

COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT

Name of work :- Comparative Statement of various alignment of Motor road under state sector Construction of Salla – Bhatkot to Sukana Salyudi Motor Road, District Almora

S.L. No.	ITEMS	ALIGNMENT	
		No.1 Marked in red colour	No. 2 marked in Green colour
1	2	3	4
1	Details of route vis-à-vis topography of the area main features and discrepancy of the alignment	Alignment started From Km. 3.50 of Seraghat – Malli Nali Motor Road	Alignment started From Km. 3.50 of Seraghat – Malli Nali Motor Road
2	Length of alignment from the starting to the terminal point.	1:15, 1:17, 1:18, 1:20 & 1:40 R grade shall run through the alignment of 5.500 Km.	1:17, 1:18, 1:20, 1:22 & 1:40 R grade shall run through the alignment of 6.750 Km.
3 a.	GEOMETRICS Gradient in different stretches of alignment	0/0 - 0/4 - 1:18R 0/4 - 0/5 - Level ✕ 0/5 - 0/10 - 1:18R 0/10 - 0/16 - 1:17R 0/16 - 0/28 - 1:18R 0/28 - 0/30 - 1:40R ✕ 0/30 - 1/7 - 1:18R 1/7 - 1/9 - 1:40R ✕ 1/9 - 1/18 - 1:20R 1/18 - 1/20 - 1:40R ✕ 1/20 - 1/30 - 1:18R 1/30 - 1/40 - 1:20R 1/40 - 2/10 - 1:18R 2/10 - 2/20 - 1:20R 2/20 - 2/22 - 1:40R ✕ 2/22 - 2/32 - 1:18R 2/32 - 2/40 - 1:20R 2/40 - 3/7 - 1:18R 3/7 - 3/9 - 1:40R ✕ 3/9 - 3/20 - 1:18R 3/20 - 3/32 - 1:20R 3/32 - 3/34 - 1:40R ✕ 3/34 - 4/5 - 1:18R 4/5 - 4/9 - 1:15R 4/9 - 4/12 - 1:40R ✕ 4/12 - 4/25 - 1:20R 4/25 - 4/34 - 1:18R 4/34 - 4/36 - 1:40R ✕ 4/36 - 4/40 - 1:18R 4/40 - 5/2 - 1:40R ✕ 5/2 - 5/8 - 1:18R 5/8 - 5/10 - Level 5/10 - 5/20 - 1:20R	0/0 - 0/4 - 1:17R 0/4 - 0/7 - Level 0/7 - 0/17 - 1:17R 0/17 - 0/26 - 1:20R 0/26 - 0/36 - 1:17R 0/36 - 0/40 - Level 0/40 - 1/2 - 1:40R 1/2 - 1/18 - 1:18R 1/18 - 1/20 - 1:40R 1/20 - 1/40 - 1:18R 1/40 - 2/2 - 1:40R 2/2 - 2/15 - 1:18R 2/15 - 2/20 - Level 2/20 - 2/30 - 1:18R 2/30 - 2/32 - 1:40R 2/32 - 3/2 - 1:18R 3/2 - 3/4 - Level 3/4 - 3/13 - 1:18R 3/13 - 3/15 - 1:40R 3/15 - 3/27 - 1:17R 3/27 - 3/36 - 1:22R 3/36 - 4/15 - 1:17R 4/15 - 4/17 - 1:40R 4/17 - 4/22 - 1:20R 4/22 - 4/29 - Level 4/29 - 4/34 - 1:20R 4/34 - 4/36 - 1:40R 4/36 - 5/6 - 1:18R 5/6 - 5/12 - Level 5/12 - 5/20 - 1:18R 5/20 - 5/22 - 1:40R 5/22 - 5/32 - 1:20R 5/32 - 5/34 - 1:40R 5/34 - 6/6 - 1:17R 6/6 - 6/8 - 1:40R 6/8 - 6/18 - 1:18R 6/18 - 6/20 - 1:40R 6/20 - 6/22 - 1:20R 6/22 - 6/25 - Level 6/25 - 6/30 - 1:20R

b.	Curves, hair pin bends etc.	09 Nos H.P.Bend	11 Nos H.P.Bend
4.	Terrain & Soil Condition (a) Geology of the area (b) Road length passing through cultivated land barren land (i) Mountain terrain cross slope from 25° to 60° (ii) Steep terrain (iii) Rocky stretches with indication of the length in loose rock stretches. (iv) Area subject to avalanches and snow drifts.	Earth and Boulder to V.H.R 100% 5.500 Km. NIL NIL NIL	Earth and Boulder to V.H.R 100% 6.750 Km. NIL NIL NIL
5	Nature of soil (a) length or reaches with earth and boulders. (b) length or reaches with ordinary rock. (c) length or reaches with hard rock. (d) length or reaches with V.H.R & shale. (e) length or reaches with Ex. Hard rock/shale.	70% 25% 5% -	50% 35% 15% -
6	Bridging Requirement Minor bridge / Causeway a- Total number b- Range of span c- Total water way	1 no. Culvert	2 no. Culvert 1 no. Causeway
7	General elevation of road (a) indicating max. & min. height negotiated by min. assents & descents (b) Total nos. of ascents & descents (c) Length of cliffs and gauges.	- As per enclosed L -Section NIL	- As per enclosed L -Section NIL
8	Right of way bringing out constraints of built up monuments. Approximate area & value (a) Cultivated (b) Irrigated (c) Un Cultivated (d) Un-Irrigated	As per enclosed L -Section	As per enclosed L -Section
9	Existing means of inter communication (a) Mule path jeep track (b) Relation of proposed alignment with existing under construction road.	Proposed alignment takes of from existing From Km. 3.50 of Seraghat - Malli Nali Motor Road	Proposed alignment takes of from existing From Km. 3.50 of Seraghat - Malli Nali Motor Road
10	Availability of road construction material	Expected on the road alignment but best position can be know after hill	Expected on the road alignment but best

	(a) Location of quarry (b) Average lead	side cutting	position can be know after hill side cutting
11	Facilities Resources (a) landing -ground (b) dropping zone (c) food stuffs and slides. (d) labour local availability and need for import. (e) construction material timber, sand, stones, single etc-extent to their availability and lead involved.	NIL NIL Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available, single & sand from Saryu river crushed material from nearest crusher	NIL NIL Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available, single & sand from Saryu river crushed material from nearest crusher
12	Access points indicating possibility of induction of equipment.	Haldwani	Haldwani
13	Climatic Condition (a) Temperature Max and Minimum (b) Rain fall data-average annual peak intensities monthly distribution (to the extent available) length of road curved by snow average period. (c) Wind direction and velocities (d) Fog condition (e) Exposure to sun (f) Drainage characteristics of the area including susceptibility of damages	Not availalable From the South, With normle Velocity Neglegible Well exposed to Sun Good natural drainage hence Susceptibility to damage in minimum.	Not availalable From the South, With normle Velocity Neglegible Well exposed to Sun Good natural drainage hence Susceptibility to damage in minimum
14	length of land slides	Nil	Nil
15	Length of unstable area.	Nil	Nil
16	Length of heavy clearing	Nil	Nil
17	Length of marshy or flooded area.	Nil	Nil
18	Length of portion with loose rocks.	Nil	Nil
19	Vegetation extent /type	Small trees ,with ordinary bushes.	Small trees ,with ordinary bushes.
20	Period required for construction	1 Year	1 Year
21	Political aspect	The area will be connected with distt. Headquarter .	The area will be connected with distt. Headquarter
22	Village falling on/or within Alignment		
A	Village on or within		
1	1 Km. of the alignment	Sukana Salyudi	Sukana Salyudi
2	2 Km. to 7.00 Km. of the alignment		
3	Name of important village town, marketing centre other centers connected	--	--
23	Strategic condition	Better Communication	Better Communication




24	Economics & Industrial Consideration	Normal	Normal
25	Population served by the alignment	Approximate	Approximate
26	Recreational potential & Potential for development of tourism	Good -	Good
27	Scope of Agriculture & horticulture development	Seasonal fruits and vegetables	Seasonal fruits and vegetables
28	Extent of Forest wealth	Good	Good
29	Possibility of development of minor or any other major development project being taken up (e.g. Hydro Electricity Project)	Not Know	Not Know
30	Approximate cost of construction of each alignment.	After Estimation	After Estimation
31	Marits and Dimerits.	1-Better road Transpiration 2-Minimum length required to reach. 3-All Villagers are agreed with this alignment. 4-Less cost of constructions required . 5-Working period available whole year except rainy season. 6- Less no of H.P. Bend 09 No.	1- Not good Transportation 2- Maximum length require to reach. 3- some Villagers are objecting this alignment due to effecting the Residential Building. 4- More Cost required to construction. - 5- Working period will be more required due to villagers objection. 6-maximum no of H.P. Bend 11 No.
	Demerits	Viewing the Served population from the alignment no demerits are there.	1-More Nap land is affected 2-Uneasy road Transpiration 3-More cost of constructions required. 4- Build up area to be affected. 5- All Villagers are not agreed to this alignment
32	Relation of proposed alignment with existing Road	As a branch road	As a branch road
33	Position of Quarry	Stone available from hill side cutting .	Stone available from hill side cutting .

34	Any other useful information Vis other important project being under area required from completion of the work.	Cash crops.	Cash crops .
35	Recommendation of Executive Engineer.	Comparing the merits of both alignments. Alignment No. 1 marked with red colour is recommended due to less cost of construction & All Villagers are agreed with this alignment	Alignment cannot be recommended Shown is green colors as per index plan.
	Orders of Superintending Engineer with reasons.		

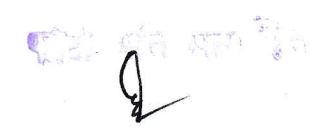

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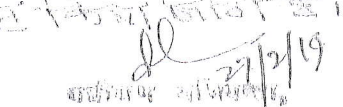

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आमंत्रित करके (1) जो-अपने में जात
हमारे से प्रतीत होता है। जो-किसी
किसी के संयुक्ति के कारण
संयुक्ति किता जाता है।


सहायक अभियंता,
विद्युत विभाग, दिल्ली।
सहायक


27/2/19
सहायक अभियंता,
जल वृत्त, लोक निर्माण विभाग
दिल्ली