

2.4
प्रपत्र-13

परियोजना का नाम:- जिला योजना के अन्तर्गत काण्डा-मन्तोली का विस्तार तल्ला तिपोला तक 4.00 किमी० लम्बाई में 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।

प्रभागीय वनाधिकारी
बागेश्वर वन प्रभाग
बागेश्वर
बागेश्वर वन प्रभाग
बागेश्वर

अधिशारी अभियन्ता
प्रान्तीय खंड, लो०नि०वि०
अधिशारी अभियन्ता
प्रान्तीय खंड लो०नि०वि०
बागेश्वर

COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT OF Kanda-Mantoli Road to Talla Tipola Motor Road

Sl. No.	Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in color)
1	2	3	4
1	Details of various topography of the area:-	This alignment start from K.m 7.00 of Kanda-Mantoli Motor road.	This alignment start from K. Kanda-Mantoli Motor road.
	a) Main feature of the alignment description of the alignment.		
2	Length of the alignment (from starting point to sanctioned length)	4.000 Km.	4.200 Km.
3	Geometric:- a) Gradient of different stretches of the alignment	1:20F IN (Km. 0.00 to 0.275) 1:40F IN (Km. 0.300 to 0.325) 1:20F IN (Km. 0.350 to 1.550) 1:40F IN (Km. 0.575 to 0.600) 1:20F IN (Km. 0.625 to 0.825) Level IN (Km. 0.850 to 0.875) 1:20R IN (Km. 0.900 to 1.000) Level IN (Km. 1.025 to 1.225) 1:22F IN (Km. 1.250 to 1.475) Level IN (Km. 1.500 to 1.525) 1:20R IN (Km. 1.550 to 1.825) 1:40F IN (Km. 1.850 to 2.050) 1:20F IN (Km. 2.075 to 2.275) Level IN (Km. 2.300 to 2.325) 1:20R IN (Km. 2.350 to 2.950) 1:40R IN (Km. 2.975 to 3.000) 1:20R IN (Km. 3.025 to 3.350) 1:40R IN (Km. 3.375 to 3.400) 1:20R IN (Km. 3.425 to 3.600) 1:40R IN (Km. 3.625 to 3.650) 1:20R IN (Km. 3.675 to 4.000)	1:17F IN (Km. 0.00 to 0.2 1:40F IN (Km. 0.225 to 0.. 1:17F IN (Km. 0.275 to 0.4 1:20R IN (Km. 0.425 to 0.7 1:40R IN (Km. 0.725 to 0.7 1:20R IN (Km. 0.775 to 0.9 Level IN (Km. 0.925 to 1.0 1:18F IN (Km. 1.025 to 1.20 1:18R IN (Km. 1.225 to 1.40 1:20R IN (Km. 1.425 to 2.60 1:40R IN (Km. 1.625 to 1.62 1:20R IN (Km. 1.675 to 1.80 1:17F IN (Km. 1.825 to 2.00 1:15F IN (Km. 2.025 to 2.30 1:18F IN (Km. 2.325 to 2.50 1:22R IN (Km. 2.525 to 2.75 1:20R IN (Km. 2.525 to 2.700 1:40R IN (Km. 2.775 to 2.800 1:22R IN (Km. 2.825 to 3.000 1:22R IN (Km. 2.825 to 3.000 1:18R IN (Km. 3.025 to 3.200 1:40R IN (Km. 3.225 to 3.250 1:18R IN (Km. 3.375 to 3.400 1:17R IN (Km. 3.425 to 3.700 1:40R IN (Km. 3.725 to 3.750 1:17R IN (Km. 3.775 to 3.900 1:15R IN (Km. 3.925 to 4.100) Level IN (Km. 4.125 to 4.200)
	Curves and H.P. bands	(Km. 0.275 to 0.325) (Km. 0.550 to 0.600) (Km. 2.950 to 3.000) (Km. 3.350 to 3.400) (Km. 3.600 to 3.650)	(Km. 0.200 to 0.250) (Km. 0.750 to 0.750) (Km. 1.600 to 1.650) (Km. 2.750 to 2.800) (Km. 3.200 to 3.550) (Km. 3.700 to 3.750)
		5 No. H.P. Bands in 1:40F, 1:40R, Min Radius of curve 15 M	6 No. H.P. Bands in 1:40F, 1:40R Min Radius of curve 15 M
	Station and condition :-		
	1. Nature of area		
	2. Road length passing through		
	3. Mountainous terrain (cross slope 25%-60%)	2500 M.	1800 M.
	4. Steep terrain (cross slope more then 60%)	1000 M	1200 M
	5. Road stretches with indication of length in	500	

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1	2	3	4
	(d) Area subjected to avalanches/ snow drifts.	Nil	Nil
5	Nature of soil:-		
	i- Length of reaches with E & B	2500 M	1800 M
	ii- Length of reaches with medium rock/shale	1000 M	1200 M
	iii- Length of reaches with V.H.R./V.V.H.R/shale	500 M	1200 M
	iv- Length of reaches with home rock shale	Nil	Nil
6	Bridge Requirement:-		
	(a) Bridge	-	-
	(b) Total nose	1 No	1 No
	(c) Range of span	30M Span	36M Span
	(d) total water way	30M	30M
7	Major bridge:	-	-
	(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:		
	(i) Cultivated	850M	1200 M
	(ii) Irrigated	-	-
	(iii) Uncultivated	-	-
	(iv) Forest/Benap Land	3150	3000M
	(v) 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	80 to 90% stone may be available along the alignment	70% stone may be available at
	(b) Location of quarries	Nil	Nil
	(c) Average lead	Nil	Nil
11	Facilities resources:	Kanda, Kameri Devi, Berinag, Bageshwar,	Kanda, Kameri Devi, Berinag, Bageshwar,
	(a) Landing ground	-	-
	(b) Shipping zone	-	-
	(c) Food stuffs	Wheat, Rice, Orange, Malta Apple	Wheat, Rice, Orange, Malta Ap
	(d) Labour local availability and need for import	Local labours are available a distance of 25 Km. by Motor Road ,Yes	Local labours are available a dist of 25 Km. by Motor Road ,Ye
	(e) construction material timber bamboo sand stone and shingle etc extent of this availability & need for import	stone available site and sand available at a distance of 30 Km. by Motor Road	Local labours are available stone ava site and sand available at a distance Km. by Motor Road
	(f) weather gauge indicating possibilities of	-	-
12	Climate condition:-		
	(a) Temperature monthly max & min. reading.	App. max 38°C Min 3°C	App. max 38°C Min 3°C

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Sl. No.	Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in color)
1	2	3	4
	a) Rain fall data average annual/ peak intensity monthly distribution to extent available length of road covered by snow and period.	100CM Annual Snowfall- Nil	100CM Annual Snowfall- Nil
	b) Wind direction	East to West	East to West
	c) Fog condition	Foggy area	Foggy area
	d) 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 km of alignment	Mantoli	Mantoli
	b) Village falling on within 4.00 km of the alignment	Tipola	Tipola
22	Important village town market connected:- Strategic consideration	Kanda, kameri devi, Berinag, Seraghat, Rawtsera, Saniudhiyar, Bageshwar	Kanda, kameri devi, Berinag, Seraghat, Rawtsera, Saniudhiyar, Bageshwar
23	Economic and industrial consideration	-	-
24	Population served by alignment	354	354
25	Recreational potential and potential for development of tourism-	Yes	Yes
26	Scope for agriculture and horticulture development	The area is rich in horticulture development	The area is rich in horticulture development
27	Extent of forest wealth	Timber is available	Timber is available
28	Prospect of development project being taken up in the area e.g. hydroelectric project.	-	-
29	Approximate cost of each alignment	Rs.335 lacs	375 lacs
30	Advantages and demerits:-	i- Length of road -4.00 Km ii- No. of vilage benefited -2 iii- type of land -	i- Length of road -4.200 Km ii- No. of vilage benefited iii- type of land -
	B Nap-	850M	1200M
	Civil forest/Benap-	3150M	3000M
	Bridge Required - I	-	-
	Sanction Length-	4.000 Km.	4.000 Km.
31	Any other useful information (via. other important project being under taken in the area required for construction of the work)	Nil	Nil
32	Recommendation of the Executive Engineer	Alignment No. 1	-
	Subar Engineer P.D.P.W.D. Bageshwar	Assistant Engineer P.D.P.W.D. Bageshwar	Executive Engineer P.D.P.W.D. Bageshwar

Alignment No.1 Shown with red colour is here by approved by ee.

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