

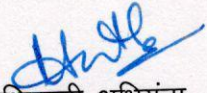
2.4
प्रपत्र-13

परियोजना का नाम:- राज्य योजना के अन्तर्गत जनपद बागेश्वर में रावतसेरा-डोबरगड़ा
धारी-मध्या-रैतोली 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


अधिसासी अभियंता
प्रान्तीय खंड, लो0नि0वि0
बागेश्वर 22/09/11

Alignment Report.

Name of work: Rawalsere - Dobargach - Dhari - Modhya - Patal Motar Road.

SL No.	Description of items	Alignment No.1 marked in Red color	Alignment No.2 marked in green color	Remarks
1	2	3	4	5
1	Main features of Alignments	Start from Banspatan - Rawalsere motor road km 2	Start from Banspatan - Rawalsere motor road km - 0.2	
2	Length of road from starting to terminal point.	5.0 KM	5.0 KM	
3	Geometric (a) Gradient in different stretches of the alignment. (b) Curves (c) Hair pin bend numbers	1:22, 1:20, 1:40, 1:18, 1:24, As per I.R.C. 5 No.	1:22, 1:20, 1:18, 1:40, 1:16, As per I.R.C. 7 No.	
4	Terrain & Soil conditions (a) Geology of the area (b) Road length passing through- (i) Mountainous terrain (Cross slope 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.	Nonland, Civil land 1.0 KM. 3.0 KM. 1.0 KM NIL	Nonland, Civil land, 1.0 KM. 3.0 KM 1.0 KM. NIL	
5	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.	NIL 1.0 KM. 4.0 KM. NIL	NIL 1.0 KM 4.0 KM NIL	
6	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. (iii) Total waterway.	NIL NIL 40 No. 1.0 m span NIL	NIL NIL 50 No. 1.0 m span NIL	
7	General elevation of road including maximum & minimum heights by mean ascents & descents. (a) Total numbers of ascents & descents. (b) Length of climb &	NIL	NIL	

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	gorges.	NIL	NIL	
8	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) Irrigated. (ii) Un- Irrigated.	NIL NIL 5.0 KM	NIL NIL 5.0 KM	
9	Existing means of intercommunication mule path, jeep, truck etc.	Mule path	Mule path	
10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead (i) Sand (ii) Stone.	Local Local 3.0 KM. 3.0 KM	Local Local 2.0 KM 3.0 KM	
11	Facility / Resources. (a) (b) Dropping zone (c) Food stuff. (d) Lab our local availability & lead for import. (e) Construction materials, timber bamboo, sand, stone, shingle etc. availability and lead involved.	NIL Locally & Nepali Locally	NIL Locally & Nepali Locally	
12	A.C.C. points indicating possibility of equipment's.	Departmentally & Labours	Departmentally & Labours	
13	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.	35°C/4°C 10.0 CM Avg. NIL East - West NIL Sunny area	35°C/4°C 10.0 CM Avg. NIL East - West NIL Sunny area	
14	Drainage characteristic of the area indicating susceptibility of	Fair	Fair	

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15	Length of land slides.	NIL	NIL
16	Length of heavy clouding.	NIL	NIL
17	Length of marshy or flooded area.	NIL	NIL
18	Length of portions with loose rock.	NIL	NIL
19	Period required for construction.	1 Year	1 Year
20	Vegetation extent type.	Mix	Mix
21	Political aspects (villages falling within population) (a) 1 st Km of the alignments. (b) 2 nd Km of the alignments. (c) 3 rd Km to 4 th Km of the alignment. (d) 5 th Km to 6 th Km alignment. (e) 7 th Km to 7.75 th Km alignment	Talla-Dhari Dhatiyadunga Malk-Dhari, Raitoli	Talla-Dhari Dhatiyadunga Malk-Dhari, Raitoli
22	Strategic considerations.	Fair	Fair
23	Economical & Industrial considerations. (a) Population served by the alignment.	NIL 500	NIL 500
24	Recreational potential for development.	Fair	Fair
25	Scope of agricultural & horticultural development.	Much Scope	Much scope
26	Extent of forest wealth.	NIL	NIL
27	Approximate cost of each alignment.	230.0 lac	230.0 lac
28	Merits/ Demerits (i) (ii) (iii) (iv)	Easy grade, connected maximum population, less trees all villagers are agree for this alignment	High grade & maximum trees low population served by this alignment & villagers are not agree for this alignment
29	Any other important information v.i.s. Other important projects being undertaken in the area required for completion of the work.	Local public demand this alignment	Local public not demand this alignment

Recommendation of Executive Engineer:-

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

Junior Engineer

Assistant Engineer

अधिकांशी अधिकारी
प्रमुख खण्ड लो० नि० वि०
बागेश्वर

Approval of Superintending Engineer.

Photo Copy Attested

Assistant Engineer
P.D.P.W.D. Bageshwar
24/9/15

Superintending Engineer.

Alignment No. 1. Shown with red col
approved as recommended by EG.

अधिकांशी अधिकारी
सिमेंट वृत्त, लो० नि० वि०
24/9/15
बागेश्वर