## 2.4 प्रपत्र—13

परियोजना का नामः— जनपद बागेश्वर में विधानसभा क्षेत्र बागेश्वर के अन्तर्गत बागेश्वर— कन्धार—पत्थरखानी मोटर मार्ग को आगे बढ़ाते हुए तल्लाधार होते हुए ग्वालदम 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।

प्रभागीय वनाधिकारी बागेश्वर वन प्रभाग बागेश्वर अधिशासी अभियंता प्रान्तीय खंड, लेळनिक्रवि० बागेश्वर

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## COMPRATIVE STATEMENT OF VARIOUS ALIGNMENT OF Bageshwar-Kandhar-Patharkhani Motor Road To Taladhar-Gawldam Road Milan Motor Road

No.	Patharkhani Motor Road To T	red color)	A
	2	3	4
1	Details of various topography of the area:-	This alignment start from Kandhar-Patharkhani Motor Road Taladhar-Gawldam Road Milan	This alignment start from Kandhar- Patharkhani Motor Road Taladhar- Gawldam Road Milan Motor Road
	a) Main feature of the alignment description of the alignment.	5 000 V	5.300 Km.
2	Length of the alignment (from starting point to sanctioned length)	5.000 Km.	1:18F IN (Km. 0.000 to 0.300)
•3	Geometric:- a) Gradient of different stretches of the alignment	1:20F IN (Km. 0.000 to 0.600)	
		LEVEL IN (Km. 0.600 to 0.625)	1:20F IN (Km. 0.325 to 0.700)
		1:24R IN (Km. 0.650 to 1.200)	LEVEL IN (Km. 0.725 to 0.750)
	4	1:40R IN (Km. 1.225 to 1.400)	1:22R IN (Km. 0.775 to 1.100)
		LEVEL IN (Km. 1.400 to 1.450)	1:40R IN (Km. 1.100 to 1.150)
		1:24R IN (Km. 1.50 to 1.550)	1:22R IN (Km. 1.175to 1.300)
		1:22R IN (Km. 1.550 to 2.000)	1:18R IN (Km. 1.300 to 1.700)
	:	LEVEL IN (Km. 2.025 to 2.325)	1:40R IN (Km. 1.725 to1.750)
		1:24R IN (Km. 2.350 to 2.575)	1:18R IN (Km. 1.775 to 1.900)
		1:24R IN (Km. 2.600 to 3.125)	1:24F IN (Km. 1.925 to 2.400)
		LEVEL IN (Km. 3.150 to 3.175)	LEVEL IN (Km. 2.425 to 2.500)
		1:30F IN (Km. 3.200 to 4.350)	1:18F IN (Km. 2.525 to 2.800)
		1:22R IN (Km. 4.375 to 4.650)	1:20R IN (Km. 2.825 to 3.300)
		1:20F IN (Km. 4.675 to 5.000)	1:40R IN (Km. 3.325 to 3.350)
	•		1:20R IN (Km. 3.375 to 3.500)
			1:22F IN (Km. 5.525 to 4.000)
			1:15R IN (Km. 4.025 to 4.300)
			1:20R IN (Km. 4.325 to 4.800)
			1:15F IN (Km. 8.825 to 5.000)
			1:120R IN (Km. 5.525 to 5.300)
	(b) Curves and H.P. bands	NO HP Band	(Km.1.100 to 1.150)
	(b) Curves and Tim Comme		(Km.1.700 to 1.750)
			(Km.3.300 to 3.350)
			2Nose H.P. Bands in 1:40
		Min Radios of curve 15 M	Min Radios of curve 15 M
4	Terrain soil condition:-		
	1. Geology of area		
	Road length passing through     (a) Mountainous terrain (cross slope 25%-	4000 M.	3300 M.
	(b) steep terrain (cross slope more then	1000 M	2000 M
	60% (c) Rocky Stretches with indication of	Nil	800 M
	length in loose rock stretch (d) Area subjection to avalanches/ snow	Nil	Nil
	drifts.		
5		3000 M	2500 M
	i- Length of reaches with E & B		1500 M
	ii- Length of reaches with medium	1200 M	1300 M
	iii-Length of reaches with V.H.R./V.V.H.R/shale	Photo Copy	Attested

Assistant Engineer
P.D.P.W.D Bagashwar

SI. No.	Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in Green color)
1	2	3	4
1	iv-Length of reaches with home rock shale	Nil	Nil
6	Bridge Requirement:-		
	a) Bridge	-	- 1No
	b) Total nose	1No	
	c) Range of span	24M Span	36M Span 36M
	d) total water way	24M	301/1
7	Major bridge:	•	•
	a) General elevation of the road indication maximum and minimum heights negotiated by main ascends and descend	<u>-</u>	
	b) Total no. ascends and descends length of cliff.		-
8	<ul> <li>a) Right of way bringing out construction on account of built up Area Mountains other structure.</li> </ul>	5.00 Km	5.300 Km
	b) Approximate area and value:		2.7/
	c) Cultivated	2.4Km	2.7Km
	d) Irrigated	-	-
	e) Unrelated	2 (Y	2.6Km
	f) Forest /Benap Land	2.6Km	2.000
	g) Tree	Mule path & Bridle Road	Mule path & Bridle Road
9	a) Existing means of other communication as mule path jeep truck etc.	Mule paul & Bride Road	/
	b) Relation of proposed alignment with exiting under construction road.	——————————————————————————————————————	_
10	a) Availability of road construction materials	50 to 60% 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:	Garur, Gawldam, Baijnath, Tharali,,	Garur, Gawldam, Baijnath, Tharali,,
		-	-
	e) dropping zone	VIII	Wheat, Rise, Orange, Malta Apple
	f) food stuffs	Wheat, Rise, Orange, Malta	Local labours are available a distance
	g) Labour local availability and need for import	Local labours are available a distance of 25 Km. by Motor	25 Km. by Motor Road, Yes
	h) construction material timber bamboo sand stone and shingle etc extent of this availability & need involved	stone available site and sand available at a distance of 30 Km. by Motor Road	Local labours are available stone available site and sand available at a distance of 30 Km. by Motor Road
12	Access point indicating possibilities of achievement		•
13	Climatic condition:-		
	d) Temperature monthly max & min.	App. max 36°c Min 2°C	App. max 36°c Min 2°C
	a) Rain fall data average annual/ peak intensity monthly distribution to extent available length of road covered by snow and period.	100mm	100mm
	b) Wind direction	East to West	East to West
	c) Fog condition	Lightly	Lightly
	d) exposure of sun	Sunny face	Sunny face
14	n d Claudalida		500 M
15	Length of unstable area	Oppy Attested	100 M

Assistant angineer P.D.P.W.D. Bageshwar

SI. No.	Item work	Alignment No. 1 (marked in red color)	lignment No 2 (show in Green color)
		3	4
1	2	-	-
16	Length of heavy clearing		
17	Length of mardy & flooded area		
18	Length & position of home rock		2 Years
19	Period required for construction	2 Years	
20	Vegetation extent type		
21	Political aspects:	D. d. Jhani	Patharkhani,
	a) Village falling on within 2.00 km of	Patharkhani,	
	alignment	Parkoti,	Parkoti,
	b) Village falling on within 7.00 km of the	r arkott,	
	alignment Important village town market connected:-	Dangoli, Kandhar, Garur,	Dangoli, Kandhar,Garur, Baijnath Gawldam , Tharali, Dewal,
22	Strategic consideration	Baijnath Gawldam , Tharali,	Gawidam, Tharan, Dewai,
23	Economic and industrial consideration		550
-	1: Population served by alignment	558	558
24	Recreational potential and potential for	Yes	Yes
	development of tourism-	The area is rich in horticulture	The area is rich in horticulture
25	Scope for agriculture and horticulture	development	development
•	development  Extent of forest wealth	Timber is available	Timber is available
26	Prospect of development project being taken up in the area e.g. hydroelectric project.	<del>.</del>	
20	Approximate cost of each alignment	300 lacs	350lacs
28	Merits and demerits:-	i- Length of road -5.000	1- Length of road -5.300 Km ii- No. of vilage benefited -2 No.
-		ii- No. of vilage benefited -	
		iii- type of land	iii- type of land -
		Nap- 2.16 Hect	Nap- 2.47 Hect Civil forest/Benap- 3.02 Hect
		Civil forest/Benap- 2.34 Hect	Bridge Required - 1No
		Bridge Required - 1No Sanction Length- 5.000 Km.	Sanction Length- 5.300 Km.
		Sanction Length- 3.000 Km.	
30	Any other useful information (via. other important project being under taken in the area required for construction of the work)	Nil	Nil
	- Cul - Evacutive Enginee	r Alignment No. 1	-
31	Recommendation of the Executive Engineer	<del>                                     </del>	

Junio Engineer P.D P.W.D Bageshwar

Assistant Engineer P.D P.W.D Bageshwar

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Alignment 40 1 Shown with med colour is have by apparaned as succommended by EE.

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