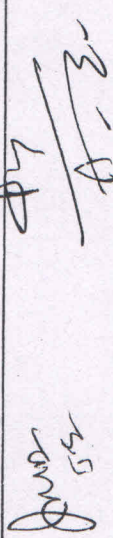


जनपद रुद्रप्रयाग के विकासखण्ड अगस्त्यमुनि के अन्तर्गत कुमौली (कर्णधार) से बमौली-मयकोटी मोटर मार्ग का नव निर्माण का तुलनात्मक विवरण

SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
1	Main features & discription of the alignment	This alignment shown Red ink in the map and it will be start from the Km 7.00 of Tiwara-Tolab-Maikoti Dangi Guano LVR	This alignment shown Red ink in the map and it will be start from the Km 7.00 of Tiwara-Tolab-Maikoti Dangi Guano LVR
2	Length of the alignment form starting point to terminal point.	4.00 Km (Actual 3.30 Km)	4.00 Km
3	Geometries		
	Gradient in different Stretches	0/0 to 0/4 in 1:20 up, 0/4 to 0/6 in 1:24 up, 0/6 to 0/9 in 1:20 up, 0/9 to 0/11 in 1:24 up, 0/11 to 0/18 in 1:20 up, 0/18 to 0/20 in 1:40 up, 0/20 to 0/25 in 1:24 up, 0/25 to 1/11 in 1:20 up, 1/11 to 1/13 in 1:24 up, 1/13 up, 1/26 to 2/35 in 1:20 up, 2/35 to 2/40 in 1:20 down, 2/40 to 3/12 in 1:24 down, 2/40 to 3/12 in 1:24 up.	0/0 to 0/6 in 1:20 up, 0/6 to 0/11 in 1:14 up, 0/11 to 0/20 in 1:18 up, 0/20 to 1/11 in 1:20 up, 1/11 to 1/26 up, 1/26 to 1/30 Level, 1/30 to 2/35 in 1:18 up, 2/35 to 2/40 in 1:20 down, 2/40 to 3/12 in 1:24 down, 2/40 to 3/12 in 1:24 up.
4	Curves and Hair pin band	4 Nos	6 Nos
5	Terrain & Soil condition		
a	Geology of road	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.
b	Road Passing through		
i	Mountainous terrain X-slope 35 to 60	3/4 Length of Road passing through road slope 35 to 60	Length of road passing through road slope 35 to 60
ii	Steep terrain in x-slope more then 60	1/4 length of road Steep terrain in x-slope more then 250 mtr	Steep terrain in x-slope more then 250 mtr
iii	Rocky stretches with indication of length loose earthing stretches	Nil	Nil
iv	Area subject to avalanches & show cliffs	Nil	Nil
v	Nature of Soil		
a	Length of reaches with earth & boulders	2.50 Km	1.500 Km
b	Length of reaches with M.R. & M.S.	Nil	Nil
c	Length of reaches with O.R. & O.S.	0.30 Km	1.000 Km
d	Length of reaches with H.R. & H.S.	0.50 Km	1.500 Km
vi	Length of road passing through cliffs & georges	Nil	Nil
5	Bridge requirement		
a	Minor Bridge	Nil	Nil
i	Total No.	Nil	Nil
ii	Rate of span	Nil	Nil
iii	Total waterways	Nil	Nil

*[Handwritten signature]*

SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
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 1500 mtrs	Approx 1500 mtrs
i	Indicating max. & Min Height negotiated by main ascends & descends		
ii	Total ascends & descends	12 ascend, 1 decends & 2 Level	7 ascend, 1 decends & 1 Level
8	Right of ways		
a	Approximate of area & values		
i	Cultivated land	Yes	Yes
a	Irrigated land	Nil	Nil
b	Unirrigated land	2.31 Ha	2.80 Ha
iii	civil forest	Nil	Nil
iv	reserve forest	Nil	Nil
9 (a)	Existing mean of item communication mules path jeep etc.	Footpath	Footpath
b	Relation of proposed alignment with		
10 (a)	Availability of road construction materials	This road will connect Villaga Kumoli, Bamoli Stone are available but sand will be cart form other side	This road will connect Villaga Kumoli, Bamoli Stone are available but sand will be cart form other side
b	Location of quarries	For Stones locally available, for sand from Srinagar	For Stones locally available, for sand from Srinagar
c	Average lead	For stone 1 Km & sand from Srinagar	For stone 1 Km & sand from Srinagar
11	Facilities resources		
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		
a	Temperature Max. & Min	Max. 30 and Min. 5	Max. 30 and Min. 5
b	Rainfall datas average annual peak enter stics monthly distribution in the extent available of road covered by snow. ( average period)	Rainfall datas are not available, road not covered by snow.	Rainfall datas are not available, road not covered by snow.
c	Wind direction	East to west in rainy season & west to east in remaining season.	East to west in rainy season & west to east in remaining season.
d	Fog conditions	Fog remains during rainy and winter season	Fog remains during rainy and winter season
e	Expose to Sun	Full alignment is exposed to Sun	Full alignment is exposed to Sun

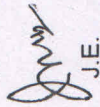

  
 A-3

SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
13	Drainage characteristics of the indicating us to damage.	Being mountaineous terrian drainage charcteristic are good and abnormal damages are not anticipated.	Being mountaineous terrian drainage charcteristic are not are good and abnormal damages are not anticipated.
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	Nil	Nil
19	Period required for construction	one year	one year
20	Vegetation extent and type.	Orange, Wheat, Potato, Rice, Rajma, Pulse etc.	Orange, Wheat, Potato, Rice, Rajma, Pulse etc.
21	Critical as specified		
i	Village on or within 2 Km of the alignment.	Bamoli	Bamoli
ii	1.00 Km to 1.5 Km of the alignment	Kumoli	Kumoli
22	Startegie conditions	Nil	Nil
23	Population surved by the alignment	About 275 approx.	About 275 approx.
24	Recreational potetial	Nil	Nil
25	Scope of agriculture & Horticulture development	Fruit belt can be developed	Fruit belt can be developed
26	Extent of forest wealth	Nil	Nil
27	Prospects of development of minor or major project being taken up	Nil	Nil
28	Approximate cost of construction of each alignment.	Rs. 50.40 Lacs for Phase-I	Rs. 50.40 Lacs for Phase-I
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. Kumoli, Bamoli will be connected in this alignment.	1. Cost of construction is maximum 2. No bridge required in this alignment. 3. Loose rocky portion is more in this alignment. 4. Kumoli, Bamoli will be connected in this alignment.
		5. Road will be passing through E&B & H.R. in short length.	5. Road will be passing through E&B & H.R. in short length.
		6. Less Reserve forest land exist in this alignment.	6. More Reserve forest land exist in this alignment.

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*[Handwritten signature]*

SNo.	Item	Alignment No. 1	Alignment No. 2
1	2	3	4
		7. No area of irrigated land this alignment.	7. No area of irrigated land this alignment.
30	Any other useful information, any important project etc.	8. H P bands is Four Maximum public are satisfied in this alignment.	8. H P bands is Four Minimum public are satisfied in this alignment.
31	Recommendation of E.E. with reason.	Keeping all the point in new and considering the merits and demerits of the different alignment. alignment no. 1 which is shown in Red ink in the map is most suitable and serving more population easy to construction. Hence the alignment no. 1 is recommending for approval.	

  
J.E.

  
A.E.

E.E.

अधिरासी अभियन्ता  
प्रा०ख० लो०नि०वि०  
रुद्रप्रभाग

