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COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT

me of work :- Comparative Statement of various alignment of Motor road under state sector from the Kunajkhal to Barsunda Motor Road, District Pauri Garhwal

ITEMS	ALIGNMENT	
	No.1 Marked in red colour	No. 2 marked in Green colour
2	3	4
Details of route vis-à-vis topography of the area main features and discrepancy of the alignment	Alignment started from the Km-1.00 of Kunajkhal - Kolakhal motor road	Alignment started from the Km-1.00 of Kunajkhal - Kolakhal motor road
Length of alignment from the starting to the terminal point.	1:17, 1:18, 1:20 1:30 & 1:40 R grade shall run through cultivated land and civil soyam land. 4.00 Km.	1:17, 1:18, 1:20 & 1:40 R & F grade shall run through cultivated land and civil soyam land. 4.250 Km.
GEOMETRICS Gradient in different stretches of alignment	0/0 - 0/12 - 1:17R 0/12 - 0/18 - 1:18R 0/18 - 0/32 - 1:17R 0/32 - 0/34 - 1:30R 0/34 - 0/36 - 1:17R 0/36 - 1/39 - 1:18R 1/39 - 2/1 - 1:40R 2/1 - 2/17 - 1:18R 2/17 - 2/19 - 1:40R 2/19 - 3/3 - 1:18R 3/3 - 3/5 - 1:40R 3/5 - 3/13 - 1:18R 3/13 - 3/14 - 1:20R 3/14 - 3/16 - 1:40R 3/16 - 3/29 - 1:20R 3/29 - 3/40 - Level	0/0 - 0/12 - 1:17R 0/12 - 0/18 - 1:18R 0/18 - 0/32 - 1:17R 0/32 - 0/34 - 1:30R 0/34 - 0/36 - 1:17R 0/36 - 1/2 - 1:20F 1/2 - 1/4 - 1:40F 1/4 - 1/9 - 1:20F 1/9 - 1/25 - 1:20R 1/25 - 1/27 - 1:40R 1/27 - 2/14 - 1:18R 2/14 - 2/16 - 1:40R 2/16 - 2/32 - 1:18R 2/32 - 2/34 - 1:40R 2/34 - 3/3 - 1:20R 3/3 - 3/15 - Level 3/15 - 3/22 - 1:20R 3/22 - 3/24 - 1:40R 3/24 - 3/32 - 1:20R 3/32 - 3/34 - 1:40R 3/34 - 4/2 - 1:20R 4/2 - 4/10 - Level
Curves, hair pin bends etc.	04 Nos H.P.Bend	06 Nos H.P.Bend
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	Earth and Boulder to V.H.R 100% 4.00 Km. NIL NIL	Earth and Boulder to V.H.R 100% 4.250 Km. NIL NIL

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of the length in loose rock stretches.	NIL	NIL
(iv) Area subject to avalanches and snow drifts.		
Nature of soil		
(a) length or reaches with earth and boulders.	70%	50%
(b) length or reaches with ordinary rock.	25%	35%
(c) length or reaches with hard rock.		
(d) length or reaches with V.H.R & shale.	5%	15%
(e) length or reaches with Ex. Hard rock/shale.	-	-
Bridging Requirement		
Minor bridge / Causeway		
a- Total number	NA	NA
b- Range of span	NA	NA
c- Total water way	NA	NA
General elevation of road		
(a) indicating max. & min. height negotiated by min. assents & descents	-	-
(b) Total nos. of ascents & descents	As per enclosed L -Section	As per enclosed L -Section
(c) Length of cliffs and gauges.	NIL	NIL
Right of way bringing out constraints of built up monuments.		
Approximate area & value		
(a) Cultivated	As per enclosed L -Section	As per enclosed L -Section
(b) Irrigated		
(c) Un Cultivated		
(d) Un-Irrigated		
Existing means of inter communication (a) Mule path jeep track	Only mule path and foot track	Only mule path and foot track
(b) Relation of proposed alignment with existing under construction road.	Proposed alignment takes of from the Km-1.00 of Kunajkhal - Kolakhal motor road	Proposed alignment takes of from the Km-1.00 of Kunajkhal - Kolakhal motor road
Availability of road construction material		
(a) Location of quarry	Expected on the road alignment but best position can be know after hill side cutting	Expected on the road alignment but best position can be know after hill side cutting
(b) Average lead		
Facilities Resources		
(a) landing -ground	NIL	NIL

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(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 Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available & sand from Ganga river single from Jawalapur Haridwar	NIL Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available & sand from Ganga river single from Jawalapur Haridwar
2 Access points indicating possibility of induction of equipment.	Pauri	Pauri
3 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 available From the South, With normle Velocity Neglegible Well exposed to Sun Good natural drainage hance Susceptibility to damage in minimum.	Not available From the South, With normle Velocity Neglegible Well exposed to Sun Good natural drainage hance Susceptibility to damage in minimum
4 length of land slides	Local valley and Gadheras	Local valley and Gadheras
5 Length of unstable area.	Nil	Nil
6 Length of heavy clearing	Nil	Nil
7 Length of marshy or flooded area.	Nil	Nil
8 Length of portion with loose rocks.	Nil	Nil
9 Vegetation extent /type	Small trees ,with ordinary bushes.	Small trees ,with ordinary bushes.
10 Period required for construction	1 ½ year	1 ½ year
11 Political aspect	The area will be connected with distt. Headquarter	The area will be connected with distt. Headquarter
12 Village falling on/or within Alignment		
Village on or within		
1 Km. of the alignment		
1 Km. to 4.00 Km. of the alignment	Barsunda	Barsunda
Name of important village town, marketing centre other centers connected	--	--
13 Strategic condition	Better Communication	Better Communication
14 Economics & Industrial Consideration	Normal	Normal

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5	Population served by the alignment	Approximate	Approximate
6	Recreational potential & Potential for development of tourism	Good -	Good
7	Scope of Agriculture & horticulture development	Seasonal fruits and vegetables	Seasonal fruits and vegetables
8	Extent of Forest wealth	Good	Good
9	Posibility of development of minor or any other major development project being taken up (e.g. Hydro Electricity Project)	Not Know	Not Know
0	Approximate cost of construction of each alignment.	After Estimation	After Estimation
1	Marits and Dimerits	1-Less Nap land is affected 2-Better road Transpiration 3-Minimum length required to reach 4-All Villagers are agreed with this alignment. 5-Less cost of constructions required. 6-Working period available whole year except rainy season. 7- Less no of H.P. Bend 04 No.	1- More Nap Land effected 2- Not good Transportation 3- Maximum length require to reach. at village. 4- some Villagers are objecting this alignment due to effecting the Residential Building. 5- More Cost required to construction. - 6- Working period will be more required due to villagers objection. 7-maximum no of H.P. Bend 06 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
2	Relation of proposed alignment with existing Road	As a branch road	As a branch road
3	Position of Quarry	Stone available from hill side cutting.	Stone available from hill side cutting.
4	Any other useful information Vis other important project being under area required from completion of the work.	Cash crops.	Cash crops.

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5	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 in green colors as per index plan.
	Orders of Superintending Engineer with reasons.		

अधिकांश जनसंख्या को संतुष्टि के
अवसर पर निम्नलिखित - ①...के कि
कंठ में है। अतः इस योजना को स्वीकार
करा है। जो कि निम्नलिखित अनुसार है।

12-11-2018

Signature
J.E
PWD

Signature
A.E
PWD

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