

जिला योजना के अन्तर्गत जाखणी से टेण्डवाल गांव तक मोटर मार्ग लम्बाई 1.00 किमी० का तुलनात्मक विवरण

S.No.	Item	Alignment No. 1		Alignment No. 2	
		3		4	
1	Main features & discription of the alignment	This alignment shown Red ink in the map and it be will start from Km 2 of Mayali-Jakholi Motor Road.		This alignment shown Green ink in the map and it be will start from Km 2 of Mayali-Jakholi (SH-37) Motor Road.	
2	Length of the alignment form starting point to terminal point.	1.00 Km		1.00 Km	
3	Geometries	0.00 to 0.200 in 1:24 up, 0.200 to 0.375 in 1:24 down, 0.375 to 0.750 in 1:22 down, 0.750 to 0.800 in 1:40 down, 0.800 to 1.000 in 1:22 down		0.00 to 0.150 in 1:24 up, 0.150 to 0.500 in 1:24 down, 0.500 to 0.550 in 1:40 down, 0.550 to 1.000 in 1:24 down	
	Gradient in different Stretches	1 Nos		1 Nos	
4	Curves and Hair pin band				
5	Terrain & Soil condition	Passing through E&B & H.S. in major statches and some statches in V H S.		Passing through E&B & H.S. in major statches and some statches in V H S.	
a	Geology of road				
b	Road Passing through	Length of road passing through road slope 35 to 60		Length of road passing through road slope 35 to 60	
i	Mountainous terrain X-slope 35 to 60	Nil		Steep terrain in x-slope more then 250 mtr	
ii	Steep terrain in x-slope more then 60	Nil		Nil	
iii	Rocky stretches with indication of length loose earthing stretches	Nil		Nil	
iv	Area subject to avalanches & show cliffs				
v	Nature of Soil	0.500 Km		0.400 Km	
a	Length of reaches with earth & boulders	Nil		Nil	
b	Length of reaches with M.R. & M.S.	0.300 Km		0.200 Km	
c	Length of reaches with O.R. & O.S.	0.200 Km		0.400 Km	
d	Length of reaches with H.R. & H.S.	Nil		Nil	
vi	Length of road passing through cliffs & georges				
6	Bridge requirement	Nil		Nil	
a	Minor Bridge	Nil		Nil	
i	Total No.	Nil		Nil	
ii	Rate of span	Nil		Nil	
iii	Total waterways	Nil		Nil	
b	Major Bridges	Nil		Nil	
i	Total No.	Nil		Nil	
ii	Rate of span	Nil		Nil	
iii	Total waterways	Nil		Nil	
7	General elevation of road	Approx 1450 mtrs		Approx 1450 mtrs	
i	Indicating max. & Min Height negotiated by main ascends & decends	1 ascends, 1 down. 1 HP bend		1 ascends, 3 down. 1 HP bend	
ii	Total ascends & decends				
8	Right of ways				
a	Approximate of area & values				

SNo.	Item	Alignment No. 1		Alignment No. 2	
		3		4	
1		Nil		Nil	
i	Cultivated land	Nil		Nil	
a	Irrigated land	Nil		Nil	
b	Unirrigated land	Nil		Nil	
iii	civil forest	Nil		Nil	
iv	reserve forest	Nil		Nil	
9 (a)	Existing mean of item communication mules path jeep etc.	0.7000 Ha 0.07 Ha		0.7000 Ha 0.07 Ha	
b	Relation of proposed alignment with	Footpath		Footpath	
10 (a)	Availability of road construction materials	This road will connect Villagae Jakhani and Tendwal gaon		This road will connect Villagae Jakhani and Tendwal gaon	
b	Location of quarries	Stone are available but sand will be cart form other side		Stone are available but sand will be cart form other side	
c	Average lead	For Stones locally available, for sand from Srinagar		For Stones locally available, for sand from Srinagar	
11	Facilities resources	For stone 1 Km & sand from Srinagar		For stone 1 Km & sand from Srinagar	
a	Landing grodd	Nil		Nil	
b	Dropping zone	Nil		Nil	
c	Labour	Locally available		Locally available	
d	Food stuffs	Orange, Rices, Pulses in very small quantities		Orange, Rices, Pulses in very small quantities	
e	Construction material like timber, bamboo & stones shingle in extent of their availability and Load in	Local timber like Chir wood, and stone are available locally, sand from Srinagar and other material are available at Rishikesh.		Local timber like Chir wood, and stone are available locally, sand from Srinagar and other material are available at Rishikesh.	
12	Climatic Condition	Max. 30 and Min. 5		Max. 30 and Min. 5	
a	Temperature Max. & Min	Rainfall datas are not available, road not covered by snow.		Rainfall datas are not available, road not covered by snow.	
b	Rainfall datas average annual peak enter stics monthly distribution in the extent available of road covered by snow. (average period)	East to west in rainy season & west to east in remaining season.		East to west in rainy season & west to east in remaining season.	
c	Wind direction	Fog remains during rainy and winter season		Fog remains during rainy and winter season	
d	Fog conditions	Full alignment is exposed to Sun		Full alignment is exposed to Sun	
e	Expose to Sun	Being mountainous terrian drainage charcterstic are good and abnormal damages are not anticipated.		Being mountainous terrian drainage charcterstic are good and abnormal damages are not anticipated.	
13	Drainage characteristics of the indicating us to damage.	Nil		Nil	
14	Length of the land slide.	Nil		Nil	
15	Length of the unstable area.	Nil		Nil	
16	Length of heavy alearing	Nil		Nil	
17	Length of the Marshy effected area.	Nil		Nil	
18	Length of the portion loose rocks	one year		2 year	
19	Period required for construction	Orange, Wheat, Potato, Rice, Rajma, Pulse etc.		Orange, Wheat, Potato, Rice, Rajma, Pulse etc.	
20	Vegetation extent and type.	Nil		Nil	
21	Critical as specified	Nil		Nil	
i	Village on or within 2 Km of the alignment.	Nil		Nil	

SNo.	Item	Alignment No. 1		Alignment No. 2	
		3	4	5	6
1	1.00 Km to 1.5 Km of the alignment	Nil	Nil	Nil	Nil
ii	Startegie conditions	Nil	Nil	Nil	Nil
22	Population served by the alignment	About 405 approx.	About 405 approx.	About 405 approx.	About 405 approx.
23	Recreational potetial	Nil	Nil	Nil	Nil
24	Scope of agriculture & Horticulture development	Fruit belt can be developed	Fruit belt can be developed	Fruit belt can be developed	Fruit belt can be developed
25	Scope of agriculture & Horticulture development	Nil	Nil	Nil	Nil
26	Extent of forest wealth	Nil	Nil	Nil	Nil
27	Prospects of development of minor or major project being taken up	Rs. 10.00 lacs	Rs. 10.00 lacs	Rs. 10.00 lacs	Rs. 10.00 lacs
28	Approximate cost of construction of each alignment.	Rs. 10.00 lacs	Rs. 10.00 lacs	Rs. 10.00 lacs	Rs. 10.00 lacs
29	Merits & Demerits	1. Cost of construction is minimum. 2. No bridge required in this alignment. 3. Loose rocky portion is less in this alignment. 4. Jakhani and Tendwalgaon will be connected in this alignment. 5. Road will be passing through E&B & H.R. in short length in VHR 6. More Reserve forest land exist in this alignment.	1. Cost of construction is minimum. 2. No bridge required in this alignment. 3. Loose rocky portion is less in this alignment. 4. Jakhani and Tendwalgaon will be connected in this alignment. 5. Road will be passing through E&B & H.R. in short length in VHR 6. More Reserve forest land exist in this alignment.	1. Cost of construction is maximum 2. No bridge required in this alignment. 3. Loose rocky portion is less in this alignment. 4. Jakhani and Tendwalgaon will be connected in this alignment. 5. Road will be passing through E&B & H.R. in more length in VHR 6. Less Reserve forest land exist in this alignment.	1. Cost of construction is maximum 2. No bridge required in this alignment. 3. Loose rocky portion is less in this alignment. 4. Jakhani and Tendwalgaon will be connected in this alignment. 5. Road will be passing through E&B & H.R. in more length in VHR 6. Less Reserve forest land exist in this alignment.
30	Any other usefull information, any important project etc.	7. No area of irrigated land this alignment. 8. One No H P band Maximum public are satisfied in this alignment.	7. No area of irrigated land this alignment. 8. One No H P band Maximum public are satisfied in this alignment.	7. No area of irrigated land this alignment. 8. One No H P band Minimum public are satisfied in this alignment.	7. No area of irrigated land this alignment. 8. One No H P band Minimum public are satisfied in this alignment.
31	Recommendation of E.E. with reason.	Keeping all the point in view and considering the merits and demerits of this unique alignment which is shown in Red ink in the map is most suitable, easy for construction and serving more population. Hence this alignment is recommending for approval.	Keeping all the point in view and considering the merits and demerits of this unique alignment which is shown in Red ink in the map is most suitable, easy for construction and serving more population. Hence this alignment is recommending for approval.	Keeping all the point in view and considering the merits and demerits of this unique alignment which is shown in Red ink in the map is most suitable, easy for construction and serving more population. Hence this alignment is recommending for approval.	Keeping all the point in view and considering the merits and demerits of this unique alignment which is shown in Red ink in the map is most suitable, easy for construction and serving more population. Hence this alignment is recommending for approval.

[Signature]
E.E.

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A.E.

Photo Copy Attested

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