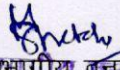


परियोजना का नाम:- जनपद बागेश्वर के विधानसभा क्षेत्र बागेश्वर के अन्तर्गत स्याली से इड़िया-मनाखेत मोटर मार्ग का विस्तार कार्य।

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 बन्नाधिकारी
बागेश्वर बन्ना प्रभाग
बागेश्वर

अधिशाली अभियंता
प्रान्तीय सड़क विभाग
बागेश्वर
प्रान्तीय खण्ड लो0नि0वि0
बागेश्वर

COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT OF Syali-Ediya-Manakhet Motor Road

SL No.	Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in Blue color)
1	2	3	4
1	Details of various topography of the area:- (a) Main feature of the alignment description of the alignment.	This alignment start from K.m 2.00 of Dangoli Syali Chhatiya -Harinagri Kulaun Motor road to Syali-Ediya-Manakhet Motor Road	This alignment start from K.m 2.00 of Dangoli Syali Chhatiya -Harinagri Kulaun Motor road to Syali-Ediya-Manakhet Motor Road
2	Length of the alignment (from starting point to sanctioned length)	6.000 Km.	6.500 Km.
3	Geometric:- (a) Gradient of different stretches of the alignment	1:24F IN (Km. 0.000 to 0.200) LEVEL IN (Km. 0.200 to 0.400) 1:60F IN (Km. 0.400 to 0.550) LEVEL IN (Km. 0.550 to 0.575) 1:20R IN (Km. 0.575 to 0.600) 1:40F IN (Km. 0.600 to 0.650) 1:20R IN (Km. 0.650 to 1.000) 1:40R IN (Km. 1.000 to 1.050) 1:20R IN (Km. 1.050 to 1.800) LEVEL IN (Km. 1.800 to 2.000) 1:120R IN (Km. 2.000 to 2.350) 1:20R IN (Km. 2.350 to 2.800) LEVEL IN (Km. 2.800 to 3.175) 1:20 R IN (Km. 3.175 to 3.750) 1:40 F IN (Km. 3.750 to 3.900) 1:24 F IN (Km. 3.900 to 4.400) 1:24 R IN (Km. 4.400 to 4.600) LEVEL IN (Km. 4.600 to 4.625) 1:22 R IN (Km. 4.625 to 5.100) Level IN (Km. 5.100 to 5.200)	1:15 F IN (Km. 0.000 to 0.300) LEVEL IN (Km. 0.300 to 0.400) 1:18F IN (Km. 0.400 to 0.600) 1:11R IN (Km. 0.600 to 0.625) 1:17R IN (Km. 0.625 to 0.650) 1:40R IN (Km. 0.650 to 0.700) 1:15R IN (Km. 0.700 to 1.000) 1:18R IN (Km. 1.000 to 1.200) 1:40R IN (Km. 1.200 to 1.250) 1:18R IN (Km. 1.250 to 1.400) 1:17R IN (Km. 1.400 to 1.700) LEVEL IN (Km. 1.700 to 1.800) 1:15R IN (Km. 1.800 to 2.000) 1:40R IN (Km. 2.000 to 2.050) 1:20R IN (Km. 2.050 to 2.300) 1:15R IN (Km. 2.300 to 2.500) 1:40 R IN (Km. 2.500 to 2.550) 1:17 R IN (Km. 2.550 to 2.800) LEVEL IN (Km. 2.800 to 2.900) 1:15R IN (Km. 2.900 to 3.000)

Photo Copy Attested

Assistant Engineer
P.D.P.W.D Bageshwar

Item work		Alignment No. 1 (marked in red color)	Alignment No 2 (show in Blue color)
1	2	3	4
		1:24 F IN (Km. 5.600 to 6.000)	1:12R IN (Km. 3.100 to 3.300)
			1:40R IN (Km. 3.300 to 3.350)
			1:15R IN (Km. 3.350 to 3.500)
			LEVEL IN (Km. 3.500 to 3.550)
			1:17R IN (Km. 3.550 to 3.700)
			1:15F IN (Km. 3.700 to 4.000)
			1:18F IN (Km. 4.000 to 4.300)
			1:15R IN (Km. 4.300 to 4.500)
			LEVEL IN (Km. 4.500 to 4.525)
			1:17R IN (Km. 4.525 to 4.800)
			1:40R IN (Km. 4.800 to 4.850)
			1:15R IN (Km. 4.850 to 5.000)
			LEVEL IN (Km. 5.000 to 5.100)
			1:18R IN (Km. 5.100 to 5.400)
			1:17R IN (Km. 5.400 to 5.600)
			1:15F IN (Km. 5.600 to 6.000)
			1:40F IN (Km. 6.000 to 6.200)
			1:20F IN (Km. 6.200 to 6.400)
			1:20F IN (Km. 6.400 to 6.500)
		(Km. 0.600 to 0.650)	(Km. 1.200 to 1.250)
		(Km. 1.000 to 1.050)	(Km. 2.000 to 2.050)
			(Km. 2.500 to 2.550)
			(Km. 6.150 to 6.200)
	(b) Curves and H.P. bands	2Nose H.P. Bands in 1:120	
		Min Radios of curve 15 M	2Nose H.P. Bands in 1:120
		Min Radios of curve 15 M	Min Radios of curve 15 M
4	Terrain soil condition :-		
	1. Geology of area		

Photo Copy Attested

Assistant Engineer
P.D.P.W.D. Bageshwar

Item work		Alignment No. 1 (marked in red color)	Alignment No 2 (show in Blue color)
1	2	3	4
	1. Road length passing through		
	(a) Mountainous terrain (cross slope 25%-60%)	4000 M.	3500 M.
	(b) steep terrain (cross slope more then 60%)	2000 M.	2500 M
	(c) Rocky Stretches with indication of length in loose rock stretch	Nil	500 M
	(d) Area subjection to avalanches/ snow drifts.	Nil	Nil
	Nature of soil:-		
5	i- Length of reaches with E & B	3500 M	3000 M
	ii- Length of reaches with medium rock/shale	1500 M	2000 M
	iii- Length of reaches with V.H.R/V.V.H.R shale	1000 M	1500 M
	iv- Length of reaches with home rock shale	Nil	Nil
6	Bridge Requirement:-		
	(a) Bridge	-	-
	(b) Total nose	3Nose	3Nose
	(c) Range of span	12m Span,+9m Span,+12m Span,	15m Span,+12m Span,+15m Span,
	(d) total water way	21M	28m
7	Major bridge:-	-	-
	(a) General elevation of the road indication maximum and minimum heights negotiated by main ascends and descend	-	-

Photo Copy Attested

RA

Assistant Engineer
P.D.P.W.D Bageshwar

Item work		Alignment No. 1 (marked in red color)	Alignment No 2 (show in Blue color)
1	2	3	4
	(b) Total no. ascends and descends length of cliff.	-	-
8	(a) Right of way bringing out construction on account of built up Area Mountains other structure.	9.00 M	9.00 M
	(b) Approximate area and value:	5.40 Hec.	6.30 Hec.
	(c) Cultivated	2.79 Hec	3.96 Hec
	(d) Irrigated	-	-
	(e) Unrelated	-	-
	(f) Forest / Benap Land	2.81 Hec	2.34 Hec
	(g) Tree		
9	(a) Existing means of other communication as mule path jeep truck etc.	Mule path & Bridle Road	Mule path & Bridle Road
	(b) Relation of proposed alignment with existing under construction road.		Photo Copy Attested 
10	(a) Availability of road construction materials	30 to 40% stone may be available along the alignment	25% stone may be available at site
	(b) Location of quarries	Nil	Nil
	(c) Average lead	Nil	Nil
	Facilities resources:	Garur, Tharali, Shomeshawr, Bageshwar	Garur, Tharali, Shomeshawr, Bageshwar
11	(d) landing ground	-	-
	(e) dropping zone		
	(f) food stuffs	Wheat, Rise, Orange, Malta Apple	Wheat, Rise, Orange, Malta Apple
	(g) Labour local availability and need for import	Local labours are available a distance of 25 Km. by Motor Road, Yes	Local labours are available a distance of 25 Km. by Motor Road, Yes
	(h) construction material timber bamboo sand stone and shingle etc extent of this availability & need involved	stone available site and sand available at a distance of 30 Km. by Motor Road	Local labours are available stone available site and sand available at a distance of 30 Km. by Motor Road

Alignment No. 1 (marked in red color)		Alignment No 2 (show in Blue color)	
1	2	3	4
12	Access point indicating possibilities of achievement	-	-
13	Climatic condition:-		
	(d) Temperature monthly max & min. reading.	App. max 35 ⁰ c Min 1 ⁰ C	App. max 35 ⁰ c Min 1 ⁰ C
	(a) Rain fall data average annual/ peak intensity monthly distribution to extent available length of road covered by snow and period.	Not observed	Not observed
	(b) Wind direction	East to West	East to West
	(c) Fog condition	-	-
	(d) exposure of sun	Sunny face	Sunny face
14	Length of land slide	-	500 M
15	Length of unstable area	-	100 M
16	Length of heavy clearing	-	-
17	Length of mardy & flooded area	-	-
18	Length & position of home rock	-	-
19	Period required for construction	2 Years	2 Years
20	Vegetation extent type		
21	Political aspects:		
	(a) Village falling on within 2.00 km of alignment	Syali, Ediya	Syali, Ediya
	(b) Village falling on within 6.00 km of the alignment	Manakhet	Manakhet
22	Important village town market connected:- Strategic consideration	Dangoli, Garur, Gawaldam, bageshwar,	Dangoli, Garur, Gawaldam, bageshwar,
23	Economic and industrial consideration		
	1: Population served by alignment	301	301

Item work		Alignment No. 1 (marked in red color)	Alignment No 2 (show in Blue color)
1	2	3	4
24	Recreational potential and potential for development of tourism-	Yes	Yes
25	Scope for agriculture and horticulture development	The area is rich in horticulture development	The area is rich in horticulture development
26	Extent of forest wealth	Timber is available	Timber is available
27	Prospect of development project being taken up in the area e.g. hydroelectric project.	-	-
28	Approximate cost of each alignment	Rs.279.60+99=378.60 lacs	302.90 +126=428.90lacs
29	Merits and demerits:-	i- Length of road -6.000 Km	i- Length of road -6.500 Km
		ii- No. of village benefited -3 Nos.	ii- No. of village benefited -3 Nos.
		iii- type of land -	iii- type of land -
		Nap- 2.79 Hec	Nap- 3.96 Hec
		Civil forest Benap- 2.81 Hec	Civil forest Benap- 2.34 Hec
30	Any other useful information (via. other important project being under taken in the area required for construction of the work)	Bridge Required - 3No	Bridge Required - 3No
		Sanction Length- 6.000 Km.	Sanction Length- 6.000 Km.
		Nil	Nil
31	Recommendation of the Executive Engineer	Alignment No. 1	Photo Gopy Attested Assistant Engineer P.D.P.W.D Bageshwar

Junior Engineer
P.D.P.W.D
Bageshwar

Assistant Engineer
P.D.P.W.D
Bageshwar

Executive Engineer
P.D.P.W.D
Bageshwar

जायदास्ती अधिनियम को संशुद्धि के आधार पर सुमारेखा न. ७१ जो लागू रोज़ से प्रवर्धित है, को अनुमोदित किया जाता है।
27.12.18