

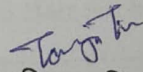
Attachment 2.4


प्रपत्र-8

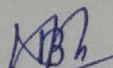
परियोजना का नाम :- जनपद पिथौरागढ़ में प्रधान मंत्री ग्रामीण सड़क योजना के अन्तर्गत प्रस्तावित बडावे-धारी-बेलतड़ी मोटर मार्ग के किमी 10.00 से क्वारबन तक मोटर मार्ग का नव निर्माण। (लम्बाई 4.625 किमी०)


वैकल्पिक संरेखणों को निरस्त किये जाने का प्रमाण-पत्र

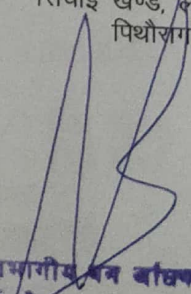
प्रमाणित किया जाता है कि प्रस्तावित परियोजना हेतु विभिन्न उपलब्ध विकल्पों पर विचार किया गया व संरेखण -1 वर्तमान विकल्प सर्वदा उपयुक्त पाया गया।

  
कनिष्ठ अभियन्ता  
पी०एम०जी०एस०वाई,  
सिंचाई खण्ड, लो०नि०वि०  
पिथौरागढ़

  
सहायक अभियन्ता  
पी०एम०जी०एस०वाई,  
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पिथौरागढ़

  
अधिरासी अभियन्ता  
पी०एम०जी०एस०वाई,  
सिंचाई खण्ड, लो०नि०वि०  
पिथौरागढ़

  
वन क्षेत्राधिकारी  
पिथौरागढ़

  
प्रभागीय वन अधिकारी  
प्रयोगीय वन अधिकारी  
पिथौरागढ़

**Construction of Badabe- Baltari – Dhari Km. 10.000 to Qwarvan Motor Road from Km.**

**0.0000 to 4.625 Km under PMGSY.**

**Sanctioned Length: - 4.625 Km.**

| Sr. No. | Item  | Alignment   |   |
|---------|---|---|---|
|         |   | Alignment 1   | Alignment 2   |
| 1       | Details of route, vis-à-vis topography of the area<br>Main features and description of the alignment.   | Alignment takes off from ed point of Badabe- Baltari – Dhari Motor Road Grade of this alignment are 1:20 Fall, , 1:24 Fall, 1:40 Fall, 1:20 Rise, , 1:24 Rise, and 1:40 Rise. It shall run through Civil Soyam land and Private land Vanpanchyat Land. 3 H.P. Bands provided. | Alignment takes off from ed point of Badabe- Baltari – Dhari Motor Road Grade of this alignment are 1:20 Fall, , 1:24 Fall, 1:40 Fall, 1:25 Fall, 1:24 Rise, and 1:40 Rise. It shall run through Civil Soyam land and Private land Vanpanchyat Land. 3 H.P. Bands provided. |
| 2       | Length of the alignment from starting point to terminal point.  | 4.625 Kms   | 5.000 Kms   |
| 3       | Geometric<br>A. Gradient in different stretches of the alignment.<br>B. Carves and Hair pin bends.  | 1:20 Fall, 1:24 Fall, 1:40 Fall, 1:20 Rise, 1:24 Rise, and 1:40 Rise. All curves as per IRC Three H.P Bends   | 1:20 Fall 1:24 Fall, 1:40 Fall, 1:25 Fall, 1:24 Rise & 1:40 Rise. All curves as per IRC Three H.P Bends   |
| 4       | Terrain and soil condition<br>1. Geology of the road.<br>Road length passing through<br>1. Mountainous terrain cross slope from 25° to 60°<br>2. Steep terrain cross slope greater than 60°<br>3. Rocky stretches with indication in length in loose.<br>4. Area subject to avalanches and snow drifts. | Soil, OR, HR<br><br>2.850 Kms<br>1.450 Kms<br>0.325 Kms   | Soil, OR, HR<br><br>3.050 Kms<br>1.500 Kms<br>0.450 Kms   |
| 5       | Nature of soil  | सहायक अभियन्ता<br>सिचाई खण्ड लो० नि० वि०<br>विधौसगढ़  |   |
|         | A. Length of reaches with earth and boulders.<br>B. Length of reaches with hard rock/Shale<br>C. Length of reaches with medium rock/ Shale.<br>D. Length of reaches with VHR/VHS.   | 2.825 Kms<br>0.300 Kms<br>1.500 Kms<br>Nil  | 2.950 Kms<br>0.550 Kms<br>1.500 Kms<br>Nil  |
|         | A. Bridge Requirements Minor Bridge and Culvert.<br>i. Total number.<br>ii. Range of span<br>iii. Total water way.<br>B. Major Bridges<br>i Total number<br>ii Range of span<br>iii Total water way<br>iv Length of cliffs and gorges.<br>V Scuppers  | 01 No. Culverts<br>8M.<br>2.30, 3.70, 5.90 M.<br><br><br>01 No. 24 M.   | 01 No. Culverts<br>8M.<br>2.30, 3.70, 5.90 M.<br><br><br>01 No. 24 M.   |



Average 8 Nos .Per Km

Average 8 Nos .Per Km

| Sr. No. | Item  | Alignment  |  |
|---------|---|--|--|
|         |   | Alignment 1  | Alignment 2  |
| 7.      | Right of way bringing out construction<br>Approximate area and value                                      |  |  |
|         | i Cultivated.   | 1.625 Kms  | 2.050 Kms  |
|         | ii Irrigated.   | 0.00 Kms   | 0.00 Kms   |
|         | iii Un irrigated.   | 1.625 Kms  | 2.050 Kms  |
|         | iv Civil soyam.   | 3.000 Kms  | 2.950 Kms  |
|         | v Van Panchyat land   |  |  |
| 8       | General Elevation of Road   | Minimum & Maximum heights 1147 m and 1328 m.                                 | Minimum & Maximum heights 1150 m and 1328 m                                  |
|         | i Indicating maximum and minimum heights negotiated by main ascent and descent.                           | Through Up & Down.   | Through Up & Down.   |
|         | ii Total Ascent and descent   |  |  |
| 9       | A. Existing means of inter communication (Mule path, Jeep etc)  | Mule path and foot track   | Mule path and foot track   |
|         | B. Relation of proposed alignment with existing and under construction roads.                             | Proposed alignment takes off from existing Badabe-Baltari- Dhari Motor Road. | Proposed alignment takes off from existing Badabe-Baltari- Dhari Motor Road. |
| 10      | A. Availability of road construction materials.   | Locally available.<br>Kali river for sand & metal                            | Locally available.<br>Kali river for sand & metal                            |
|         | B. Location of quarries.  | Expected on the alignment  | Expected on the alignment  |
|         | C. Average leads.   |  |  |
| 11      | Facilities/ Resources   |  |  |
|         | A. Landing ground.  | Nil  | Nil  |
|         | B. Dropping zone.   | Nil  | Nil  |
|         | C. Food stuffs.   | Pithoragarh  | Pithoragarh  |
|         | D. Labour locally available or need of import.  | 30. % Labors Available<br>Locally and rest From Nepal                        | 30 % Labors Available<br>Locally and rest From Nepal                         |
|         | E. Construction materials,  | Stone Mostly   | Stone Mostly   |
|         | F. Timber, Bamboo, Sand, Stone, Shingle, shingle, Grit etc. extent of their availability & lead involved. | Available With In 30 Kms   | Available With In 30 Kms   |
| 12      | Access point indicating possibility of equipment Climate conditions.                                      | Pithoragarh  | Pithoragarh  |

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| Sr. No. | Item   | Alignment   |   |
|---------|--|---|---|
|         |  | Alignment 1   | Alignment 2   |
| 13      | A. Temperature maximum & minimum.  | Summer : Max 35 C, Min 10 C, Winter : Max 18 C, Min 2 C.          | Summer : Max 35 C, Min 10 C, Winter : Max 18 C, Min 2 C.          |
|         | B. Rainfall data average annual peak intensities.  | 1050 mm.  | 1050 mm.  |
|         | C. Length of road covered by snow average and period.  | Nil   | Nil   |
|         | D. Wind direction and velocities.  | Nil   | Nil   |
|         | E. Fog conditions.   | Fog in winters  | Fog in winters  |
|         | F. Exposure to Sun.  | 80% Light hot Loud  | 80% Light hot Loud  |
| 14      | Drainage characteristics of the area indicating susceptibility to damage.  | Good natural drainage, hence susceptibility to damage in minimum. | Good natural drainage, hence susceptibility to damage in minimum. |
| 15      | Length of landslides.  | Nil   | Nil   |
| 16      | Length of unstable areas.  | Nil   | Nil   |
| 17      | Length of heavy snow covering  | Nil   | Nil   |
| 18      | Length of marshy and flooded areas.  | Nil   | Nil   |
| 19      | Length of position with loose rocks.   | Nil   | Nil   |
| 20      | Period required for construction.  | 9 month (working season)  | 9 month (working season)  |
| 21      | Vegetation extent/ type  | Ordinary bushes and some Cheer, trees.                            | Ordinary bushes and some Cheer, trees.                            |
| 22      | Crident Aspect<br>A Village following on or within. I 2 Km. of the alignment.  | One   | One<br>सहायक अभियन्ता<br>पिंछाई खण्ड लो०नि०वि०<br>पिथौरागढ़       |
| 23      | Important villages, town / marketing center connected.   | No  | No  |
| 24      | Economic & industrial consideration.<br>i population served by alignment.<br>ii Agriculture potential for development of forest.<br>Iii Recreational potential | Approximate (330 People)<br>Good<br>Will Increase                 | Approximate(330People)<br>Good<br>Will Increase                   |
| 25      | Strategic conditions.  |   |   |
| 26      | Scope of agriculture and Horticulture development.   | Good  | Good  |
| 27      | Extent of forest wealth.   | Normal  | Normal  |
| 28      | Prospect of development of minor or any other major development project being taken up in the O.S. Hydro Electric Project.                                     | Will Increase   | Will Increase   |
| 29      | Approximate cost of construction of each alignment   | 353.81 LaCs<br>(Taking 76.5 Lac/Km)                               | 382.50 LaCs<br>(Taking 76.5 Lac/Km)                               |

*Dr. S. J.E*

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| Sr. No. | Item  | Alignment   |  |
|---------|---|---|--|
|         |   | Alignment 1   | Alignment 2  |
| 30      | Merits & Demerits.  |   |  |
|         | A. Merits   | 1. Alignment accepted by Villagers & Elected Public representatives of the area.<br>2. 1 No. of Culverts.<br>3. Alignment is passing through stable area. | 1. Alignment not accepted by Villagers & Elected Public representatives of the area.<br>2. 01 No. of Culverts.<br>3. Alignment is passing through stable area. |
|         | B. Demerits   | 1. Three H.P Bends are provided.  | 1. Three H.P Bends are provided.   |
| 31      | Any other useful information (Viz Other important project being undertaken in the area required for the completion of work) | Yet not is consideration  | Yet not is consideration   |
| 32      | Recommendation of Executive Engineer  | Alignment no.1 is recommended for sanction  | Alignment no.1 is recommended for sanction   |
| 33      | Order of the Superintending Engineer with reasons   |   |  |

*Dr. B. S. T. E.*

*Phoro Colony*  
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