

**Alignment Report of Gogina Kimu Motor Road Distt-Bageshwar (7.00Km)**

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	Starts Km 17 Of Liti gogina (Pmgsy) ends in village Kimu	Km 17 Of Liti gogina (Pmgsy) ends in village Kimu	
2	Length of road from starting to terminal point.	7.00 km	7.00 Km	
3	<b>Geometric</b> (a) Gradient in different stretches of the alignment.  (b) Curves (c) Hair pin bend numbers	1:18F, ,Level, 1:40R, 1:20R,  Convex & Concave 9 No	1:17F, Level 1:18R,  Convex & Concave 12 No	
4	<b>Terrain &amp; Soil conditions</b> (a) Geology of the area (b) Road length passing through- (i) Mountainous terrian (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 snow drifts.	Hill Area  5.50 Km  1.50 Km  Nil  Nil	Hill Area  5.00 Km  2.00 Km  Nil  Nil	
5	<b>Nature of soil</b> (a) Length of reaches with Eath & Boulders. (b) Length of reaches with Hard rock/ Hard shale. (c) Length of reaches with Medium rock/ Med. Shale. (d) Length of reaches with Homogeneous rocks.	5.00 Km 2.00 Km Nil Nil	4.50 Km 2.50 Km Nil Nil	
6	<b>Requirements of Bridges/ Culverts/ Scuppers:-</b> (a) Major bridges. (b) Minor bridges. (i) Total numbers. (ii) Total water way. © Scuppers( R.C.C. slab type) (i) Total numbers. (ii) Range of span. (iii) Total water way.	Nil 2 No(36Mtr, 30Mtr)  42 No 1.00 Mtr 42 Mtr	2 No(42Mtr, 36 Mtr)  42 No 1.00 Mtr 42 Mtr	
7	General elevation of road including maximum & minimum heights by mean ascents &	Minimum RL 1979.17 Max RL 2193.68	2002.35 2353.89	

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	descents. (a) Total numbers of ascents & descents. (b) Length of cliffs & gorges.	1 No Ascend 1 Decent Nil	1 No Ascend 1 Decent Nil	
8	Land available (a) Right of way bringing out constraints on account of built up area, monuments & other structures. (b) Approximate area & value. (i) Cultivated. (ii) Irrigated. (iii) Un- Irrigated.	Nil 2.50 Km 0.00 Km. 4.50 Km	Nil 2.000 Km 0.00 Km. 5.00 Km	
9	Existing means of intercommunication mule path, jeep, truck etc.	Mule path	Mule path	
10	Availability of road construction materials. (a) Location of quarry. (i) Sand. (ii) Stone. (b) Lead. (i) Sand (ii) Stone.	Locally Locally Locally Locally	Locally Locally Locally Locally	
11	Facility / Resources. (a).... (c) Dropping zone (d) Food stuff. (e) Labour local availability & lead for import. (f) 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 done	Work will be done	
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 30 <sup>0</sup> C Min 0 <sup>0</sup> C 10cm avg Nil East-west In Winter Season Fully Sunny	Max 30 <sup>0</sup> C Min 0 <sup>0</sup> C 10cm Avg Nil East-West In Winter Season Partly Sunny	
14	Drainage characteristic of the area indicating susceptibility of damages.	Fair	Fair	

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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.	3Year	3-Yr	
20	Vegetation extent type.	Nap Land, Civil Land	Nap Land, Civil Land, Ban Panitch	
21	Political aspects ( villages falling within population) (a) 1 <sup>st</sup> KM of the alignments. (b) 2 <sup>nd</sup> KM to 3 <sup>rd</sup> Km of the alignments. (c) 4 <sup>th</sup> Km to 5 <sup>th</sup> Km of alignment.	Gogina Kotibula (Hamlet)  Kimu	Gogina Kotibula (Hamlet)  Kimu	
22	Strateic considerations.	Fair	Fair	
23	Economical & Industrial considerations. (a) Population served by the alignment.	1500	1300	
24	Recreational potential for development.	Tourism & Education	Tourism & Education	
25	Scopel of agricultural & horticultural development.	Much Scope	Much Scope	
26	Extent of forest wealth.	Nil	Nil	
27	Approximate cost of each alignment.	500.00 Lack	550.00 Lack	
28	Merits/ Demerits  (i) (ii) (III)	4 Nos. of Village are connected in his Alignment Economical Alignment Villagers are agreed	4 Nos. of Village are connected in his Alignment Economical Alignment Villagers are not agreed	
29	Any other important information v.i.s. other important projects being undertaken in the area required for completion of the work.	Nil	Nil	

Recommendation of Executive Engineer:-

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

*Komn*  
Junior Engineer

*Ch*  
Assistant Engineer

*CWC*  
*Ch*  
अभियन्ता अभियन्ता  
Executive Engineer  
नि. ख. १००, कपकोट  
२०१२/१३

Approval of Superintending Engineer.

*Shown Red colour approved  
Alignment No. 1 as per  
FBI's recommendation*

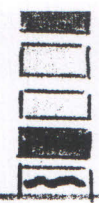
Superintending Engineer.

*Ch*  
अभियन्ता अभियन्ता  
नि. ख. १००, कपकोट  
२०१२/१३



सु (सु) मानचित्र

- 4) सिविल प्रामे
- 5) भारदित
- 6) वन पंचापत
- 7) पूर्व निर्मित मार्ग



SCALE = 1:50,000



J. E. A. C.

कपकोट (बागेश्वर)  
KMP  
J. E.

अधिकांश अभियन्ता  
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बागेश्वर

कपकोट वन प्रभाग  
Under