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Alignment Report of Banlekh Maudyar Gwatoli Moter Road (12.00 Km) Under S.C.P

SL No.	Description of items	Alignment No.1 marked in Red colour	Alignment No.2 marked in green colour	Remarks
1	2	3	4	5
1	Main features of Alignments	From Km 27 & 33 Bageshwer Dofar Dhranghar kotmanya Moter Road	From Km 27 & 33 Bageshwer Dofar Dhranghar kotmanya Moter Road	
2	Length of road from starting to terminal point.	12.00 Km	12.00 Km	
3	Geometric (nn) Gradient in different stretches of the alignment. (oo) Curves (pp) Hair pin bend numbers	1:24R, 1:40R, 1:20R, 1:40R, 1:20R, 1:20F, 1:40R, 1:20F, 1:24R, Level, 1:24R Level 7 No	1:20R, 1:40R, 1:15R, 1:24R, 1:15R, 1:17F, 1:24F, 1:11F, 1:30F, 1:15R Level 9 No	
4	Terrain & Soil conditions (aa) Geology of the area (bb) Road length passing through- (liii) Mountainous terrian (Cross slop 25% to 60%) (liv) Steep terrain (cross slope more than 60%) (lv) Stretches with indications of loose rock conditions. (lvi) Areas subjected to avalanches or snow drifts.	Hill Area 11.00 Km 1.00 Km Nil Nil	Hill Area 9.00 Km 3.00 Km Nil Nil	
5	Nature of soil (aaa) Length of reaches with Eath & Boulders. (bbb) Length of reaches with Hard rock/ Hard shale. (ccc) Length of reaches with Medium rock/ Med. Shale. (ddd) Length of reaches with Homogeneous rocks.	10.00 Km 2.00 Km Nil Nil	8.00 Km 4.00 Km Nil Nil	
6	Requirements of Bridges/ Culverts/ Scuppers:- (aa) Major bridges. (bb) Minor bridges. (xxvii) Total numbers. (xxviii) Total water way. © Scuppers(R.C.C. slab type) (xl) Total numbers. (xli) Range of span. (xlii) Total water way.	Nil Nil Nil 72 No 1 Mtr 72.00 Mtr	Nil Nil Nil 80 No 1 Mtr 80.00 Mtr	

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7	General elevation of road including maximum & minimum heights by mean ascents & descents. (a) Total numbers of ascents & descents. (b) Length of cliffs & gorges.	2 No Ascend 1 descent	1 No Ascend 2 Decent	
8	Land available (aa) Right of way bringing out constraints on account of built up area, monuments & other structures. (bb) Approximate area & value. (xl) Cultivated. (xli) Irrigated. (xlii) Un- Irrigated.	Nil	Nil	
9	Existing means of intercommunication mule path, jeep, truck etc.	Mule path	Mule path	
10	Availability of road construction materials. (ppp) Location of quarry. (xxvii) Sand. (xxviii) Stone.	Locally Locally	Locally Locally	
11	Facility / Resources. (a).... (qqq) Dropping zone (rrr) Food stuff. (sss) Labour local availability & lead for import. (ttt) Construction materials, timber bomboo, sand, stone, shingle etc. availability and lead involved.	Nil Nil Nil Local and Nepali Locally	Nil Nil Nil Local and Nepali Locally	
12	A.C.C. points indicating possibility of equipment's.	Work will be don	Work will be don	
13	Climatic conditions. (a) Temoerature maximum/ minimum. (b) Rainfall average, annual, peak intensity, monthly descption to the extent possible. ©Length of road covered by snow (average & peak) (d) Wind direction. (e) Fog conditions.	Max 30 ⁰ C Min 10 ⁰ C 2 1 10cm avg Nil East-west Foggy	Max 30 ⁰ C Min 10 ⁰ C 10cm Avg Nil East-West Foggy	

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	(f) Exposure to sun.	Party Sunny	Party Sunny	
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 Year	Nil	
20	Vegetation extent type.		2-Yr	
21	Political aspects (villages falling within population)	Nap Land, Civil and	Nap Land, Civil Land	
	(a) 17 th to 18th km of the alignments.			
	(b) 18 th to 19th km of the alignments.	Nargara	Nargara	
22	Strategic considerations.	Fair	Fair	
23	Economical & Industrial considerations.			
	(a) Population served by the alignment.	800	800	
24	Recreational potential for development.	Tourism & Education	Tourism & Education	
25	Scope of agricultural & horticultural development.	Much Scope	Much Scope	
26	Extent of forest wealth.	Nil	Nil	
27	Approximate cost of each alignment.	Lack	Lack	
28	Merits/ Demerits			
	(i) More Agriculture		More Agriculture	
	(ii) 1 Nos. of Village are connected in his Alignment		1 Nos. of Village are connected in his Alignment	
	(iii) Economical Alignment		Economical Alignment	
	(iv) Villagers Consent		Villagers Consent	
	(v) Nil		Nil	
29	Any other important information v.i.s. other important projects being undertaken in the area required for completion of the work.			

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

Alignment No. 1
approved as per

Recommendation of E.E.

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कचन नुत, मोर नाला बडाव
बरेनाडा