

वैकल्पिक संरेखणों को निरस्त किये जाने का प्रमाण-पत्र

कार्य का नाम :- जनपद अल्मोडा में थला-भ्याड़ी-भीताकोट मोटर मार्ग का नव निर्माण।
लंबाई - 15.000 किमी

प्रमाणित किया जाता है कि उपरोक्त कार्य हेतु तीन समरेखणों पर दिचार किया गया था। समरेखण संख्या 2 अत्यधिक बैंड व लंबाई के कारण निरस्त किया गया। समरेखण सं० 1 को स्वीकृत किया गया जो कि प्रस्तावित है।

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(प्रेमपाल सिंह)
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रानीखेत

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COMPARATIVE STATEMENT OF VARIOUS ALIGNMENT

Name of Work :- Construction of Thalia Bhiyari - Bhitakot Motor Road (Length : - 16.20 Km.).

Sl. NO.	ITEM	ALIGNMENT MARKED 1(Red)	ALIGNMENT MARKED 2(Green)
Details of routes, vis-à-vis, Topography of the area			
1-	Main feature and description of alignment	As per attached sheet& L- Section	As per attached sheet& L- Section
2-	Length of the alignment from starting point to terminal point	Missing link = 1.20 km and main road length = 15.00 km, Total length = 16.20 km	Missing link = 1.20 km and main road length = 16.00 km, Total length = 17.20 km
3-	Geometric		
A.	Gradient in different stretches of the alignment	1:20 Rise, 1:24 Fall R, 1:40R, 1:40F, LEVEL	1:24 1:24 Fall, 1:24 R, 1:40R, 1:40F, LEVEL
B.	Curve and hair pin bend		
4-A.	<u>Terrain and soil condition</u>		
1	Geology of road	E&B/HR&HS/VHS&VHR	E&B/HR&HS/VHS&VHR
B.	<u>Road length passing through.</u>		
1	Mountainous terrain cross slope from 25 to 60	11.20KM	11.20 km
2	Steep terrain cross greater than 60	5 KM	6.00 km
3	Rocky stretches with indication in length in loose	NIL	NIL
4	Area to subject to avalanches and snow drifts.	NIL	NIL
5-	<u>Nature of Soil</u>		
A.	Length of reaches with earth and boulder	8.00 km	8.00 km
B.	Length of reaches with MR&MS	NIL	NIL
C.	Length of reaches with HR&HS	5.00 KM	4.00 km
D.	Length of reaches with VHR&VHS	3.20 KM	5.20 km
6-	<u>Bridge requirement</u>		
A.	Minor bridge		
I	Total number	2 Nos	2 Nos
II	Range of span	10 to 15m	10 to 15m
B.	Major Bridge		
I	Total number	NIL	NIL
II	Range of span	NIL	NIL

Sl. NO.	ITEM	ALIGNMENT MARKED 1 (Red)	ALIGNMENT MARKED 2 (Green)
7	General elevation of the road indicating maximum and minimum heights negotiated by main ascents and descents.	L-Section Attached	L-Section Attached
8	Total number of ascents and descents.	NIL	NIL
9	Construction material, timber, bamboo, sand stone, shingle, grits, etc.	Available from quarry proposed	Available from quarry proposed
10	Access point indication possibility of equipment.	NIL	NIL
11	Climate condition		
A.	Temperature Maximum & minimum	30° C to 8° C	30° C to 8° C
B	Rainfall Data average annual peak intensities, monthly distribution To the extent available	(Not available) but approximate 300 Cm	(Not available) but approximate 300 Cm
C	Length of road covered show, Average and period	NIL	NIL
D	Wind direction and velocity	Normal	Normal
E	Fog condition	During Rainy Season	During Rainy Season
F	Exposure to sun	In maximum length	In maximum length
12	Drainage characteristics of the area indicating Sloppy & drainage in fair	Sloppy & drainage in fair	Sloppy & drainage in fair
13	Length of land sides	NIL	NIL
14	Length of unstable area	NIL	NIL
15	Length of heavy snow clearing.	NIL	NIL
16	Length of marshy & flooded areas.	NIL	NIL
17	Length of positions with loose rocks	NIL	NIL
18	Period required for construction	2 Year (24 month)	2 Year (24 month)
19	Vegetation extent/Type	Normal	Normal
20	Critical Expects		
A.	Village following on or within.	1 to 16.20 km.	1 to 17.20
I	1 km of the alignment	As per L-Section	As per L-Section
II	1 km to 6 km of the alignment	As per L-Section	As per L-Section
21	Important village, town/marketing center connected	Munra, Devikhal, Okhaliya, Kotina Jaspur, Guthere gaon, Riwar Pallu/Walli, Murgara, Mayabhakali, Githiya, Jogira malla, Garkot Talla/Malla, Ghurwadhunga and Bhitakot	Munra, Devikhal, Okhaliya, Kotina Jaspur, Guthere gaon, Riwar Pallu/Walli, Murgara, Mayabhakali, Githiya, Jogira malla, Garkot Talla/Malla, Ghurwadhunga and Bhitakot
22	Economics & Industrial consideration.	1946	1850
1	Population served by alignment.		

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Sl. NO.	ITEM	ALIGNMENT MARKED 1(Red)	ALIGNMENT MARKED 2(Green)
22	Agriculture , potential for development of forest.	Good scope of Fruits , vegetable & cereals	Good scope of Fruits , vegetable & cereals
23	Scope of agriculture and horticulture development.	Good scope of horticulture & agriculture	Good scope of horticulture & agriculture
24	Extent to forest wealth.	Good	Good
25	Prospects of development of minor or any other major development project being taken up in the O.S. Hydro Electrical Project	Nil	Nil
26	Approximate cost of construction.	Rs. 525.00 lacs	Rs. 525.00 Lacs
27	Merits and Demerits		
A.	Merits	1. Less harm to forest 2. Shortest rout to connect all villages. 3. General people in favour of this. 4. Easy construction & less construction cost.	1. harm to forest 2. Longest rout to connect all villages.
B	Demerits	1. General people are in favour of this 1. General people are not in favour of this alignment. 2. During construction damages of land, 2. During construction damages of property 6.50 property & 6.00 km length forest panchat Km, forest panchat land. land.	This road connects 16 villages.
28	Any other useful information (Viz. other important projects being undertaken in the area required for completion of the work.	This road connects 17 villages.	This road connects 16 villages.
29	Recommendation of the Executive Engineer.	Alignment no. 1 marked in red colour is recommended for sanction/approved pl.	Alignment no. 2 marked in green colour is recommended for rejection pl.
30	Order of the Superintending Engineer with reason.		

JE
Provincial Division, P.W.D. Ranikhet
H.Q. - Ramnagar

Asst. Engineer (IV)
Provincial Division, P.W.D. Ranikhet
H.Q. - Ramnagar

Executive Engineer
Provincial Division, P.W.D. Ranikhet
21/6/10