

2.4
प्रपत्र-13

परियोजना का नाम:- जनपद बागेश्वर में शान्ति बाजार-मठखाल-तल्ला डोबा मोटर मार्ग का निर्माण ।

वैकल्पिक संरेखण निरस्त किये जाने का प्रमाण पत्र ।

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

प्रभागीय वनाधिकारी
बागेश्वर वन प्रभाग
बागेश्वर

अधिसूची अभियंता
प्रान्तीय खंड, लो० नि० वि०
बागेश्वर

वन क्षेत्र अधिकारी
जनार्थ वन क्षेत्र (पुरडा)

वन प्रभागीय वनाधिकारी
बागेश्वर

प्रभागीय वनाधिकारी
बागेश्वर वन प्रभाग, बागेश्वर

**ALIGNMENT REPORT OF SANTI BAZAR MATKHAL-TALLADOBA MOTOR ROAD FROM
DHAINA LAKHANI MOTOR ROAD IN KM 8**

Description of items	Alignment No.1 marked in Red color	Alignment No.2 marked in green color	Remarks
2	3	4	5
Main features of Alignments	Start from Km 8 of Dhaina Lakhani. Motor Road	Start from Km 8 of Dhaina Lakhani. Motor Road	
Length of road from starting to terminal point.	3.00 Km	3.00 Km	
Geometric (a) Gradient in different stretches of the alignment. (b) Curves (c) Hair pin bend numbers	1:22R, 1:40R, 1:24R, As per IRC 3.00no	1:24R, 1:40R, 1:20F, As per IRC 4.00no	
Terrain & Soil conditions (a) Geology of the area (b) Road length passing through- (i) Mountainous terrain (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 snowdrifts.	^{over} Hilly area consisting medium rock. H.S. & E&B 2.00 Km 1.00 Km Nil Nil	Hilly area consisting medium rock. H.S. & E&B 1.70 Km 1.30 Km Nil Nil	
Nature of soil (a) Length of reaches with Earth & Boulders. (b) Length of reaches with hard rock/ hard shale. (c) Length of reaches with Medium rock/ Med. shale. (d) Homogeneous rocks.	1.00 Km - 0.50 Km 1.50 Km -	1.00 Km - 1.00 Km 1.00 Km -	
Requirements of Bridges/ Culverts/ Scuppers:- (a) Major bridges. (b) Minor bridges. (i) Total numbers. (ii) Total waterway. (c) Scuppers (R.C.C. slab type) (i) Total numbers. (ii) Range of span. (i) Total waterway.	- - - 24 No 1.00M -	- - - 24 No 1.00M -	

General elevation of road including maximum & minimum heights by mean ascents & descents. (a) Total numbers of ascents & descents. (b) Length of cliffs & gorges.	- -	- -	
Land available (a) Right of way bringing out constraints on account of built up area, monuments & other structures. (b) Approximate area & value of Cultivated. <i>Napland</i> (i) Irrigated. <i>civil Soyam</i> (ii) Un- Irrigated. <i>Reserve Forest</i>	- 4.00 Km 4.100 Km 0.700 Km 12.00 Km 3.000 Km	0.6 Km 1.350 Km 0.20 Km 1.50 Km 3.000 Km	
Existing means of intercommunication mule path, jeep, truck etc	Feet track	Feet track	
Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	Locally available Locally available 10.00 Km 10.00 Km	Locally available Locally available 10.00 Km 10.00 Km	
Facility / Resources. (a).... (b) Dropping zone (c) Food stuff. (d) Lab our local availability & lead for import. (c) Construction materials, timber bamboo, sand, stone, shingle etc. availability and lead involved.	Locally & Nepali Locally	Locally & Nepali Locally	
A.C.C. points indicating possibility of equipment's.	Departmentally & Labours	Departmentally & Labours	
Climatic conditions. (a) Temperature maximum/ minimum. (b) Rainfall average, annual, peak intensity, monthly description to the extent possible. (c) Length of road covered by snow (average & peak) (d) Wind direction. (e) Fog conditions. (f) Exposure to sun.	Max 35 ⁰ c, Min 4 ⁰ c 10.00 cm Avg. 100mm Nil East-West Foggy Sunny Area	Max 40 ⁰ c, Min 4 ⁰ c 10.00 cm Avg. 100mm Nil East-West Foggy Sunny Area	
Drainage characteristic of the area indicating susceptibility of damages.	Fair	Fair	
Length of land slides.	Nil	Nil	
Length of heavy clouding.	Nil	Nil	
Length of marshy or flooded area.	Nil	Nil	
Length of portions with loose rock.	Nil	Nil	

Period required for construction.	1 year	1 year	
Vegetation extent type.	Mix	Mix	
Political aspects (villages falling within population)			
a) 1 st Km of the alignments.	Shanti Bazaar	Shanti Bazaar	
b) 2 nd Km of the alignments	Katarmal	Katarmal	
c) 3 rd Km of the alignment.	Doba Matkhaal	Doba Matkhaal	
d) 5 th Km to 6 th Km alignment.			
e) 7 th Km to 7.75 th Km alignment			
Strategic considerations.	Fair	Fair	
Economical & Industrial considerations.	Good	Good	
(a) Population served by the alignment.	More than 500	More than 500	
Recreational potential for development.	Fair	-	
Scope of agricultural & horticultural development.	Fair	-	
Extent of forest wealth.	1.20 Km	1.20 Km	
Approximate cost of each alignment.	Rs. 155.40 Lacs	Rs. 155.40 Lacs	
Merits/ Demerits			
(i)	Development,	Duvet Cultivated land	
(ii)	Transportation		
Any other important information v.i.s. Other important projects being undertaken in the area required for completion of the work.	Local Public also demand this alignment	Local Public not agree with this alignment	

Recommendation of Executive Engineer:-

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

Junior Engineer

Assistant Engineer

अधिरासी अभियन्ता
प्रमुख खण्ड लो०नि०वि०
बागेश्वर
Executive Engineer

Approval of Superintending Engineer.

Superintending Engineer.

Alignment No. 1 shown with red colour is approved as recommended by E.E.

अधीक्षण अभियन्ता
सिविल वृत्त, लो०नि०वि०
बागेश्वर
11/9/08