

## COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT

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

S.L. No.	ITEMS	ALIGNMENT	
		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
2	Length of alignment from the starting to the terminal point.	3.200 Km.	3.475 Km.
3	GEOMETRICS		
a.	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 - 2/20 - Level 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 3/12 - 3/16 - 1:24F
b.	Curves, hair pin bends etc.	1 Nos H.P. Bend	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

सहायक अभियन्ता,  
निर्माण विभाग, लो.वि.वि.  
अल्मोड़ा

सहायक अभियन्ता,  
विशेष विभाग, लो.वि.वि.  
अल्मोड़ा

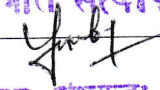
5	Nature of soil (a) length or reaches with earth and boulders. (b) length or reaches with ordinary rock. (c) length or reaches with hard rock. (d) length or reaches with V.H.R & shale. (e) length or reaches with Ex. Hard rock/shale	60% 30% 10% -	60% 25% 15% -
6	Bridging Requirement Minor bridge / Causeway a- Total number b- Range of span c- Total water way	Nil	Nil
7	General elevation of road (a) indicating max. & min. height negotiated by min. assents & descents (b) Total nos. of ascents & descents (c) Length of cliffs and gauges.	- As per enclosed L -Section NIL	- As per enclosed L -Section NIL
8	Right of way bringing out constraints of built up monuments. Approximate area & value (a) Cultivated (b) Irrigated (c) Un Cultivated (d) Un-Irrigated	As per enclosed L -Section	As per enclosed L -Section
9	Existing means of inter communication (a) Mule path jeep track (b) Relation of proposed alignment with existing under construction road.	proposed Alignment Start from Almora-Barechhina-seraghat Motor road in Km 21	Alignment Start from Almora-Barechhina-seraghat Motor road in Km 21
10	Availability of road construction material (a) Location of quarry (b) Average lead	Expected on the road alignment but best position can be know after hill side cutting	Expected on the road alignment but best position can be know after hill side cutting
11	Facilities Resources (a) landing -ground (b) dropping zone (c) food stuffs and slides. (d) labour local availability and need for import. (e) construction material timber, sand, stones, single etc-extent to their availability and lead involved.	NIL NIL Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available, single & sand from Kosi river crushed material from nearest crusher	NIL NIL Wheat Madwa-Jhangora and fruits Local labour and Nepali labour also available Timber, stone available, single & sand from Kosi river crushed material from nearest crusher
12	Access points indicating possibility of induction of equipment.	Haldwani	Haldwani
13	Climatic Condition		


नोटो प्रति मृत्युपित

सहायक जलपम्पना,  
बिराज लण्ड, धो.नि.वि.  
बन्नेबारा




	(a) Temperature Max and Minimum (b) Rain fall data-average annual peak intensities monthly distribution (to the extent available) length of road curved by snow average period. (c) Wind direction and velocities (d) Fog condition (e) Exposure to sun (f) Drainage characteristics of the area including susceptibility of damages	Not available  From the South, With normal Velocity  Often in rainy season  Well exposed to Sun  Good natural drainage hence Susceptibility to damage in minimum.	Not available  From the South, With normal Velocity  Often in rainy season  Well exposed to Sun  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
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
21	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	<p>समय निश्चित</p> <p>सहायक अभियन्ता,</p> <p>विशेष बट, लो. नि. नि.</p> <p>मन्दावा</p>	
A	Village on or within		
1	1 Km. of the alignment		
2	2 Km. to 4.00 Km. of the alignment		
3	Name of important village town, marketing centre other centers connected	-----	-----
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	Approximate cost of construction of each alignment.	After Estimation	After Estimation
31	Merits and Demerits.	1-Better road Transpiration 2-Minimum length required to reach. 3-All Villagers are agreed with this alignment.	1- Not good Transportation 2- Maximum length require to reach. 3- some Villagers are objecting this alignment due

		4-Less cost of constructions required . 5-Working period available whole year except rainy season. 6- Less no of H.P. Bend 07 No.	to effecting the Residential Building. 4- More Cost required to construction. - 5- Working period will be more required due to villagers objection. 6-maximum no of H.P. Bend 06 No.
	Demerits	Viewing the Served population from the alignment no demerits are there.	1-More Nap land is affected 2-Uneasy road Transpiration 3- More cost of constructions required. 4- Build up area to be affected. 5- All Villagers are not agreed to this alignment
32	Relation of proposed alignment with existing Road	As a branch road	As a branch road
33	Position of Quarry	Stone available from hill side cutting .	Stone available from hill side cutting .
34	Any other useful information Vis other important project being under area required from completion of the work.	Cash crops.	Cash crops .
35	Recommendation of Executive Engineer.	Comparing the merits of both alignments. Alignment No. 1 marked with red colour is recommended due to less cost of construction & All Villagers are agreed with this alignment	Alignment cannot be recommended Shown is green colors as per index plan.  <b>प्रति प्रति स्वीकृत</b>  <b>सहायक अभियन्ता,</b> <b>विभाग जम्हा, बां.नि.वि.</b> <b>बल्लोडा</b>
	Orders of Superintending Engineer with reasons.		


  
Signature  
J.E  
PWD

  
Signature  
A.E  
PWD

  
Signature  
E.E  
PWD

Signature  
S.E  
PWD

"कमाल" मरि. सी संस्कार के माध्यम पर, समस्त सारंग-01 को मरि. सी से स्वीकृत किया जा रहा है।

  
25/11/20  
25/11/2020