

COMPERATIVE STATEMENT OF VARIOUS ALIGNMENTS FOR CONSTRUCTION OF

Name of work: जनपद उत्तरकाशी में के विकास खण्ड दुण्डा-धनारी-सेम-मुखेम मोटर मार्ग का नाम स्टूडी से सेम नागराजा मन्दिर तक मोटर मार्ग का विस्तार।
स्वीकृत लम्बाई - 10.00 किमी०

SL. NO.	ITEM	ALIGNMENT No. 1	ALIGNMENT No. 2
1	2		
1	Details of route wise topography of the area.	3	4
2	Main features and descriptions of the alignment.	Hill road alignment.	Hill road alignment.
3	Length of alignment from starting to terminal point.	As per report. 10.00 Km.	As per report. 10.00 Km.
	Geometrics		
	(a) Gradient in different stretches of alignment.	As per L-Section attached	As per L-Section attached
	(b) Curves & H.P. bends etc.		
4	Traffic & soil condition		
	(a) Geology of area.	Smooth curves and 03 H.P. bends Uttarankhand govt. land and curvatures	Smooth curves and 04 H.P. bends Uttarankhand govt. land and curvatures
	(b) Road length passing through.		
	(i) Mountainous terrain in cross slop from 25 to 50%	Hill 1.00 Km.	Hill 1.00 Km.
	(ii) Steep terrain cross slop greater than 60%	Nil	Nil
	(iii) Rocky stretches with indication of length in loose rock stretches.	Nil	Nil
	(iv) Area subject to avalanches & snow drifts.	Nil	Nil
5	Nature of soil		
	(i) Length of reaches with earth & boulder	7.50 Km.	
	(ii) Length of reaches with medium rock/shale	Nil	5.50 Km.
	(iii) Length of reaches with H.R./H.S.	2.50 Km.	Nil
	(iv) Length of reaches with V.H.R./V.R.S.	Nil	4.50 Km.
	Bridging requirement		
	For Minor bridges	2 Nos	Nil

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	(b) Rang of span	6 meter	6 meter
	(ii) Total waterway	Nil	Nil
	(b) Major bridges	1 Nos 18 meter	1 Nos 36 Meter
	(c) Total water way	Nil	Nil
7	(a) General elevation of the road including minimum or maximum Heights negotiated by main accents & descents.	Nil	Nil
	(b) Total No. of ascends & descends	Continuously accents	Continuously accents
	(c) Length of cliffs gorges	Nil	Nil
8	(a) Right of way bringing out constraints on of built up area, monuments and other structures.	-	-
	(b) Approximate area scheduled	-	-
	(c) Cultivated land	1.00 Km.	1.00 Km.
	(i) Irrigated land	-	-
	(ii) Un Irrigated land	-	-
9	(a) Existing means of inter communication mule path jeep tracks etc.	Mule path exists.	Mule path exists.
	(b) Relation of proposed alignment with existing under construction roads.	Sem mukhem motor Road	Sem mukhem motor Road
10	(a) Availability of road construction material.	Stone available locally.	Stone available locally.
	(b) Location of quarries	Bed of Bhagirathi river at chiniyali saur	Bed of Bhagirathi river at chiniyali saur
	(c) Average length	25.00 Km. by truck and 1/2 to 1 Km. by mule and sand.	25.00 Km. by truck and 1/2 to 1 Km. by mule for stones and sand.
11	Facilities & resources		
	(a) Landing ground	Nil	Nil
	(b) Dropping ground	Nil	Nil
	(c) Food stuffs	Local food and cropping	Local food and cropping
	(d) Labour locally availability and need for transport	Locally available.	Locally available.

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		Locally available.	Locally available.
	(e) Construction material such as timber, bamboo, sand stones etc. extent of their in availability and head involved.		
	(f) Access points indicating possibilities of induction of equipment	Rishikesh/Dehradun.	Rishikesh/Dehradun.
12	<u>Climate</u>	5 to 35 degree	5 to 35 degree
	(a) Temperature minimum & maximum.		
	(b) Rainfall data average annual peak intensities monthly distribution at the extent available length of road cover with snow average and period.	Normal.	Normal.
	(c) Wind direction & velocity	East to West with normal velocity.	East to West with normal velocity.
	(d) Fog conditions	Exist sometimes during rainy season.	Exist sometimes during rainy season.
	(e) Exposure to Sun	Yes, Sunny face.	Yes, Sunny face.
13	Drainage characteristic of the area including susceptibility to damages.	-	-
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 & flooded area	Nil	Nil
18	Length of portion with loose rock	Nil	Nil
19	Period required for construction	6 months after technical sanction	6 months after technical sanction
20	Vegetation extant/type.	-	-
21	<u>Political aspects</u>		
	(a) Villages falling in or within		
	(b) 1 Km. alignment	Pujar gaon	Pujar gaon
	(c) 1 to 5 Km. alignment	-	-
	(d) Important village, town, marketing center connected	-	-
22	Economic & industrial consideration	Nil	Nil
23	Population served by the alignment	544	370

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Locally available.

Locally available.

Rishikesh/Dehradun.

Rishikesh/Dehradun.

5 to 35 degree

5 to 35 degree

12

Climate

(a) Temperature minimum & maximum.

(b) Rainfall data average annual peak intensities monthly distribution at the extent available length of road cover with snow average and period.

(c) Wind direction & velocity

(d) Fog conditions

(e) Exposure to Sun

(f) Drainage characteristic of the area including susceptibility to damages.

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Normal.

East to West with normal velocity.

Exist sometimes during rainy season.

Yes, Sunny face.

Nil

Nil

Nil

Nil

Nil

6 months after technical sanction

Pujar gaon

Nil

Nil

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24	Recreational potential & potential for development	Through this alignment people of several villages will get easley reach to Sem Nagraja Temple
25	Scope of agricultural & horticulture development.	-
26	Extent of forest wealth	-
27	Prospects of development of minor or any other major development project being taken up to future, hydro electric projects.	-
28	Approximate cost of construction of each alignment.	367.00 Lacs
29	<u>Merits & demerits</u> (i) Merits (ii) Demerits	This alignment passes through stable strata, suitable gradient with 03 H.P. bends. This alignment also passes through stable strata but having higher gradient to alignment No 01 and also pass with 04 H.P bend. H.P bend is coming near to each other. which is not good for stability of road.
30	Any other useful information viz. other important projects being under taken in the area required for completion of the work etc.	-
	(a) Recommendation of the Ex. Engineer	On the examination of above observations, the alignment shown in red ink is sutable and feasible. hence alignment no 1 is recommended for sanction.
	Order of S.E. with reasons.	

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