14 rise, 1:15 rise, 1:10 rise, 1:60 rise, 1:60 fall, 1:12 fall, 1:10 rise and 1:15 rise. It shall run through civil soyam land and nap land.
2	Length of Road	15-300 Kms	16.00 Kms
3	Bridging requirement No. and Length	E&B, MR, HR	E&B, HR, VHR/VHS
4	Geometric		
	(a) Gradients	1:20 fall, level, 1:20 rise, 1:22 rise, 1:40 fall, 1:40 rise and 1:20 rise.	1:15 rise, 1:16 fall, 1:11 fall, 1:14 rise, 1:15 rise, 1:10 rise, 1:60 rise, 1:60 fall, 1:12 fall, 1:10 rise and 1:15 rise
	(b) Curves, H.P Bends	All curves as per IRC , Ten H.P Bends.	All curves as per IRC, Twelve H.P Bends.
5	Existing Means of communication, mule path, jeep, Tracks etc.	Mule path and foot track	Mule path and foot track
6	Right of way bringing out construction Approximate area and value  i Irrigated Cultivated Land ii Un irrigated Cultivated Land iii Civil soyam U.K Govt Land. iv Van Panchayat Land v Reserve Forest land  Total Length	8.450 Kms NIL 6.850 Kms 0.00 Kms NIL 15.300 Kms	8.450 Kms NIL 7.550 Kms 0.00 Kms NIL 16.000 Kms
7	(a) Terrain & Soil Condition.		
	(vi) Cliffs and gorges.	NIL	NIL
	(vii) Drainage characteristics of the area including suscepibility to flooding .	Good natural drainage, hence susceptibility to damage in minimum.	Good natural drainage, hence susceptibility to damage in minimum.
	(viii) General elevation of the road indicating maximum and minimum height negotiated by main ascends and discends.	NIL	NIL
	(ix) Variations extants and types.	NIL	NIL

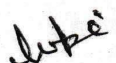


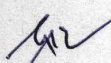
8.	<p>Climate Condition:(a) Temperature Monthly max. &amp; min. reading.</p> <p>(b) Rainfall data average annual peak intensities monthly distribution (to the extent available)</p> <p>(c) Snowfall data average annual peak intensities monthly distribution (to the extent available) .</p> <p>(d) Wind direction and velocities.s</p> <p>(e) Fog Condition.</p> <p>(f) Exposure to sun.</p> <p>(g) Unusual weather condition like cloud burst etc.</p>	<p>Max 35 C, Min 18 C</p> <p>1050 mm.</p> <p>Nil</p> <p>From West and South with moderate velocity</p> <p>Fog in winters</p> <p>Well expose to sun</p>	<p>Max 35 C, Min 18 C</p> <p>1050 mm.</p> <p>Nil</p> <p>From West and South with moderate velocity</p> <p>Fog in winters</p> <p>Well expose to sun</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>Nil</p> <p>Nil</p> <p>Rudraprayag</p> <p>50% Labors Available Locally and rest From Nepal</p> <p>Stone Mostly (Available With In 50-70 Kms)</p>	<p>Nil</p> <p>Nil</p> <p>Rudraprayag</p> <p>50% Labors Available Locally and rest From Nepal</p> <p>Stone Mostly (Available With In 50-70 Kms)</p>
10.	Value of land, agricultural land, Irrigated land, bult up land, forest land etc.		
11.	Approximate Const. Cost.	1984.90 Lack	1995.00 Lack
12.	Access point indicating possibility of induction of equipment.	Rudraprayag	Rudraprayag
13.	Period required for construction.	12 month (working season)	12 month (working season)
14.	Strategic Consideration.		
15.	Important villages, towns and markets centers to be connected.	Rudraprayag	Rudraprayag
16.	Recreational potential.	Will Increase	Will Increase
17.	<p>Economic Factors:</p> <p>(a) Population served by the alignment.</p> <p>(b) Agricultures and economic potential of the area.</p>	<p>Approximate</p> <p>Good</p>	<p>Approximate</p> <p>Good</p>
18.	other major development projects being taken up electric projects etc.	Will Increase	Will Increase
19.	<p>(i) Misc. Such as camping sites</p> <p>(ii) Law and other problem</p> <p>(iii) Royalty</p>		

	collection and carriage of construction material  (v) working period available for construction of work.	12 month (working season)	12 month (working season)
20.	Total No. of trees to be removed .	<del>330</del> 222.0	350
21.	Average Density of forest cover .	0.2 %	0.2 %
22.	Total No. of Merits	1. Alignment accepted by Villagers & Elected Public representatives of the area. 2. 09 No. of Culverts and 04 No. R.C.C. Bridges. 3. Alinment is passing through stable area.	1. Only Twelve No. of H.P bends are provided 2. 12 No. of R.C.C. Bridges and 02 No. Steel Girder Bridges. 3. Alignment is passing through stable area.
23.	Total No. of Demerits	1. Ten H.P Bends .	1. Alignment is not accepted by Villagers & Elected Public Representatives of the area. 2. Increasing Number of <del>Devdar</del> Bany Trees in alignment. 3. Increasing length of Van Panchayat land. <del>Forest Land</del> .

# RECOMMENDATIONS:

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

  
Junior Engineer

  
Ass. Engineer

  
Ex. Engineer

PMGSY, IRR DIV. Rudraprayag PMGSY, IRR DIV. Rudraprayag

PMGSY, IRR DIV. Rudraprayag