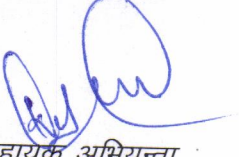


21X

परियोजना का नाम :- विधानसभा सल्ट के अन्तर्गत देघाट-नागचूलाखाल से चन्थरखाड़ी-कलियालिगुड-झीपा बैण्ड हेतु मोटर मार्ग का निर्माण।
(2.500किमी.) (1.485है०)

वैकल्पिक समरेखणों को निरस्त किये जाने का प्रमाण-पत्र

प्रस्तावित परियोजना हेतु दो समरेखणों पर विचार किया गया। समरेखण संख्या-2 हेयर पिन बैण्ड व अधिक वनभूमि आने अधिक लम्बाई की आवश्यकता होने एवं अधिक वृक्षों की संख्या आने के कारण निरस्त किया गया एवं समरेखण संख्या-1 में कम हेयर पिन बैण्ड, एवं कम वनभूमि प्रभावित होने, कम लम्बाई में मार्ग का निर्माण हो सकता है। इस प्रकार समरेखण नं० 1 में ग्रामीणों की सहमति होने के कारण उचित पाया गया जो कि प्रस्तावित है।


अपर सहायक अभियन्ता
प्रान्तीय खण्ड, लोक निर्माण विभाग,
रानीखेत

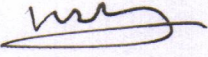
सहायक अभियन्ता,
प्रान्तीय खण्ड, लोक निर्माण विभाग,
रानीखेत


अधिशारी अभियन्ता,
प्रान्तीय खण्ड, लोक निर्माण विभाग,
रानीखेत


X/


तहसीलदार स्यालदे
जिला-अल्मोड़ा (उत्तराखण्ड)


उप जिलाधिकारी,
चिकियासेण (अल्मोड़ा)


जिला अधिकारी
अल्मोड़ा.

2-14
प्रमाण-पत्र

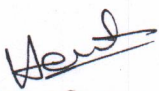
कार्य का नाम :- जनपद अल्मोड़ा में विधानसभा क्षेत्र सल्ट के अन्तर्गत देघाट-नागचूलाखाल से चन्तरखाली-कलियागुड़-झीपा बैण्ड तक मोटर मार्ग का निर्माण।
स्वीकृत लम्बाई 2.50 KM.

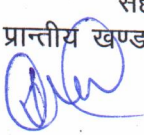
प्रमाणित किया जाता है कि उपरोक्त सभी वैकल्पिक समरेखणों को कार्यस्थल पर मेरे द्वारा नीचे दर्शायी गई तिथि को निरीक्षण के समय देख लिया गया है तथा प्रस्तावित समरेखण तकनीकी दृष्टि से उचित है।

कनिष्ठ अभियन्ता द्वारा निरीक्षण तिथि १४-१२-२०१३

सहायक अभियन्ता द्वारा निरीक्षण तिथि

अधिशाली अभियन्ता द्वारा निरीक्षण तिथि


कनिष्ठ अभियन्ता,
प्रान्तीय खण्ड, लोक निर्माण विभाग,
रानीखेत


सहायक अभियन्ता,
प्रान्तीय खण्ड, लोक निर्माण विभाग,
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अधिशाली अभियन्ता,
प्रान्तीय खण्ड, लोक निर्माण विभाग,
रानीखेत

Name of Work :- Construction of Deghat-Nagchulakhal motor road To Chantharkhadi-Kaliyaligur Jhhipa
Band Motor Road (2.5KM)

COMPARATIVE STATEMENT OF VARIOUS ALIGNMENT

Sl. No.	ITEM	ALIGNMENT MARKED 1 (Indicated Red) As Per L-Section & Map attached	ALIGNMENT MARKED 2 (Indicated Blue) As Per L-Section & Map attached
1.	Details of routes, vis-a-vis, topography of the area Main feature and description of Alignment		
2.	Length of the alignment from starting point to terminal point.	2.500 Km	2.800 Km
3.	Geometric		
A.	Gradient in different stretches of the alignment	1:22 Rise/1:24 Rise/1:30 Rise & 1:120 Rise Level	1:30 Rise/1:18 Rise/1:120 Rise
B.	hair pin bend	2No.	4No.
4-A.	Terrain and soil condition		
1.	Geology of road.	Soil Mixed With earth and boulder and hard rocks Mountains Terrein	E&B, H.S, & VHS
B.	Road length passing through.		
1.	Mountainous terrain cross slope from 25 to 60.	2.500 Km	2.000Km
2.	Steep terrain cross slope greater then 60	Nil	0.800Km
3.	Rocky stretches with indication in length in loose.	Nil	Nil
4.	Area to subject to avalanches and snow drifts	Nil	Nil
5.	Nature of Soil		
A.	Length of reaches with Soil	2.00Km	30%
B.	Length of reaches with Ordinary rock	0.300 Km	40%
C.	Length of reaches with Hard rock	0.200 Km	Nil
D.	Length of reaches with VHR/VHS	Nil	30%
6.	Bridge requirement	Nil	Nil
7.	coordinates		
i.	Starting point	29 57.39N, 79 15.712E	29 57.39N, 79 15.712E
ii.	End point	29 57.379N, 79 16.328E	29 57.379N, 79 16.328E

3	General elevation of the road indicating maximum and minimum heights negotiated by main ascents and descents.	Nil	Nil
iv.	Total number of ascents and descents.	Nil	Nil
9	Right of way bringing out construction		
	Approximate area and value.		
i.	Cultivated	1.200Km	1.500 Km
ii.	Irrigated	Nil	Nil
iii.	Unirrigated	0.3Km	1.500 Km
	Existing means of inter-communication (mule-path, jeep, track, etc.)	Village & Mule Path	Foot Track
B.	Relation of proposed alignment with existing and under construction road.	Proposed alignment cross with existing village path some places	No Existing road available
10	Availability of road construction material.	Locally	Nil
B.	Location of quarries.	Local quarries available	Local quarries available
C.	Average leads.	1.00Km	1.5 Km by Mule
11	Facilities/Resources	Nil	Nil
a.	Launching ground	Nil	Nil
	Access point indication possibility of equipment	Nil	Nil
12	Climate condition		
A.	Temperature maximum & minimum	Maximum 36 °C Minimum 0 °C	Maximum 36 °C Minimum 0 °C
B.	Rainfall data average annual peak intensities, monthly distribution to the extent available	Rainfall dates are not available & Length of road covered by snow is Nil	Rainfall dates are not available & Length of road covered by snow is Nil
D.	Wind direction and velocity	West to east	West to east
E.	Fog conditions	In rainy season	In rainy season
F.	Exposure to sun	Full day	Full day
13	Drainage characteristics of the area indicating susceptibility to damage.	Local valley	Local valley
14	Length of land slides.	Nil	Nil
15	Length of unstable area.	Nil	Nil

16	Length of heavy snow clearing.	Nil	Nil
17	Length of Marshy & flooded areas.	Nil	Nil
18	Length of positions with loose rocks.	Nil	
19	Period required for construction.	2 Year	2 Year
20	Vegetation extent/Type.	Partially covered with pine tree & bushes	Partially covered with pine tree & bushes
21	Political aspect		
	A. Village following on or within.		
	i. 1st km of the alignment	Kaliyaligur	Kaliyaligur
	ii. 2nd km of the alignment	Kaliyaligur	Kaliyaligur
	ii. 3rd km of the alignment	Chandarkhadi	Chandarkhadi
22	Important village, town/marketing center connected.	Deghat, Syalde, Nagchulakhall	Deghat, Syalde, Nagchulakhall
23	Economics & Industrial consideration :		
	i. Population served by alignment.	700App.	700App.
	ii. Agricultural, potential for development of forest.	Vegetable, fruites & Croups	Vegetable, fruites & Croups
24	Scope of agriculture and horticulture development.	Good Scope of horticulture & Agriculture	Good Scope of horticulture & Agriculture
25	Extent of forest wealth.	Minor Chir wood	Minor Chir wood only
26	Prospects of development of minor or any other major development project being taken up in the O.S. Hydro Electrical Project.	NA	NA
27	Approximate cost of construction.	Rs. 100 Lacs	Rs. 110.8 Lacs
28	Merits and Demerits		
	A. Merits		
		1. Road Length is shortest	1. Less Napland is effected
		2. General People in Favour of this Alignment	2. All Villagers are not agreed with this Alignment
		3. Safe side for Construction	3. Minimum Cultivated land required for construction