

COMPARATIVE STATEMENT OF VARIOUS ALIGNMENT				
Alignment of Kuling to Didhna Motor road				
Name of Work :-	ITEM	ALIGNMENT MARKED	ALIGNMENT MARKED	
Sl. No.		1	2	
1	Details of routes, vis-a-vis, topography of the area	Starting from Mundoli Van motor road	Starting from Mundoli Van motor road	
2	Length of the alignment from starting point to terminal point.	9.125 km	10.000 km	
3	Geometric			
A.	Gradient in different stretches of the alignment	1:17, 1:18, 1:22, 1:20, 1:30, 1:40, Level	1:17, 1:18, 1:22, 1:20, 1:30, 1:40, Level	
B.	Curve and hair pin bend	12 Nos of HP bend	14 Nos of HP bend	
C.	Terrain and soil condition			
D.	Geology of road.	Mixed Soil with hard shale. Very hard shale	Mixed Soil with hard shale. Very hard shale	
4	Road length passing through.			
i	Mountainous terrain cross slope from 25 to 60.	7.625 Km.	8.30 Km.	
ii	Steep terrain cross slope greater then 60	1.50 Km	1.70 Km	
5	Rocky stretches with indication of length in loose rocky stretches.	Nil	Nil	
	Area to subject to avalanches and snow drifts	Nil	Nil	
6	Nature of Soil			
A.	Length of reaches with earth and boulder	5.625 km	6.30 km	

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B.	Length of reaches with hard rock/shale	0.000km	0.00km
C.	Length of reaches with medium rock/shale	2.00 km	2.00 km
D.	Length of reaches with VHR/VHS	1.50km	1.70 km
7	Bridge requirement		
A.	Minor bridge	3	3
B.	Major bridge	Nil	Nil
C	Total number of bridge	3	3
D.	Range of span		
8	General elevation of the road indicating maximum and minimum heights negotiated by main ascents and descents.		
A.	Total number of ascents and descents.	throughout fall rise ,level grade	throughout fall rise ,level grade
B.	Height of different gorges.	Nil	Nil
9	(A) Right of way bringing out construction	Land Width 9 mtr	Land width 9 mtr
	(B) Area of Forest land.	3.956 Hec	4.27 Hec
i	Nap land	0.465 km	0.84 km
ii.	civil soyam	3.28 km	3.06 km
iii	Forest land	5.38 km	6.10 km
10.A.	Existing means of inter-communication (mule-path, jeep, track, etc.)	Mule path & Pedestrian Way	Mule path & Pedestrian Way


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Name of Work :-	ITEM	ALIGNMENT MARKED	ALIGNMENT MARKED
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B.	Relation of proposed alignment with existing and under construction road.	Proposed alignment cross above mule path & village tracks in some places.	Proposed alignment cross above mule path & village tracks in some places.
11 A.	Availability of road construction material.	Locally available	Locally available
B.	Location of quarries.	Locally available	Locally available
C.	Average leads.	AS per SOR	AS per SOR
12	Facilities/Resources		
a.	Landing ground	-	-
b.	Dropping zone	-	-
c.	Food stuffs	-	-
d.	Labour locally available or need of import	Some local labour available rest to be arranged from out side	Some local labour available rest to be arranged from out side
e.	Construction material, timber, bamboo, sand stone, shingle, grits etc. extent of their availability & lead involved	Stone for walling & rest material will be carted from out side	Stone for walling & rest material will be carted from out side
13.	Access point indication possibility of equipment	Equipment are available at Srinagar	Equipment are available at Srinagar
14.	Climate condition		
A.	Temperature maximum & minimum	10 °C - 30 °C	10 °C - 30 °C
B.	Rainfall data average annual peak intensities, monthly distribution to the extent available	Average	Average


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C.	Length of road covered snow, average and period	Nil	Nil
D.	Wind direction and velocity	No certain direction	No certain direction
E.	Fog conditions	During rainy season	During rainy season
F.	Exposure to sun	Whole day	Whole day
G.	Drainage characteristics of the area indicating susceptibility to damage.	Drainage is favourable naturally	Drainage is favourable naturally
15	Length of land slides.	Nil	100.00 Metre
16	Length of unstable area.	Nil	Nil
17	Length of heavy snow covering.	Nil	Nil
18	Length of Marshy & flooded areas.	Nil	Nil
19	Length of positions with loose rocks.	Nil	Nil
20	Period required for construction.	1 Years	1 Years
21	Vegetation extent/Type.	Local bushes.	Local bushes.
22	Critical Expect		
A.	Village following on or within		
	i. 9 to 10 km of the alignment	Didhna	Didhna
23	Important village, town/marketing center connected.	Mundoli ,Van	Mundoli ,Van
24	Economics & Industrial consideration :		
i.	Population served by alignment.		
ii.	Recreation, potential for development of forest.		
25	Scope of agriculture and horticulture development.	Good scope of horticulture	Good scope of horticulture

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26	Extent of forest wealth.	normal		normal			
27	Prospects of development of minor or any other major development project being taken up in the O.S. Hydro Electrical Project.	Nil		Nil			
28	Approximate cost of construction.	Rs. 380.00 lac		Rs 395.00 Lac			
29	Merits and Demerits						
A.	Merits	1. Shortest route to connect all the clusters of Didhna village and villagers are agreed with this alignment .		1.connect all the clusters of Didhna village..			
B.	Demerits	Nil		Alignment passes comparatively hard and vertical strata and sliding zone in more reach and villagers are not agreed with this alignment.			
		2. Cultivated Land required for construction		2. More Cultivated Land required for construction			
30	Number of trees affected due to road construction	548 Nos		615 Nos			
31	Recommendation of the Executive Engineer.	This alignment is most suitable technically as well as economically as per requirement of local public.		Alignment is not suitable as compared to alignment No. 1			

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