

DETAIL OF TOPOGRAPHY OF ALIGNMENT

Name of Road :- अनुसूचित जाति उपयोजना के अन्तर्गत जनपद नैनीताल में जिन्नौली तडी से सकदीना तक मोटर मार्ग निर्माण। (लम्बाई- 6.650 कि०मी०)

S.N.	Point of Topography of the Road	Allignment No (1)	Allignment No (2)
1	Main features and Description of Alignment	This alignment started from Km.3 of Simalkha-Sakdina motor road and connects villages Sakdina,Patori,Jinoli. and Tarhi.	This alignment started from Km.3 of Simalkha-Sakdina motor road and connects villages Sakdina,Patori,Jinoli. and Tarhi.
2	Length of the alignment from starting to terminal point	6.650 Km.	7.500 Km.
3	Geometries:- (I) Gradient in different stretches (ii)Curves and hairpin bends etc.	1:24R,1:40R,&1:24R 10 No	1:20R,1:24R,&1:18R 13 No
4	Terrain soil conditions:- (I) Geology of area (ii) Road length passing through (a) Mountainous terrain (cross slop from 25% to 40 %) (b)Mountainous terrain (cross slop from 40% to 70%) (c)Rocky stretches with indicating of length in loose stretches (d) Snow bound area	Hill area 4.000Km. 2.650Km. 0.500 km.,3.000 Km. Nil	Hill area 3.800Km. 2.850Km. 0.400 km.,3.000 Km. Nil
5	Nature of soil :- (I) Length of reaches with earth & boulder (ii) length of reaches with medium rock/shale (iii) Length of reaches with hard rock/shale (iv) Length of reaches with homogeneous rock	2.500Km. 3.000Km. 1.150Km. Nil	1.500Km. 3.000Km. 2.150Km. Nil
6	Requirement of bridges: 1-Minor Bridges (a) Total No. (b) Span (c)Total water ways 2-Major Bridges (a) Total No. (b) Span (c)Total water ways	Nil Nil 4No.(2N0 Causeways incl.) Nil N.A. Nil	Nil Nil 6No.(3N0 Causeways incl.) Nil N.A. Nil
7	General elevation of the road (i) Indicating maximum and minimum height negotiated by main ascends and descends (ii)Total No. of ascends & descends (iii)Total No. of cliffs & gorges	1300-1500Mts. 6 1No.	1500-1700Mts. 7 1No.

Add. Assistant Engineer

Assistant Engineer

Executive Engineer


S.N.	Point of Topography of the Road	Alignment (1)	Alignment(2)
8	(a) Right of way bringing out construction on account of built up area, mountains and other structure.	Total Mountain Area	Total Mountain Area
	(b) Approximate area and value.		
	(i) Cultivated land	1.650 Km.	1.000 Km.
	(ii) irrigated	1.000 Km.	1.500 Km.
	(iii) Unirrigated	4.000 Km.	4.150 Km.
9	(a) Existing means of inter communications, sub path, Geep, track etc.	Bridle path, Mule track	Bridle path, Mule track
	(b) Relation of proposed alignment with exiting, under construction road.	This alignment connect to Simalka-Sakdina M/Road	This alignment connect to Simalka-Sakdina M/Road
10	(a) Availability of road construction material.	Stone will be available from hill side cutting	Stone will be available from hill side cutting
	(b) Location of quarries	Haldwani	Haldwani
	(c) Average lead	(a)3.000Km(b)90.000Km.	(a)3.000Km(b)90.000Km.
11	(a) Facilities/resources		
	(i) Landing ground	Nil	Nil
	(ii) Dropping zones	Nil	Nil
	(iii) Food stuffs	Local food grain available	Local food grain available
	(iv) Labour (locally available or need of import)	As per contract basis (Locals & Napalis)	As per contract basis (Locals & Napalis)
	(v) Construction material -timber bamboos, stone etc.	Stone & sand locally available, grit from Haldwani &Lalkuon quarry.	Stone & sand locally available, grit from Haldwani &Lalkuon quarry.
12	Access points: Indication possibilities of inductions of equipment	Rati Ghat- Betal Ghat Motor road.	Rati Ghat- Betal Ghat Motor road.
13	Climatic condition		
	(a) Temperature Maximum and minimum	Max.(35 ⁰),Min.(10 ⁰)	Max.(35 ⁰),Min.(10 ⁰)
	(b) Rain fall dates wind direction velocity	June - September 6 to 7 hour during clear weather	June - September 6 to 7 hour during clear weather
	(c) Exposed of sun	North-West	North-West
	(d) Drainage characteristic of area, indicating susceptibility of drainage	Minor damages may occur during the rainy season.	Minor damages may occur during the rainy season.
14	Length of land slides	Nil	Nil
15	Length of unstable area	200 M	200 M
16	Length of heavy clearing	Nil	Nil
17	Length of marshy or flodded area	Nil	Nil


Add. Assistant. Engineer

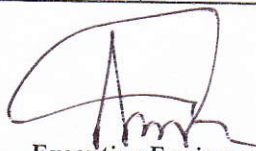
Assistant Engineer

Executive Engineer

S.N.	Point of Topography of the Road	Alignment (1)	Alignment (2)
18	(a) Important villages, towns, market ing center and commercial center	Sakdina, Patori, Jinoli.	Sakdina, Patori, Jinoli.
	(b) Length of portion with loose rocks villages following with	Betal Ghat	Betal Ghat
	(i) 1st Km. Of the alignment	200M.	200M.
	(ii) 1st Km. to 5th Km. of alignment	Nil	Nil
19	Period required for construction	Two year	Two year
20	Vegetation	Grass and bushes, Chir wood trees.	Grass and bushes, Chir wood trees.
21	Political aspects	Nil	Nil
22	Strategic conditions	Crops, vegetable & Fruit etc	Crops, vegetable & Fruit etc
23	Economic and Industrial (I) Population secured by the alignment	App.450 Total Population	App.450 Total Population
24	Recreational potential and development of tourism	Yes	Yes
25	Scope of agriculture of horticulture Development	Road construction will encourage development of Tourism, horticulture & agriculture. Locally produced fruits & vegetables will reach to the market easily. Less Distance to Thesil & Distt Head quarter.	Road construction will encourage development of Tourism, horticulture & agriculture. Locally produced fruits & vegetables will reach to the market easily. Less Distance to Thesil & Distt Head quarter.
26	Exploitation of forest wealth	Nil	Nil
27	Aspects of development of minor and major hydroelectric projects	Nil	Nil
28	Approximate cost of construction	210.00 Lac.	250.00 Lac.
29	(a) Merits (b) Demerits	1. Development of area, connects all nearby villages of above 450 population in total. 2. Shortest route to Thesil & Distt Headquarter During construction damage some property, & vegetation.	1. Development of area, connects all nearby villages of above 450 population in total. 2. Shortest route to Thesil & Distt Headquarter During construction damage some property, & vegetation.
30	As other useful information, other important project etc. being area required completion of the work	This M/R will be shortest route for these villages to connect Thesil & Distt head quarter, Parallel along the Koshi river.	This M/R will be shortest route for these villages to connect Thesil & Distt head quarter, Parallel along the Koshi river.
31	Recommendation of the Executive Engineer.	In consideration of all the above aspects of the work, Alignment (1) shown in red color seems to be most suitable and is, therefore, Recommended for approval.	In consideration of all the above aspects of the work, Alignment (2) shown in Blue color seems to be not suitable and is, therefore, Rejected.
32	Order of Superintending Engineer		


Add. Assistant Engineer


Assistant Engineer


Executive Engineer