

Performa for comparison between identified alignments

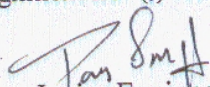
Sl. No	Variables	Alignment No-1	Alignment No-2
1	Topography	This Alignment shall be started from km 48 of (BBMBC) S.H. 33 motor road at samaya	This Alignment shall be started from km 48 of (BBMBC) S.H. 33 motor road at samaya
2	Length of Road	10.000 km	13.000 km
3	Bridging requirement No. and Length	2 Steel garder bridge 30 mtr	2 Steel garder bridge 40 mtr
4	Geometric		
	(a) Gradients	1:22 and 1:40 rise and Fall	1:17 and 1:20 Rise and Fall
	(b) Curves, H.P Bends	H.P bend - 04	H.P bend - 08
5	Existing Means of communication, mule path, jeep, Tracks etc.	Bridle Path	Bridle Path
6	Right of way, bringing out. construction on account of built up areas, monuments and other structures.		
7	(a) Terrain & Soil Condition.	Road passing Through mountainous Terrain and Cultivated areas	Road passing Through mountainous Terrain and Cultivated areas
	(vi) Cliffs and gorges.	Nil	Nil
	(vii) Drainage characteristics of the area including supceptibility 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.	Throught Fall, Rise, Level Grade	Throught Fall, Rise, Level Grade
	(ix) Variations extants and types.	NIL	NIL
8	Climate Condition:(a) Temperature Monthly max. & min. reading.	Max.25-30° C min. 0-15° C	Max.25-30° C min. 0-15° C
	(b) Rainfall data average annual peak intensities monthly distribution (to the extent available) .	Not Available	Not Available

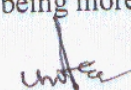
	(c) Snowfall data average annual peak intensities monthly distribution (to the extent available).	Not Available	Not Available
	(d) Wind direction and velocities.	Not Available	Not Available
	(e) Fog Condition.	Some fog in winter & rainy Season	Some fog in winter & rainy Season
	(f) Exposure to sun.	Well exposure to sun	Well exposure to sun
	(g) Unusual weather condition like cloud burst etc.	NIL	NIL
9	Facilities resources.	NIL	NIL
	(a) Landing ground.		NIL
	(b) Dropping Zone.	NIL	Samaya
	(c) Food stuffs.	Samaya	Samaya
	(d) Labour local availability and need for import.	Local availability & From Nepal	Local availability & From Nepal
	(e) Construction material (Timber, Bamboo, Sand, Stone, Shingle etc. extent of their availability and lead involved.	Quarry of stone locally available and other material from Ram Nagar 10 chain head load	Quarry of stone locally available and other material from Ram Nagar 20 chain head load
10	Value of land, agricultural land, Irrigated land, built up land, forest land etc,	As per current Cercle rate.	As per current Cercle rate.
11	Approximate Const. Cost.	460.00 Lac (approx)	598.00 Lac (approx)
12	Access point indicating possibility of induction of equipment.	Equipment will available in Ramnagar	Equipment will available in Ramnagar
13	Period required for construction.	1.5 years	1.5 years
14	Strategic Consideration.	NIL	NIL
15	Important villages, towns and markets centers to be connected.	Samaya, Dang, Bhanswada, Basola, Dandakhil, Bagdayalgaoun	Samaya, Dang, Dandakhil, Bagdayalgaoun
16	Recreational potential.	-	-
17	Economic Factors:	619	512


	(a) Population served by the alignment.		
	(b) Agricultures and economic potential of the area.	local villagers will be benifited to sell there crops to nearby market.	local villagers will be lesser benifited to sell there crops to nearby market.
18	other major development projects being taken up electric projects etc.	NIL	NIL
19	(i) Misc. Such as camping sites	NIL	NIL
	(ii) Law and order problem.	NIL	NIL
	(iii) Royalty	NIL	NIL
	(iv) Availability of contractors for collection and carriage of construction material	Locle contractor are available for the work.	Locle contractor are available for the work.
	(v) working period available for construction of work.	10 Months	10 Months
20	Total No. of trees to be removed	159	159
21	Average Density of forest cover	Not available	Not available
22	Total No. of Merits	1.No any irrigated cultivated land involved. 2.Alignment accepted by villagers and their elected representative. 3.Length of road is in shotter side.	NIL
23	Total No. of Demerits	NIL	1.Three H.P. band provided. 2.Alignment did not accepted by 3.village & their elected representative. 4.Increasing of forest land length of road and also total length.

RECOMMENDATIONS:-


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


Junior Engineer
C.D. P.W.D Baijaro


Assistant Engineer
C.D. P.W.D Baijaro


Executive Engineer
C.D. P.W.D Baijaro

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


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