COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT

कार्य का नामः— जनपद अल्मोड़ा के अन्तर्गत विधानसभा क्षेत्र सोमेश्वर से ग्राम निरई तक मोटर मार्ग का नव निर्माण। (प्रथम चरण)

		ALIGNMENT	
S.L. No.	ITEMS	No.1 Marked in red colour	No. 2 marked in Green colour
1	2	3	4
1	Details of route vis-à-vis topography of the area main features and discrepancy of the alignment	Alignment Start from Nirae Motor Road at km. 1.800 and end from Supakote Village	Alignment Start from Nirae Motor Road at km. 1.800 and end from Supakote Village
	Length of alignment from the starting to the terminal point.	3.200 Km.	3.475 Km.
3 a.	GEOMETRICS Gradient in different stretches of alignment	0/0 - 0/2 - 1:20F 0/2 - 0/3 - Level 0/3 - 0/20 - 1:24R 0/20 - 0/22 - 1:40R 0/22 - 0/30 - 1:60R 0/30 - 0/32 - Level 0/32 - 0/37 - 1:20F 0/37 - 0/39 - Level 0/39 - 1/10 - 1:24F 1/10 - 1/34 - Level 1/34 - 1/36 - 1:20R 1/36 - 2/6 - Level 2/6 - 2/10 - 1:30F 2/10 - 2/28 - 1:30F 2/20 - 2/28 - 1:30F 2/28 - 3/4 - Level 3/4 -3/8 - 1:24F	0/0 - 0/2 - 1:24R 0/2 - 0/3 - Level 0/3 - 0/20 - 1:24R 0/20 - 0/22 - 1:40R 0/22 - 0/30 - 1:60R 0/30 - 0/32 - Level 0/32 - 0/37 - 1:20F 0/37 - 0/39 - Level 0/39 - 1/10 - 1:24F 1/10 - 2/4 - Level 2/4 - 2/6 - 1:60R 2/6 - 2/10 - 1:12R 2/10 -2/12 - 1:40R 2/12 -2/14 - Level 2/14 - 2/18 - 1:30F 2/18 -2/28 - Level 2/28 -2/36 - 1:30F 2/36 -3/12 - Level
b.	Curves, hair pin bends etc.	1 Nos H.P. Bend	3/12 -3/16 - 1:24F 3 Nos H.P. Bend
4.	 Terrain & Soil Condition (a) Geology of the area (b) Road length passing through cultivated land barren land (i) Mountain terrain cross slope from 25° to 60° (ii) Steep terrain (iii) Rocky stretches with indication of the length in loose rock stretches. (iv) Area subject to avalanches and snow drifts. 	Earth and Boulder to V.H.R 100% 3.200 Km. NIL NIL NIL	Earth and Boulder to V.H.R 100% 3.475 Km. NIL NIL NIL
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		(a) Temperature Max and Minimum(b) Rain fall data-average annual peak intensities monthly distribution (to the extent available) length of road curved	Not avaibalable	Not avaibalable
		by snow average period. (c) Wind direction and velocities	From the South, With normal Velocity	From the South, With normal Velocity
		(d) Fog condition	Often in rainy season	Often in rainy season
		(e) Exposure to sun	Well exposed to Sun	Well exposed to Sun
		(f) Drainage characteristics of the area including susceptibility of damages	Good natural drainage hence Susceptibility to damage in minimum.	Good natural drainage hence Susceptibility to damage in minimum
	14	length of land slides	Nil	Nil
	15	Length of unstable area.	Nil	Nil
	16	Length of heavy clearing	Nil	Nil
	$\overline{17}$	Length of marshy or flooded area.	Nil	Nil
	18	Length of portion with loose rocks.	Nil	Nil
	19	Vegetation extent /type	Small trees ,with ordinary bushes.	Small trees ,with ordinary bushes.
	20	Period required for construction	1 Year	1 Year
	20	Political aspect	The area will be connected with distt. Headquarter.	The area will be connected with distt. Headquarter
	22	Village falling on/or within Alignment	n feta	fa contra
	A	Village on or within		D D.
	$\frac{\Lambda}{1}$	1 Km. of the alignment		Junto
	2	2 Km. to 4.00 Km. of the alignment	स्टाय	ह आंभयन्ता,
	$\frac{2}{3}$	Name of important village town,		ve, clofeofte
	5	marketing centre other centers		17G [8]
· · · ,	23	Strategic condition	Better Communication	Better Communication
	4	Economics & Industrial Consideration	Normal	Normal
*	25	Population served by the alignment	Approximate	Approximate
÷	26	Recreational potential & Potential for development of tourism	Good -	Good
	27	Scope of Agriculture & horticulture development	Seasonal fruits and vegetables	Seasonal fruits and vegetables
	28	Extent of Forest wealth	Good	Good
	29	Possibility of development of minor or any other major development project being taken up (e.g. Hydro Electricity Project)	Not Know	Not Know
	30	Project) Approximate cost of construction of each alignment.	After Estimation	After Estimation
	31	Marits and Dimerits.	1-Better road Transpiration 2-Minimum length required to	 1 - Not good Transportation 2 - Maximum length require to
	8		reach. 3-All Villagers are agreed with this alignment.	reach. 3- some Villagers are objecting this alignment due
			िर्दाह गिर्मा मानियाला, जिन्द्र सीटनिटमि	
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		4-Less cost of constructions	to effecting the Residential
		required .	Building.
1		5-Working period available whole	4- More Cost required to
	. b.	year except rainy season.	construction
		6- Less no of H.P. Bend 07 No.	5- Working period will be
		а. С	more required due to villagers objection.
			6-maximum no of H.P. Bend
			06 No.
		Viewing the Served population from	1-More Nap land is affected
		the alignment no demerits are there.	2-Uneasy road Transpiration
	Demerits	5	3- More cost of constructions
			required.
1			4- Build up area to be
			affected.
			5- All Villagers are not
8			agreed to this alignment
32	Relation of proposed alignment with	As a branch road	As a branch road
	existing Road		
33	Position of Quarry	Stone available from hill side	Stone available from hill side
		cutting.	cutting .
34	Any other useful information Vis		C l mars
	other important project being under	Cash crops.	Cash crops .
	area required from completion of the		
	work.	a i i i i c hath	Alignment cannot be
35	Recommendation of Executive	Comparing the merits of both alignments Alignment No. 1	Alignment cannot be recommended Shown is green
	Engineer.	alignments. Alignment No. 1 marked with red colour is	colors as per index plan.
		recommended due to less cost of	colors as per maex plan
		construction & All Villagers are	2.00 A
		agreed with this alignment	जोगे अति. सन्यपिते
	Orders of Superintending Engineer		. Art
	with reasons.		शहायक आंभयन्ता.
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