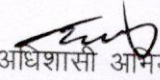



परियोजना का नाम:- जनपद बागेश्वर के विधानसभा क्षेत्र बागेश्वर के अन्तर्गत बागेश्वर से छतीना तक मोटर मार्ग निर्माण।

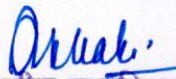
वैकल्पिक संरेखण निरस्त किये जाने का प्रमाण पत्र।

प्रमाणित किया जाता है कि परियोजना हेतु विभिन्न उपलब्ध विकल्पों पर विचार किया गया व वर्तमान विकल्प को सर्वदा उपयुक्त पाया गया।

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बागेश्वर वन प्रभाग
बागेश्वर


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प्रान्तीय खंड, लो.नि.वि.
अधिशाली अभियंता
बागेश्वर
प्रान्तीय खंड लो.नि.वि.
बागेश्वर


वन क्षेत्राधिकारी
बागेश्वर वन क्षेत्र

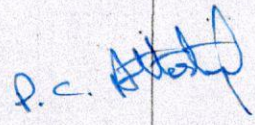


प्रभागीय वनाधिकारी
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बागेश्वर

ALIGNMENT REPORT

15

Name of Work- Alignment Report of Bageshwar chhatina Motor 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 Km 01 of Kanda Faltaniya Motor Road	Start from Km 01 of Kanda Faltaniya Motor Road	
2	Length of road from starting to terminal point.	4.00 km	4.00 km	
3	Geometric (a) Gradient in different stretches of the alignment. (b) Curves (c) Hair pin bend numbers	0/0-0/15- in20 Rise 0/15-0/17- 1in40 Rise 0/17-0/24- 1in17 Rise 0/24-0/26- 1in40 Rise 0/26-1/03- 1in20 Rise 1/03-1/05- 1in40 Rise 1/05-0/13- 1in17 Rise 1/13-1/15- 1in40 Rise 1/15-1/25- 1in20 Rise 1/25-1/27- 1in40 Rise 1/27-1/40- 1in20 Rise 1/40-2/15- 1in20 Rise 2/15-2/17- 1in40 Rise 2/17-3/09- 1in20 Rise 3/09-3/11- 1in40 Rise 3/11-3/22- 1in20 Rise 3/22-3/24- 1in40 Rise 3/24-3/40- 1in20 Rise	0/0-0/12- 1in17 Rise 0/12-0/14- 1in40 Rise 0/14-0/20- 1in17 Rise 0/20-0/22- 1in40 Rise 0/22-0/28- 1in17 Rise 0/28-0/36- 1in18 Rise 0/36-0/38- 1in40 Rise 0/38-1/04- 1in15 Rise 1/04-1/08- Level 1/8-1/16- 1in17 Rise 1/16-1/18- 1in40 Rise 1/18-1/24- 1in20 Rise 1/24-1/32- 1in15 Rise 1/32-1/34- 1in40 Rise 1/34-1/40- 1in22 Rise 1/40-2/04- 1in30 Rise 2/04-2/08- 1in15 Rise 2/08-2/12- 1in18 Rise 2/12-2/14- 1in40 Rise 2/14-2/20- 1in17 Rise 2/20-2/32- 1in18 Rise 2/32-2/34- 1in40 Rise 2/34-3/04- 1in17 Rise 3/04-3/12- 1in20 Rise 3/12-3/14- 1in40 Rise 3/14-3/20- 1in18 Rise 3/20-3/24- 1in30 Rise 3/24-3/26- 1in40 Rise 3/26-3/32- 1in18 Rise 3/32-3/36- 1in17 Rise 3/36-4/08- 1in24 Rise	
		0/15-0/17- 1in40 Rise 0/24-0/26- 1in40 Rise 1/03-1/05- 1in40 Rise 1/13-1/15- 1in40 Rise 1/25-1/27- 1in40 Rise 2/15-2/17- 1in40 Rise 3/09-3/11- 1in40 Rise 3/22-3/24- 1in40 Rise	0/12-0/14- 1in40 Rise 0/20-0/22- 1in40 Rise 0/36-0/38- 1in40 Rise 1/16-1/18- 1in40 Rise 1/32-1/34- 1in40 Rise 2/12-2/14- 1in40 Rise 2/32-2/34- 1in40 Rise 3/12-3/14- 1in40 Rise 3/24-3/26- 1in40 Rise	



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4	Terrain & Soil conditions (a) Geology of the area (b) Road length passing through- (i) Mountainous terrain (Cross slop 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.	Hills are consisting medium rock .H.S.& E & B 2.80Km 1.20Km Nil Nil	Hills are consisting medium rock .H.S.& E & B 2.50Km 1.50Km Nil 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.	1.600 Km 0.500Km 1.150Km 0.750Km	1.50 Km 0.600Km 1.300Km 0.600Km
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.	 24No 1.00M	 26No 1.00M
7	General elevation of road including maximum & minimum heights by mean ascents & descents. (a) Total numbers of ascents & descents. (b) Length of cliffs & gorges.		<p style="text-align: center;">P.C. Attended</p> <p style="text-align: center;">B</p> <p style="text-align: center;">सहायक अभियन्ता राज्यीय खण्ड जोडनिविडो बागेश्वर</p>
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(Forest land)	 2.100Km 1.900Km	 2.100Km 2.100Km
9	Existing means of intercommunication mule path, jeep, truck etc.	Feet track	Feet track

10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	Local Local 3.00Km 2.00Km	Local Local 3.00Km 2.00Km
11	Facility / Resources. (a) Landing ground (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.	- - - Locally & Nepali Locally	- - - Locally & Nepali Locally
12	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.	Max 40 ^o c Min 4 ^o c Average 100mm Nil East-West Foggy Sunny Area	40 ^o c to 4 ^o c Average 100mm Nil East-West Foggy Sunny Area

P.C. *[Signature]*
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14	Drainage characteristic of the area indicating susceptibility of damages.	Fair	Fair
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.	2 Years	2 Years
20	Vegetation extent type.	Mix	Mix
21	Political aspects (villages falling within population) (a) 1 st . KM to 2nd km of the alignments. (b) 2 nd . KM to 4th of the alignments.	Chhatina Malta	Chhatina Malta
22	Strategic considerations.	Fair	Fair
23	Economical & Industrial considerations. (a) Population served by the alignment.	Good More than 300	Good More than 300

10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	Local Local 3.00Km 2.00Km	Local Local 3.00Km 2.00Km
11	Facility / Resources. (a) Landing ground (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.	- - - Locally & Nepali Locally	- - - Locally & Nepali Locally
12	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.	Max 40 ⁰ c Min 4 ⁰ c Average 100mm Nil East-West Foggy Sunny Area	40 ⁰ c to 4 ⁰ c Average 100mm Nil East-West Foggy Sunny Area

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21	Political aspects (villages falling within population) (a) 1 st . KM to 2nd km of the alignments. (b) 2 nd . KM to 4th of the alignments.	Chhatina Malta	Chhatina Malta
22	Strategic considerations.	Fair	Fair
23	Economical & Industrial considerations. (a) Population served by the alignment.	Good More than 300	Good More than 300

P.C. *[Signature]*
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24	Recreational potential for development.	Fair	
25	Scope of agricultural & horticultural development.	Fair	
26	Extent of forest wealth.	1.900Km	2.100Km
27	Approximate cost of each alignment.	Rs. 326.80Lacs	Rs. 343.14Lacs
28	Merits/ Demerits (i) (ii)	Development Transportation	Dissect Cultivated land
29	Any other important information v.i.s. Other important projects being undertaken in the area required for completion of the work.	Local Public also demand this alignment	Local Public not agree with this alignment

Recommendation of Executive Engineer:-

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

Junior Engineer

Assistant Engineer

Executive Engineer

Approval of Superintending Engineer.

Superintending Engineer

P.C. Attested

“आधी प्राधिकार की संज्ञा के आधार पर समस्त संख्या-4
को लाल रंग से दर्शाया गया है जो ऊर्ध्वोत्तम दिशा में है।”

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प्रथम वृत्त, लोक निर्माण विभाग
अहमोड़ा
29/08/20