

2.4

प्रपत्र-13

परियोजना का नाम:- जनपद बागेश्वर के अन्तर्गत बैजनाथ-बेरीनाग मोटर मार्ग के किमी 0
11 (रवाईखाल) से बुढ़गाड़-थकलाड़-विल्लेख मोटर मार्ग निर्माण
कार्य।

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।

प्रभागीय वनाधिकारी
बागेश्वर वन प्रभाग
बागेश्वर
प्रमाणित
बागेश्वर

आदिश्री सी. प्रियंका
प्रमुख, प्रमाणित
बागेश्वर

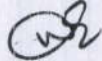
**COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT OF B.B.BMOTOR ROAD KM -11 .00 HM 8-10
RAIKHAL TO BILEKH MOTOR ROAD**

Sl. No.	Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (marked in Green color)
1	2	3	4
1	Details of various topography of the area:- (a) Main feature of the alignment description of the alignment.	This alignment starts from-km 11 HM 8-10 of Bageshwar-Bajjnath motor road	This alignment starts from-km 11HM 8-10 of Bageshwar-Bajjnath motor road
2	Length of the alignment (from starting point to sanctioned length)	6.000 Km.	6.500 Km.
		1:13F IN (Km. 0.000 to 0.075)	1:13F IN (Km. 0.000 to 0.125)
		1:20 F IN (Km. 0.075 to 0.125)	1:20R IN (Km. 0.125 to 0.300)
		1:60F IN (Km. 0.125 to 0.175)	LEVELIN (Km. 0.300 to 0.500)
		LEVEL IN (Km. 0.200 to 0.275)	1:18R IN (Km. 0.500 to 0.600)
		1:20R IN (Km. 0.275 to 1.200)	1:40R IN (Km. 0.600 to 0.650)
		1:40R IN (Km. 1.200 to 1.250)	1:18 IN (Km. 0.650 to 0.800)
		1:20R IN (Km. 1.250 to 1.650)	1:15R IN (Km. 0.800 to 1.000)
		1:40R IN (Km.1.650 to 1.700)	1:18R IN (Km.1.000 to 1.200)
		1:20R IN (Km. 1.700 to 1.950)	1:40R IN (Km. 1.200 to 1.250)
		1:40R IN (Km. 1.950 to 1.975)	1:18R IN (Km. 1.250 to 1.400)
		1:20R IN (Km. 1.975 to 2.225)	1:17R IN (Km. 1.400 to 1.700)
		1:40R IN (Km. 2.225 to 2.250)	1:40R IN (Km. 1.700 to 1.750)
		1:20R IN (Km. 2.250 to 3.075)	1:15R IN (Km. 1.750 to 2.000)
		1:40 R IN (Km. 3.075 to 3.125)	1:40 R IN (Km. 2.000 to 2.2050)
		1:17R IN (Km. 3.125 to 3.325)	1:20R IN (Km. 2.2050 to 2.300)
		1:20 R IN (Km. 3.325 to 4.475)	1:15 R IN (Km. 2.300 to 2.500)
		1:40 R IN (Km. 4.475 to 4.525)	1:40 R IN (Km. 2.500 to 2.550)
		1:20 R IN (Km. 4.525 to 4.775)	1:17R IN (Km. 2.550 to 2.800)
		1:40R IN (Km. 4.775 to 4.825)	LEVEL IN (Km. 2.800 to2.900)
		1:20R IN (Km. 4.825 to 4.925)	1:15R IN (Km. 2.900 to 3.000)
		LEVEL IN (Km. 4.925 to 4.975)	LEVEL IN (Km. 3.000 to 3.100)
		1:20 F IN (Km. 4.975 to 5.075)	1:18 R IN (Km. 3.100 to3.300)
		1:40 F IN (Km. 5.075 to5.125)	1:40 R IN(Km. 3.300 to 3.350)
		1:20 F IN (Km. 5.125 to 5.250)	1:18 R IN (Km. 3.350 to 3.500)
		1:40F IN (Km. 5.250 to 5.300)	1:40 R IN(Km. 3.500 to 3.550)
		1:20 F IN (Km. 5.300 to 5.375)	1:17 R IN(Km. 3.550 to 3.700)
		LEVEL IN (Km. 5.375 to 5.400)	1:18 R IN(Km. 3.700 to 4.000)
		1:20 R IN (Km. 5.400 to 6.00)	1:40 R IN(Km. 4.000 to 4.050)
			1:18 R IN(Km. 4.050 to 4.300)
			1:15R IN(Km. 4.300 to 4.500)
			LEVEL IN(Km. 4.500 to 4.525)
			1:17R IN(Km. 4.525 to 4.800)
			1:40 R IN(Km. 4.800 to 4.850)
			1:18R IN(Km. 4.850 to 5.000)
			LEVEL IN(Km. 5.000 to 5.100)
			1:18 F IN(Km. 5.100 to 5.400)
			1:40 F IN(Km. 5.400 to 5.450)
			1:15 F IN(Km. 5.450 to 5.600)
			1:18 R IN(Km. 5.600 to 6.000)
			1:20 F IN(Km. 6.000 to 6.150)
			1:40 F IN(Km. 6.150 to 6.200)
			1:20F IN (Km. 6.200 to 6.400)
			LEVEL IN (Km. 6.400 to 6.500)
	(b) Curves and H.P. bands	1:40R IN (Km. 1.200 to 1.250)	1:40R IN (Km. 1.200 to 1.250)
		1:40R IN (Km. 1.675 to 1.700)	1:40R IN (Km. 1.700 to 1.750)

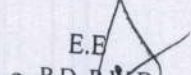
		1:40R IN (Km. 1.950 to 1.975)	1:40R IN (Km. 2.000 to 2.050)
		1:40R IN (Km. 2.225 to 2.250)	1:40 R IN (Km. 2.500 to 2.550)
		1:40R IN (Km. 3.075 to 3.125)	1:40 R IN (Km. 3.300 to 3.350)
		1:40R IN (Km. 4.475 to 4.525)	1:40 R IN (Km. 3.500 to 3.550)
		1:40R IN (Km. 4.775 to 4.825)	1:40 R IN (Km. 4.000 to 4.050)
		1:40F IN (Km. 5.075 to 5.125)	1:40 R IN (Km. 4.800 to 4.850)
		1:40 F IN (Km. 5.250 to 5.300)	1:40 F IN (Km. 5.400 to 5.450)
			1:40 F IN (Km. 6.150 to 6.200)
		9 No, H.P. Bands in 1:40R, 1:40F	10No, H.P. Bands in 1:40R, 1:40F,
		Min Radius of curve 12.00 M	Min Radios of curve 12.50 M
4	Terrain soil condition :-		
	1. Geology of area		
	1. Road length passing through		
	(a) Mountainous terrain (cross slope 25%-60%)	3000M	2500M
	(b) steep terrain (cross slope more then 60%)	1500M	1500 M
	(c) Rocky Stretches with indication of length in loose rock stretch	1500M	2500M
	(d) Area subjection to avalanches/ snow drifts.	Nil	Nil
5	Nature of soil:-		
	(i)- Length of reaches with E & B	2000 M	1500M
	(ii)-Length of reaches with medium rock/shale	1500 M	2200 M
	(iii)- Length of reaches with V.H.R./V.V.H.R/shale	2500 M	2800M
	(iv)-Length of reaches with home rock shale	Nil	Nil
6	Bridge Requirement:-		
	(a) Bridge	-	-
	(b) Total Nos.	2No,	2No,
	(c) Range of span	8M SPAN, 12SPAN	12M SPAN, 15M SPAN
	(d) total water way	5M, 8M	9M, 10M
7	Major bridge:	60M SPAN	80M SPAN
	(a) General elevation of the road indication maximum and minimum heights negotiated by main ascends and descend	-	-
	(b) Total no. ascends and descends length of cliff.	-	-
8	(a) Right of way bringing out construction on account of built up Area Mountains other structure.	9.00 M	9.00 M
	(b) Approximate area and value:		
	(c) Cultivated	675Mx9M	925M x9M
	(d) Irrigated	-	-
	(e) Unrelated	-	-
	(f) Forest /Benap Land	5325M x9M	5575Mx9M
	(g) Tree		

9	(a) Existing means of other communication as mule path jeep truck etc.	Mule path & Bridle Road	Mule path & Bridle Road
	(b) Relation of proposed alignment with exiting under construction road.	-	-
10	(a) Availability of road construction materials	60 to 80% stone may be available along the alignment	50% stone may be available at site
	(b) Location of quarries	Nil	Nil
	(c) Average lead	Nil	Nil
11	Facilities resources:	Bageshwar, Baijnath, Garur,	Bageshwar, Baijnath, Garur,
	(a) landing ground	-	-
	(b) dropping zone	-	-
	(c) food stuffs	Wheat, Potatoe, Malta	Wheat, Potatoe, Malta
	(d) Labour local availability and need for import	Local labours are available at a distance of 11 Km. by Motor Road ,Yes	Local labours are available a distance of 11 Km. by Motor Road ,Yes
	(e) construction material timber bamboo sand stone and shingle etc extent of this availability & need involved	Stone available at site and sand available at a distance of 30 Km. by Motor Road	Stone available at site and sand available at a distance of 30 Km. by Motor Road
12	Access point indicating possibilities of achievement	-	-
13	Climatic condition:-		
	(a) Temperature monthly max & min. reading.	App. max 35°C Min 5°C	App. max 35°C Min 5°C
	(b) Rain fall data average annual/ peak intensity monthly distribution to extent available length of road covered by snow and period.	100mm	100mm
	(c) Wind direction	East to West	East to West
	(d) Fog condition	-	-
	(e) exposure of sun	Sunny face	Sunny face
14	Length of land slide	-	500 M
15	Length of unstable area	-	100 M
16	Length of heavy clearing	-	-
17	Length of mardy & flooded area	-	-
18	Length & position of home rock	-	-
19	Period required for construction	2 Years	2 Years
20	Vegetation extent type		
21	Political aspects:		
	(a) Village falling on within 1.00-3.00 km of alignment	Budhgd (Tok)	Budhgd (Tok)
	(b) Village falling on within 3.00-6.00 km of alignment	Vilekh	Vilekh
22	Important village town market connected:- Strategic consideration	Bageshwar, Baijnath, Garur, kausani	Bageshwar, Baijnath, Garur, kausani
23	Economic and industrial consideration		
	1: Population served by alignment	191	191
24	Recreational potential and potential for development of tourism-	Yes	Yes
25	Scope for agriculture and horticulture development	The area is rich in horticulture development	The area is rich in horticulture development
26	Extent of forest wealth	Timber is available	Timber is available

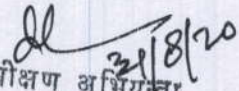
27	Prospect of development project being taken up in the area e.g. hydroelectric project.	-	-
28	Approximate cost of each alignment	(i)- RoadRs.= 490.20 Lac/Km) (ii)- BridgeRs.= 16.15 lacs Total Cost Rs = 506.35 lacs	(i)- RoadRs.= 531.05 Lac/Km) (ii)- BridgeRs.= 14.55 lacs Total Cost Rs = 545.60 lacs
29	Merits and demerits:-	i- Length of road -6Km ii- No. of vilage benefited -2No iii- type of land -. Nap- 675m Civil forest/Benap- 5325m Bridge Required -3No Sanction Length- 6.000 Km.	i- Length of road -6.500Km ii- No. of vilage benefited -2 No iii- type of land - Nap- 925m Civil forest/Benap-5575m Bridge Required - 3No Sanction Length-6.000 Km.
30	Any other useful information (via. other important project being under taken in the area required for construction of the work)	Nil	Nil
31	Recommendation of the Executive Engineer	Alignment No. 1	-


A.A.E
P.D, P.W.D
BAGESHWAR


A.E
P.D, P.W.D
BAGESHWAR


E.E
P.D, P.W.D
BAGESHWAR
प्रति निवेदन कि
बगेश्वर

“भा.प्र. मी संस्तरि ते आचार पर समरेखण सरांका - 0.1
जो लह रण से दर्शा गरा है ते अद्वोदि रिपा
जाता है।”


अधीक्षण अभियन्ता
प्रथम वृत्त, लोक निर्माण विभाग
अल्मोड़ा
29/06/20