

## Alternative Route Alignment Analysis Sheet for

**Full title of the Project:** "Construction of Missing Link Road From Udaipura Road to Toda Bheem Road"

**File No:** FP/RJ/ROAD/26222/2017

**Date of Proposal:** 20.11.2017

**Diversion Area** : 0.99 Ha.

S.No	Alternative Details	Segment	Length (M)	Width (M)	Area (Sqm)	Area (Ha)	Reason for Selection / Rejection
1.	Alternative Route -1 (Selected Alignment Marked in (Red Color)	3	1100	9	9900	0.99	In Alternative Alignment-1 forest land Proposed for Diversion is less than the Alternative Route-2 and Alternative Route-3 hence we have selected the Route-1
2.	Alternative Route -2 (Selected Alignment Marked in (Magenta Color)	3	1230	9	11070	1.107	In Alternative Route-2 forest land Proposed for Diversion is More than the Alternative Route-1 Hence we have rejected the Route-2
3.	Alternative Route -3 (Selected Alignment Marked in (Parpal Color)	3	1520	9	13680	1.3680	In Alternative Route-3 forest land Proposed for Diversion is More than the Alternative Route-1 Hence we have rejected the Route-3

Note : No other Alternative is feasible except above mentioned 2 alignment due Reserve forest Crossing.

Analysis of above three route has been done route-1 has been selected because it is minimum forest land and low project cost.

**Place :** Sikandra

**Date :** 08/07/2022

Countersigned

Divisional Forest officer

Forest Division \_\_\_\_\_

Office Seal \_\_\_\_\_

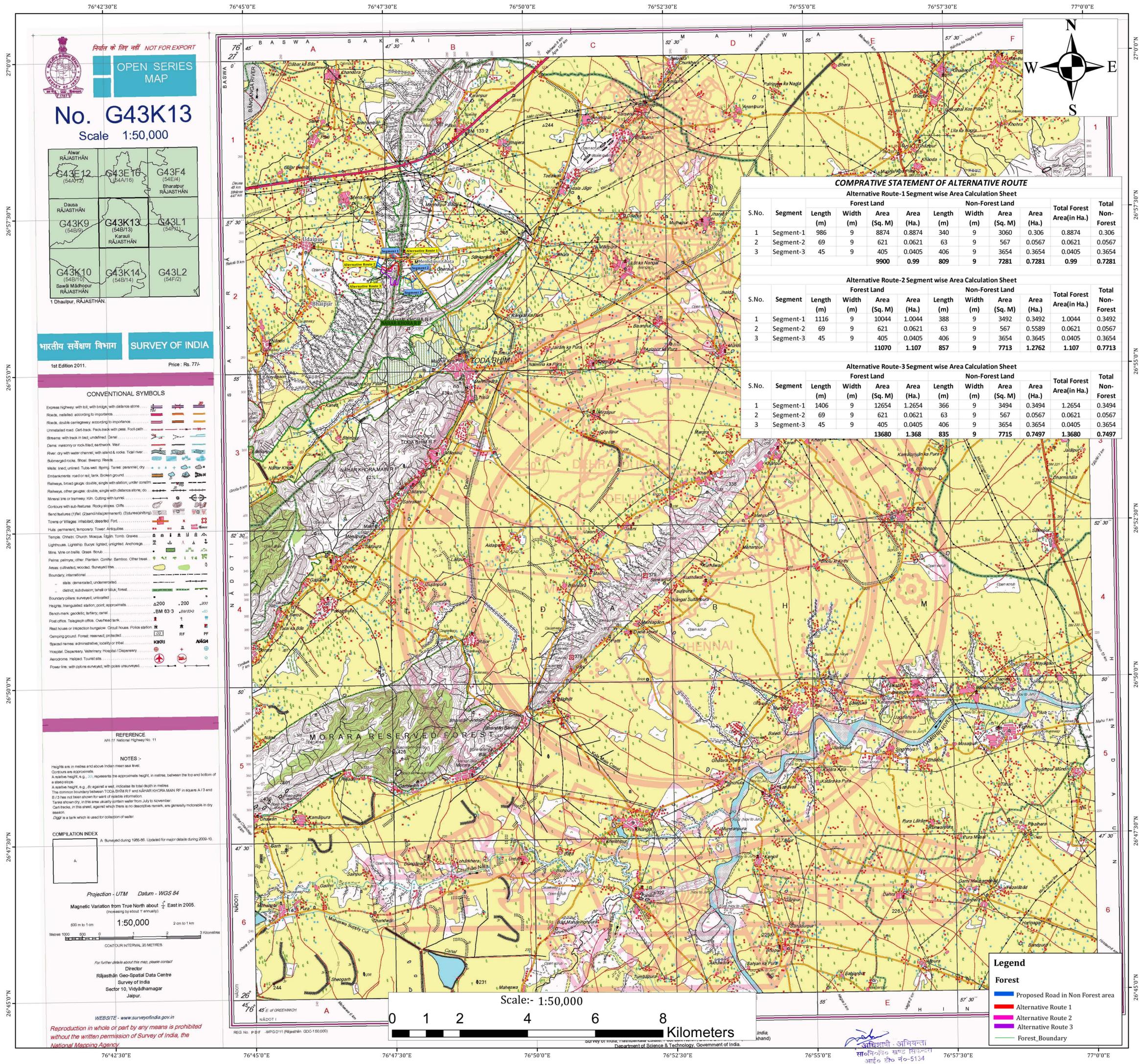
  
अधिशायी, अभियन्ता  
सांनिविं खण्ड सिकन्दरा  
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ALTERNATIVE ROUTE ROAD ALIMENT MAP SHOWING GEO-REFERENCED SURVEY OF INDIA TOPOSHEET WITH FOREST BOUNDARY & PROPOSED ROAD ALINGMENT

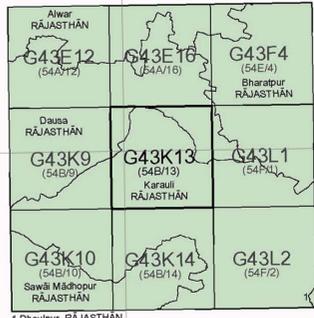
Full Title Of Project: " Construction of Missing Link Road From Udaipuria Road to Todabheem Road )

PROPOSAL No. : FP/RJ/ROAD/26222/2017

Part of GT Sheet no.54 B/13



**No. G43K13**  
Scale 1:50,000



भारतीय सर्वेक्षण विभाग SURVEY OF INDIA

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**CONVENTIONAL SYMBOLS**

Excess highway with bit, with bridge, with distance stone	
Roads, metalled, according to importance	
Roads, double carriageway according to importance	
Unmetalled road. Cart-track. Pack-track with pass. Foot path	
Streams: with track in bed, unforded. Canal	
Dams: masonry or rock-filled, earthwork. Weir	
Submerged rocks. Shoal. Swamp. Roads	
Wells: lined, unlined. Tube-well. Spring. Tank. Perennial, dry	
Embankments: road or rail, tank. Broken ground	
Railways, broad gauge: double, single with station, under construction	
Railways, other gauges: double, single with distance stone, do	
Mineral line or tramway. Kin. Cutting with tunnel	
Contours with sub-features. Rocky slopes. Cliff	
Bend features (Yhat. Ozand. Hileparment). (Dudness/hitting)	
Towns or Villages: inhabited, deserted. Fort	
Hills: permanent, temporary. Tower. Antenna	
Temples: Chhatra. Church. Mosque. Gopin. Tomb. Graves	
Lighthouse. Lightship. Buoy. Lighted. Unlighted. Anchorage	
Mine. Wire on hills. Grass. Scrub	
Palms: palmyra, other. Plantain. Conifer. Bamboo. Other trees	
Areas: cultivated, wooded. Surveyed trees	
Boundary, international	
Boundary, demarcated, undemarcated	
Boundary pillars: surveyed, uncoloured	
Height, triangulated station, point, approximate. $\Delta 200$ $\Delta 200$ $\Delta 200$	
BM 63-3. BM 50-3	
Post office. Telegraph office. Overhead tank	
Rest house or inspection bungalow. Circuit house. Police station	
Camping ground. Forest: reserved, protected	
Stated names: administrative, locality or tribal	
Hospital. Dispensary. Veterinary Hospital / Dispensary	
Aerodrome. Helipad. Tourist sites	
Power line, with pylons surveyed, with poles unsurveyed	

**REFERENCE**

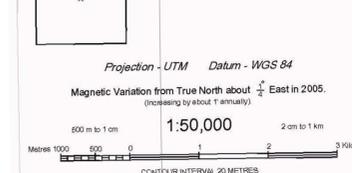
NI 11 National Highway No. 11

**NOTES**

Heights are in metres and above Indian mean sea level.  
Contours are approximate.  
A relative height, e.g., 10, represents the approximate height, in metres, between the top and bottom of a steep slope.  
A relative height, e.g., 50, against a sea, indicates its total depth in metres.  
The common boundary between TODA BHIM R.F. and NARAR KHORAMAN R.F. in square A/3 and B/3 has not been shown for want of reliable information.  
Tanks shown only in the area usually contain water from July to November.  
Cart-tracks, in the areas against which there is no descriptive remark, are generally motorable in dry season.  
Digpi is a tank which is used for collection of water.

**COMPILED INDEX**

A: Surveyed during 1985-86. Updated for major details during 2009-10.



For further details about this map, please contact  
Director  
Rajasthan Geo-Spatial Data Centre  
Survey of India  
Sector 10, Vidya Bhagar  
Jaipur.

WEBSITE: www.surveyofindia.gov.in  
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**COMPARATIVE STATEMENT OF ALTERNATIVE ROUTE**

**Alternative Route-1 Segment wise Area Calculation Sheet**

S.No.	Segment	Length (m)	Forest Land		Non-Forest Land		Total Forest Area (in Ha.)	Total Non-Forest			
			Width (m)	Area (Sq. M)	Area (Ha.)	Width (m)			Area (Sq. M)	Area (Ha.)	
1	Segment-1	986	9	8874	0.8874	340	9	3060	0.306	0.8874	0.306
2	Segment-2	69	9	621	0.0621	63	9	567	0.0567	0.0621	0.0567
3	Segment-3	45	9	405	0.0405	406	9	3654	0.3654	0.0405	0.3654
				9900	0.99	809	9	7281	0.7281	0.99	0.7281

**Alternative Route-2 Segment wise Area Calculation Sheet**

S.No.	Segment	Length (m)	Forest Land		Non-Forest Land		Total Forest Area (in Ha.)	Total Non-Forest			
			Width (m)	Area (Sq. M)	Area (Ha.)	Width (m)			Area (Sq. M)	Area (Ha.)	
1	Segment-1	1116	9	10044	1.0044	388	9	3492	0.3492	1.0044	0.3492
2	Segment-2	69	9	621	0.0621	63	9	567	0.0567	0.0621	0.0567
3	Segment-3	45	9	405	0.0405	406	9	3654	0.3654	0.0405	0.3654
				11070	1.107	857	9	7713	1.2762	1.107	0.7713

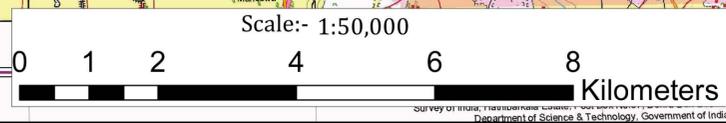
  

**Alternative Route-3 Segment wise Area Calculation Sheet**

S.No.	Segment	Length (m)	Forest Land		Non-Forest Land		Total Forest Area (in Ha.)	Total Non-Forest			
			Width (m)	Area (Sq. M)	Area (Ha.)	Width (m)			Area (Sq. M)	Area (Ha.)	
1	Segment-1	1406	9	12654	1.2654	366	9	3494	0.3494	1.2654	0.3494
2	Segment-2	69	9	621	0.0621	63	9	567	0.0567	0.0621	0.0567
3	Segment-3	45	9	405	0.0405	406	9	3654	0.3654	0.0405	0.3654
				13680	1.368	835	9	7715	0.7497	1.3680	0.7497

**Legend**

- Proposed Road in Non Forest area
- Alternative Route 1
- Alternative Route 2
- Alternative Route 3
- Forest Boundary



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