

## DETAIL OF TOPOGRAPHY OF ALIGNMENT

कार्य का नाम:- जनपद नैनीताल में एस0सी0पी0 के अन्तर्गत दरमोली पिठौली मोटर निर्माण कार्य। (लम्बाई:-2.00किमी0)

S.N.	Point of Topography of the Road	Proposed Allignment No-1	Proposed Allignment No-2
1	Main features and Description of Alignment	This alignment started from Km16.0 of Kwarab Mouna Sargakhet motor Road and connects Villages Darmoli (Pokhara)	This alignment started from Km17.0 of Kwarab Mouna Sargakhet motor Road and connects Villages Darmoli
2	Length of the alignment from starting to terminal point	2.00 km	2.50 Km.
3	Geometries:- (I) Gradient in different stretches (ii) hairpin bends etc.	1:20R, 1:24R, & 1:40R 01 No	1:18R, 1:30R, 2 No
4	Terrain soil conditions:- (I) Geology of area (ii) Road length passing through (a) Mountainous terrain (cross slop from 25% to 40 %) (b) Mountainous terrain (cross slop from 40% to 70%) (c) Rocky stretches with indicating of length in loose stretches (d) Snow bound area	Hill area  1.000 Km. 0.500Km. 0.500 Km. Nil	Hill area  0.500 Km. 1.50 Km. 0.500Km. Nil
5	Nature of soil :- (I) Length of reaches with earth & boulder (ii) length of reaches with medium rock/shale (iii) Length of reaches with hard rock/shale (iv) Length of reaches with homogeneous rock	1.000 Km. 0.500 Km. 0.500 Km. Nil	0.500 Km. 1.500 Km. 0.500 Km. Nil
6	Requirement of bridges: 1-Minor Bridges (a) Total No. (b) Span (c) Total water ways 2-Major Bridges (a) Total No. (b) Span (c) Total water ways	Nil Nil 3No.(2N0 Causeways incl.)  Nil N.A. Nil	Nil Nil 4No.(2N0 Causeways incl.)  Nil N.A. Nil
7	General elevation of the road (i) Indicating maximum and minimum height negotiated by main ascends and descends (ii) Total No. of ascends & descends (iii) Total No. of cliffs & gorges	1400-1550Mts. 01 & 01 Nil	1400-1550Mts. 01 & 01 Nil

Add. Assistant Engineer

Assistant Engineer

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निर्माण खण्ड, लो० नि० विभाग  
नैनीताल.

Executive Engineer

अधीक्षक अभियन्ता  
निर्माण खण्ड, लो० नि० विभाग  
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S.N.	Point of Topography of the Road	Alignment	Alignment
8	(a) Right of way bringing out construction on account of built up area, mountains and other structure.	Total Mountain Area	Total Mountain Area
	(b) Approximate area and value. (i) Cultivated land (ii) irrigated (iii) Unirrigated	1.000 Km. Nil 1.000 Km.	1.000 Km. Nil 1.500 Km.
9	(a) Existing means of inter communications, sub path, Geep, track etc. (b) Relation of proposed alignment with exiting, under construction road.	Bridle path, Mule track  This alignment connect to Km16.0 of Kwarab Mouna Sargakhet motor Road and connects Villages Darmoli (Pokhara)	Bridle path, Mule track  This alignment connect to Km17.0 of Kwarab Mouna Sargakhet motor Road and connects Villages Darmoli
10	(a) Availability of road construction material. (b) Location of quarries (c) Average lead	Stone will be available from hill side cutting Betalthat (a)1.000Km(b)51.00Km.	Stone will be available from hill side cutting Betalthat (a)2.500Km(b)52.00Km.
11	(a) Facilities/resources (i) Landing ground (ii) Dropping zones (iii) Food stuffs (iv) Labour (locally available or need of import) (v) Construction material -timber bamboos, stone etc.	Nil Nil Local food grain available As per contract basis (Locals & Napalis) Stone & sand locally available, grit from Betalthat & Lalkuon quarry.	Nil Nil Local food grain available As per contract basis (Locals & Napalis) Stone & sand locally available, grit from Betalthat & Lalkuon quarry.
12	Access points: Indication possibilities of inductions of equipment	Betalthat Motor road.	Betalthat Motor road.
13	Climatic condition (a) Temperature Maximum and minimum (b) Rain fall dates wind direction velocity (c) Exposed of sun  (d) Drainage characteristic of area, indicating susceptibility of drainage	Max.(36 <sup>0</sup> ),Min.(2 <sup>0</sup> )  June - September 6 to 7 hour during clear weather North-West Minor damages may occur during the rainy season.	Max.(36 <sup>0</sup> ),Min.(2 <sup>0</sup> )  June - September 6 to 7 hour during clear weather North-West Minor damages may occur during the rainy season.
14	Length of land slides	Nil	Nil
15	Length of unstable area	50 M	50 M
16	Length of heavy clearing	Nil	Nil
17	Length of marshy or flodded area	Nil	Nil

Junior Engineer

Assistant Engineer

Executive Engineer

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अविशाली अभियन्ता  
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S.N.	Point of Topography of the Road	Alignment	Alignment
18	(a) Important villages, towns, market -ing center and commercial center (b) Length of portion with loose rocks villages following with (i) 1st Km. Of the alignment (ii) 1st Km.to 2th Km.of alignment	<b>Betalghat</b>  50 Mtrs Nil	<b>Betalghat</b>  50Mtrs. Nil
19	Period required for construction	Two year	Two year
20	Vegetation	Grass and bushes, Chir wood trees.	Grass and bushes, Chir wood trees.
21	Political aspects	Nil	Nil
22	Strategic conditions	Crops, vegetable & Fruit etc	Crops, vegetable & Fruit etc
23	Economic and Industrial (I) Population secured by the alignment	App.200 Total Population	App.180 Total Population
24	Recreational potential and development of tourism	Yes	Yes
25	Scope of agriculture of horticulture Development	Road construction will encourage development of Tourism, horticulture & agriculture. Locally produced fruits & vegetables will reach to the market easily.Less Distance to Thesil & Distt Head quarter.	Road construction will encourage development of Tourism, horticulture & agriculture. Locally produced fruits & vegetables will reach to the market easily.Less Distance to Thesil & Distt Head quarter.
26	Exploitation of forest wealth	Nil	Nil
27	Aspects of development of minor and major hydroelectric projects	Nil	Nil
28	Approximate cost of construction	<b>103.60 Lac.</b>	<b>129.50 Lac.</b>
29	(a) Merits  (b) Demerits	1.Development of area, connects all nearby villages of above 250 population in total. 2.Shortest route to Thesil & Distt Headquarter During construction damage some property , & vegetation.	1.Development of area, connects all nearby villages of above 250 population in total. 2.Shortest route to Thesil & Distt Headquarter During construction damage some property , & vegetation.
30	As other useful information, other important project etc. being area required completion of the work	This M/R will be shortest route for these villages to connect Thesil & Distt head quarter.	This M/R will be shortest route for these villages to connect Thesil & Distt head quarter,
31	Recommendation of the Executive Engineer.	In consideration of all the above aspects of the work, <b>Alignment -1</b> shown in <b>red color</b> seems to be most suitable and is, therefore, <b>Recommended for approval.</b>	In consideration of all the above aspects of the work, <b>Alignment-2</b> shown in <b>Blue color</b> seems to be not suitable and is there fore alignment is not recommended for the favour for approval.
32	Order of Superintending Engineer		

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Assistant Engineer

Executive Engineer

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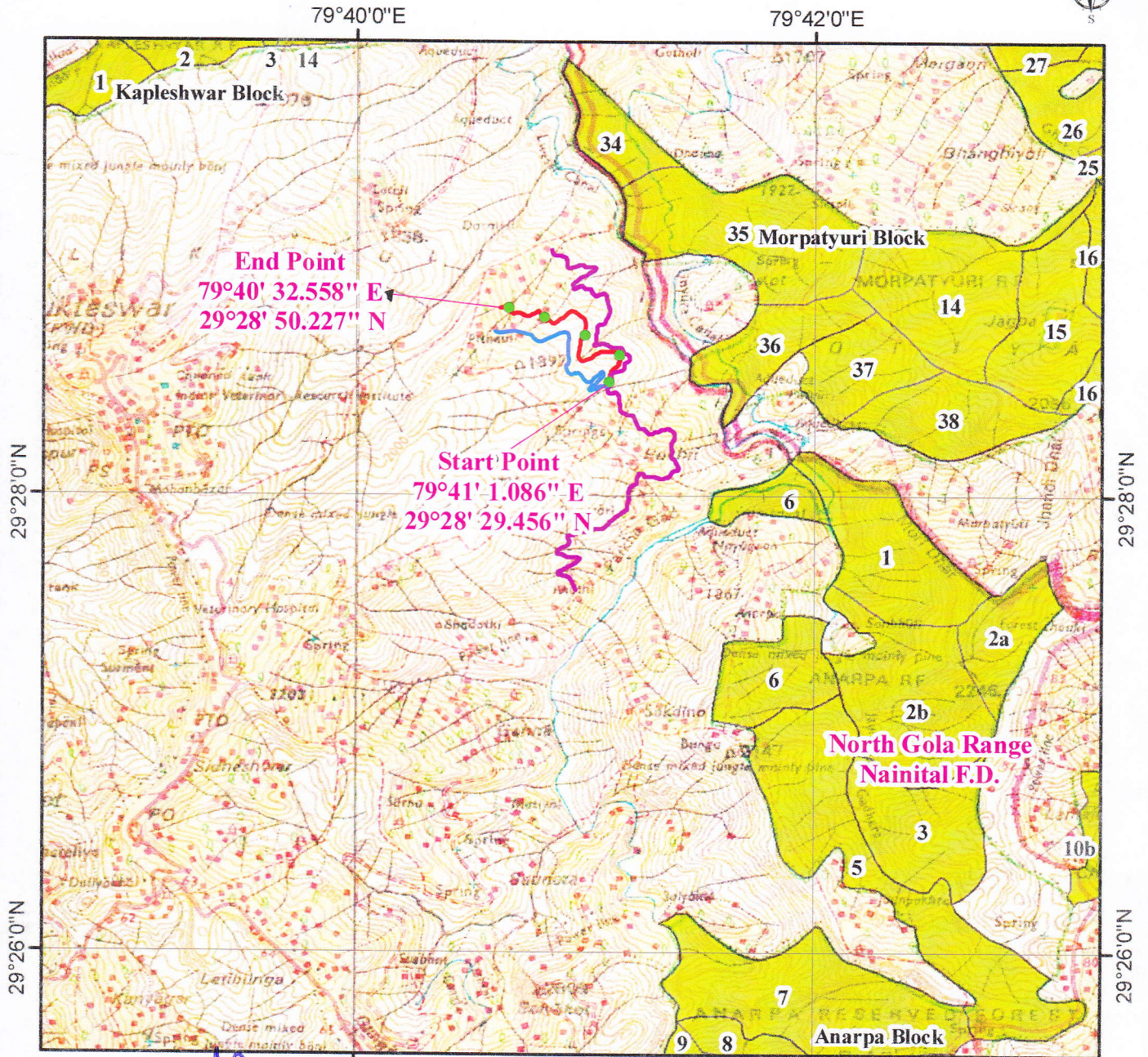
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# डिजिटल मैप – जनपद नैनीताल के अर्न्तगत दरमोली से पिठोली तक मोटर मार्ग के निर्माण हेतु

0 0.5 1Km

1 : 50000



## Legend

- Muck Dumping
- Proposed Road
- Alternate Road
- Existing Road
- Reserve Forest
- Forest Range Boundary

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वा. वि. वि. वि. वि. वि.  
निर्माण खण्ड, लो० नि० वि०  
नैनीताल

वन क्षेत्राधिकारी  
उत्तरी गोला वन क्षेत्र  
नैनीताल वन प्रभाग नैनीताल

वन प्रभाग नैनीताल  
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प्रभागीय वनाधिकारी  
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नैनीताल