Alignment Report of Corridor proposed for Sama to Dagti via Gyandhura motor road in Kapkot Block Under C.M. Announcement in Distt Bageshwar (8.00 Km)

SL No.	Description of items	Alignment No.1 marked in Red colour	Alignment No.2 marked in green colour	Remarks
1	2	3	4	5
1	Main features of Alignments	Km 1 of Sama Gyandhura Motor Road	Km 1 of Sama Gyandhura Motor Road	
2	Length of road from starting to terminal point.	5.00 km	5.00 Km	
3	**Geometric** (a) Gradient in different stretches of the alignment. (b) Curves (c) Hair pin bend numbers	1:24R, 1:24F Level 2 No	1:24R, 1:24F, Level Level 2 No	
4	Terrain & Soil conditions (a) Geology of the area (b) Road length passing through- (i) Mountainous terrian (Cross slop 25% to 60%) (ii) Steep terrain (cross slope more than 60%) (iii) Stretches with indications of loose rock conditions. (iv) Areas subjected to avalanches or snow drifts.	Hill Area 4.800 Km 0.200 Km Nil Nil	Hill Area 4.500 Km 0.500 Km Nil Nil	
5	Nature of soil (a) Length of reaches with Eath & Boulders. (b) Length of reaches with Hard rock/ Hard shale. (c) Length of reaches with Medium rock/ Med. Shale. (d) Length of reaches with Homogeneous rocks.	0.500 Km 0.200 Km 4.300 Km Nil	0.500 Km 0.500 Km 4.00 Km Nil	
6	Requirements of Bridges/ Culverts/ Scuppers:- (a) Major bridges. (b) Minor bridges. (i) Total numbers. (ii) Total water way. © Scuppers(R.C.C. slab type) (i) Total numbers. (ii) Range of span. (iii) Total water way.	 Nil Nil 30 No 1.00 Mtr 30 Mtr	 Nil Nil 30 No 1.00 Mtr 30 Mtr	
7	General elevation of road including maximum & minimum heights by mean ascents & descents.			

	(a) Total numbers of ascents & descents. (b) Length of cliffs & gorges.	1No Ascent, 1No Descent Nil	1No Ascent, 1No Descent Nil	
8	Land available (a) Right of way bringing out constraints on account of built up area, monuments & other structures. (b) Approximate area & value. (i) Cultivated. (ii) Irrigated. (iii) Un- Irrigated.	Nil 0.500 Km 0.00 Km. 4.500 Km	Nil 0.500 Km 0.00 Km. 4.500 Km	
9	Existing means of intercommunication mule path, jeep, truck etc.	Mule path	Mule path	
10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	 Locally Locally Locally Locally	 Locally Locally Locally Locally	
11	Facility / Resources. (a).... (c) Dropping zone (d) Food stuff. (e) Labour local availability & lead for import. (f) Construction materials, timber bomboo, sand, stone, shingle etc. availability and lead involved.	 Nil Nil Nil Local and Nepali Locally	 Nil Nil Nil Local and Nepali Locally	
12	A.C.C. points indicating possibility of equipment's.	Work will be don	Work will be don	
13	Climatic conditions. (a)Temocrature maximum/ minimum. (b) Rainfall average, annual, peak intensity, monthly desciption to the extent possible. ©Length of road covered by snow (average & peak) (d) Wind direction. (e) Fog conditions. (f) Exposure to sun.	 Max 25^{0}C Min 5^{0}C 10cm avg Nil East-west Nil Fully	 Max 25^{0}C Min 5^{0}C 10cm Avg Nil East-West Nil Fully	
14	Drainage characteristic of the area indicating susceptibility of damages.	Fair	Fair	
15	Length of land slides.	Nil	Nil	

16	Length of heavy clouding.	Nil	Nil	
17	Length of mareshy or flooded area.	Nil	Nil	
18	Length of portions with loose rock.	Nil	Nil	
19	Period required for construction.	3Year	3-Yr	
20	Vegetation extent type.	Nap Land, Civil Land	Nap Land, Civil Land	
21	Politicall aspects (villages falling within population) (a) 1st. KM of the alignments. (b) 2nd. KM to 5th alignments.	Gyandhura Dangati	Gyandhura Dangati	
22	Strateic considerations.	Fair	Fair	
23	Economical & Industrial considerations. (a) Population served by the alignment.			
24	Recreational potential for development.	Tourism & Education	Tourism & Education	
25	Scopel of agricultural & horticultural development.	Much Scope	Much Scope	
26	Extent of forest wealth.	Nil	Nil	
27	Approximate cost of each alignment.	250.00 Lack	250.00 Lack	
28	Merits/ Demerits (i) (ii) (iii)	Faciliate transportation 2 Nos. of Village are connected in his Alignment Economical Villagers are Agreed	Faciliate transportation 2 Nos. of Village are connected in his Alignment Expensive Alignment Villagers are Not Agreed	
29	Any other important information v.i.s. other important projects being undertaken in the area required for completion of the work.	Nil	Nil	

Recommendation of Executive Engineer:- .

The alignment No. 1 is recommended for construction in view of the above facts

Junior Engineer

Assistant Engineer

Executive Engineer

Approval of Superintending Engineer.

Superintending Engineer.

Alignment No:1 Shown with red colour is here by approved as recommended by EE.

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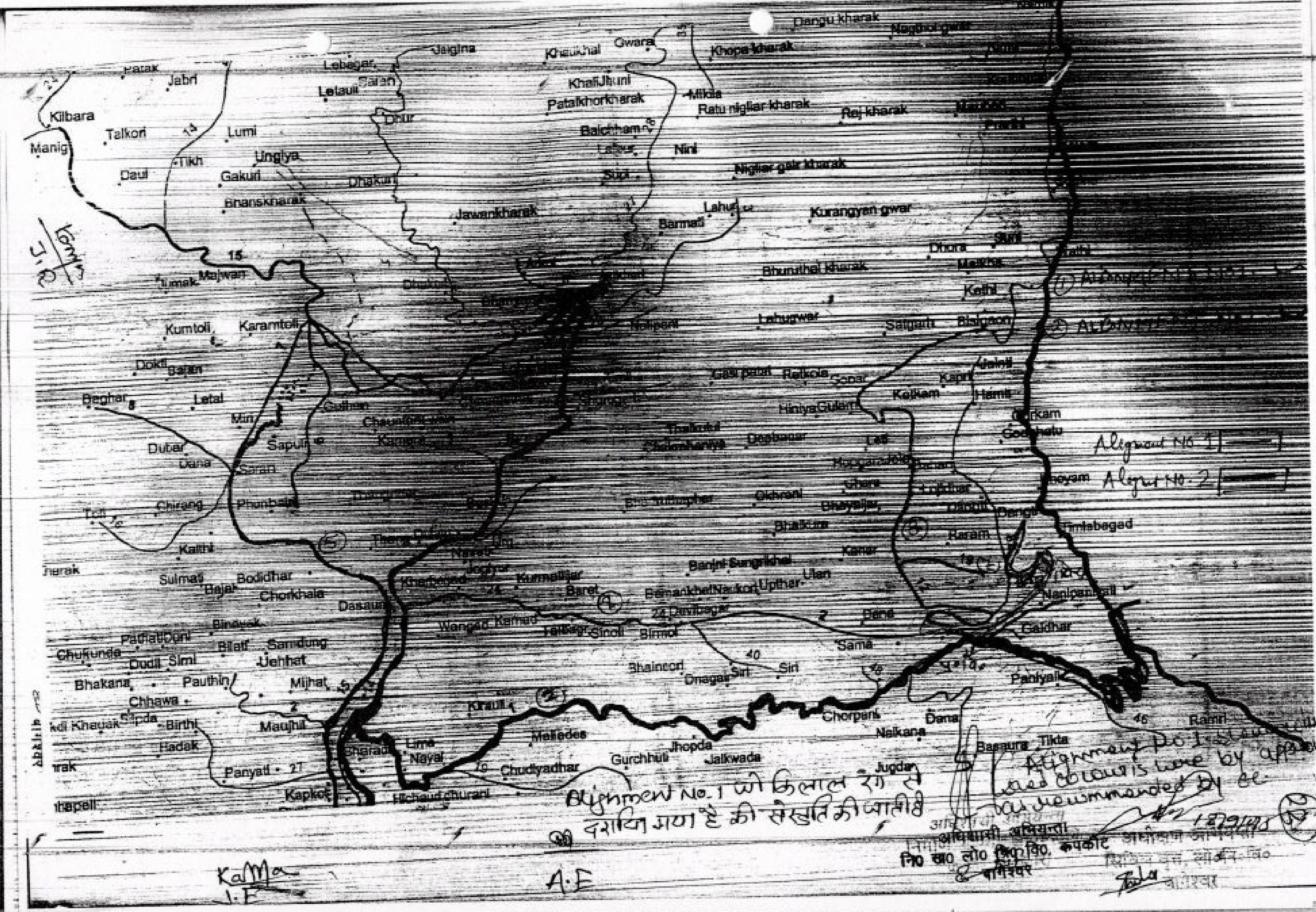
Kilbara
Manig
Talkori
Jabri
Daul
Tikh
Lumi
Ungiya
Gakuri
Bhanskharak
Majwan
Kumtoli
Karamtoli
Dokti
Bajan
Beghar
Letal
Dubar
Dana
Saran
Sapuli
Chirang
Phonbaja
Kalthi
Sulmati
Bajan
Bodidhar
Chorkhala
Dasaun
Binayak
PathatiDuni
Chukunda
Dudil
Simi
Bilaif
Samdung
Uehhat
Bhakana
Pauthin
Mijhat
Chhawa
Sipda
Birthi
Maujhil
Hadak
Panyati
Kapkot
Sharadi
Lima
Nayal
Hichaud churani
Chudiyadhar
Gurchhuli
Jhopda
Jalkwada
Melledes
Kirauli
Bhaincori
Dnagar
Siri
Sama
Chorpani
Nalkana
Dana
Jugdar
Basaura
Tikta
Ramri
Paniyali
Gaidhar
Nanpani
Timlabeged
Raram
Dangoli
Kanar
Bhalkura
Bhayaljar
Okhrani
Dhoyam
Godhalu
Kalkam
Kapri
Jainti
Hamti
Satgam
Bhanoon
Kethi
Dhora
Kurangyan gwar
Lahur
Barmati
Jawankharak
Nini
Nigliar gair kharak
Rej kharak
Ratu nigliar kharak
Mikila
Khopa kharak
Dangu kharak
Gwara
Kheukhal
KhaliJhuni
Patalkhorkharak
Baichham
Jaigina
Lebegar
Saran
Letauli
Dhur
Dhakuri
Lahugwar
Bhunathal kharak
Gasi pakat
Ratkola
Sonar
HiniyaGuleri
Debbagar
Banjni Sungrikhal
Upthar
Ulan
Kurmalijar
Baret
Wangad
Kamed
Sinoli
Birmoi
Dewbagar
Bena
Alignment No. 1
Alignment No. 2
Alignment No.1
A.E
J.E
J.E
निo खo लोo निo विo, कपकोट
बागेश्वर

Alignment Report of Shama to Gandhura Motor Road in Distt-Bageshwar (1.000Km)

SL No.	Description of items	Alignment No.1 marked in Red colour	Alignment No.2 marked in green colour	Remarks
1	2	3	4	5
1	Main features of Alignments	Starting from Km 50 to K.S.T. Motor Road	Starting from Km 50 to K.S.T. Motor Road	
2	Length of road from starting to terminal point.	1.00 km	1.00 Km	
3	**Geometric** (a) Gradient in different stretches of the alignment. (b) Curves (c) Hair pin bend numbers	1:20R, 1:24R ,Level, 1:24F Level 0 Nos	1:18R, 1:20R, 1:22R, Level Level 0Nos	
4	Terrain & Soil conditions (a) Geology of the area (b) Road length passing through- (i) Mountainous terrian (Cross slop 25% to 60%) (ii) Steep terrain (cross slope more than 60%) (iii) Stretches with indications of loose rock conditions. (iv) Areas subjected to avalanches or snow drifts.	Hill Area 1.000 Km Nil Nil Nil	Hill Area 1.000 Km Nil Nil Nil	
5	Nature of soil (a) Length of reaches with Eath & Boulders. (b) Length of reaches with Hard rock/ Hard shale. (c) Length of reaches with Medium rock/ Med. Shale. (d) Length of reaches with Homogeneous rocks.	1.000 Km Nil Nil Nil	1.000 Km Nil Nil Nil	
6	Requirements of Bridges/ Culverts/ Scuppers:- (a) Major bridges. (b) Minor bridges. (i) Total numbers. (ii) Total water way. © Scuppers(R.C.C. slab type) (i) Total numbers. (ii) Range of span. (iii) Total water way.	Nil Nil 8 No 1.00 Mtr 8 Mtr	Nil Nil 8 No 1.00 Mtr 8 Mtr	
7	General elevation of road including maximum & minimum heights by mean ascents & descents. (a) Total numbers of	1No Ascend	1 No Ascend	

	ascents & descents. (b) Length of cliffs & gorges.	Nil	Nil
8	Land available (a) Right of way bringing out constraints on account of built up area, monuments & other structures. (b) Approximate area & value. (i) Cultivated. (ii) Irrigated. (iii) Un- Irrigated.	Nil 0.600 Km 0.00 Km. 0.400 Km	Nil 0.600 Km 0.000 Km. 0.400 Km
9	Existing means of intercommunication mule path, jeep, truck etc.	Mule path	Mule path
10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	 Locally Locally Locally Locally	 Locally Locally Locally Locally
11	Facility / Resources. (a).... (c) Dropping zone (d) Food stuff. (e) Labour local availability & lead for import. (f) Construction materials, timber bomboo, sand, stone, shingle etc. availability and lead involved.	 Nil Nil Nil Local and Nepali Locally	 Nil Nil Nil Local and Nepali Locally
12	A.C.C. points indicating possibility of equipment's.	Work will be don	Work will be don
13	Climatic conditions. (a)Temoerature maximum/ minimum. (b) Rainfall average, annual, peak intensity, monthly desciption to the extent possible. ©Length of road covered by snow (average & peak) (d) Wind direction. (e) Fog conditions. (f) Exposure to sun.	 Max 30^0 C Min 5^0 C 10cm avg Nil East-west Nil Fully	 Max 30^0 C Min 5^0 C 10cm avg Nil East-west Nil Fully
14	Drainage characteristic of the area indicating susceptibility of damages.	Fair	Fair
15	Length of land slides.	Nil	Nil
16	Length of heavy clouding.	Nil	Nil

17	Length of mareshy or flooded area.	Nil	Nil
18	Length of portions with loose rock.	Nil	Nil
19	Period required for construction.	1Year	1-Yr
20	Vegetation extent type.	Nap Land, Civil Land	Nap Land, Civil Land
21	Politicall aspects (villages falling within population) (a) 1st. KM of the alignments.	Shama Panyali, Gandhura	Shama Panyali, Gandhura
22	Strateic considerations.	Fair	Fair
23	Economical & Industrial considerations. (a) Population served by the alignment.	700	700
24	Recreational potential for development.	Tourism & Education	Tourism & Education
25	Scopel of agricultural & horticultural development.	Much Scope	Much Scope
26	Extent of forest wealth.	Nil	Nil
27	Approximate cost of each alignment.	46.00 Lacs	46.00 Lacs
28	Merits/ Demerits (i) (ii) (iii)	more Agricultural befit 1 Nos. of Village is connected in his Alignment Villagers are agreed	less Agricultural befit 1 Nos. of Village are connected in his Alignment Villagers are not agreed
29	Any other important information v.i.s. other important projects being undertaken in the area required for completion of the work.	Nil	Nil

Recommendation of Executive Engineer:- .
The alignment No. 1 is recommended for construction in view of the above facts

Junior Engineer — Assistant Engineer — अधिशासी अभियन्ता Executive Engineer नि० खं० लो० नि० वि०, कपकोट बागेश्वर

Approval of Superintending Engineer.

Superintending Engineer.

Alignment No. 1. Shown with red colour is here by approved as recommended by EE

18/04/05

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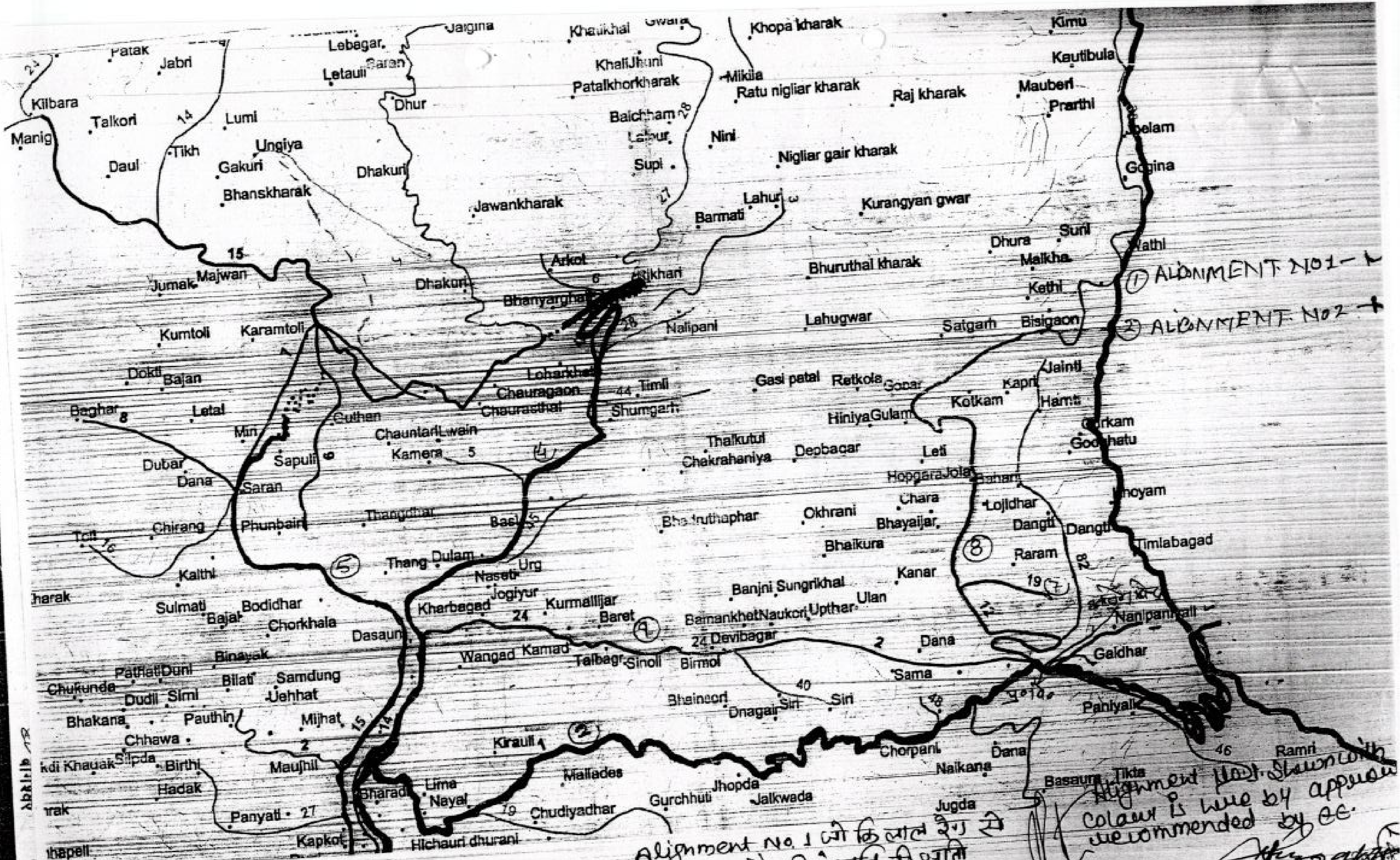

Alignment No. 1 shown with blue colour is approved recommended by EE.

Alignment No. 1 जो कि लाल रंग से दर्शाया गया है की संस्तुति की जाती है।

Ka/M
J.E

A.E

अधिशासी अभियन्ता
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