

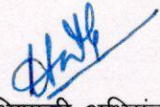
2.4
प्रपत्र-13

परियोजना का नाम:- जनपद बागेश्वर में विधानसभा क्षेत्र बागेश्वर के अन्तर्गत मनकोट मोटर मार्ग से बसेत 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 वनोधिकारी
बागेश्वर वन प्रभाग
बागेश्वर, बागेश्वर प्रभाग, बागेश्वर


अधिसूची अभियंता
प्रान्तीय खड, लो0नि0वि0
बागेश्वर

COMPARATIVE STATEMENT OF VARIOUS ALIGNMENT OF MANKOT MOTOR ROAD TO BASET MOTOR ROAD

Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in Green color)
2	3	4
Details of various topography of the area:-	This alignment start from Km 89 of Bageshwar-Kanda-Berinag-Panar Motor Road NH 309 to Mankot-Baset Motor Road	This alignment start from Km 89 of Bageshwar-Kanda-Berinag-Panar Motor Road NH 309 to Mankot-Baset Motor Road
a) Main feature of the alignment description of the alignment.		
Length of the alignment (from starting point to sanctioned length)	3.800 Km.	4.000 Km.
Geometric:- a) Gradient of different stretches of the alignment	1:20F IN (Km. 0.000 to 0.400) 1:40F IN (Km. 0.425 to 0.450) 1:20F IN (Km. 0.475 to 0.600) LEVEL IN (Km. 0.625 1:20F IN (Km. 0.650 to 1.000) 1:17F IN (Km. 1.025 to 1.250) 1:20F IN (Km. 1.275 to 1.525) 1:40F IN (Km. 1.550 to 1.575) 1:20F IN (Km. 1.600 to 1.750) 1:40F IN (Km. 1.775 to 1.800) 1:20F IN (Km. 1.825 to 2.900) 1:40F IN (Km. 2.925 to 2.950) 1:20F IN (Km. 2.975 to 3.350) 1:40F IN (Km. 3.375 to 3.400) 1:20F IN (Km. 3.425 to 3.700) 1:40F IN (Km. 3.725 to 3.750) 1:20F IN (Km. 3.775 to 3.800)	1:18F IN (Km. 0.000 to 0.400) 1:40F IN (Km. 0.425 to 0.450) 1:18F IN (Km. 0.475 to 0.600) 1:20F IN (Km. 0.625 to 0.900) 1:40F IN (Km. 0.925 to 0.950) 1:20F IN (Km. 0.975 to 1.100) 1:17F IN (Km. 1.125 to 1.300) 1:40R IN (Km. 1.325 to 1.350) 1:17F IN (Km. 1.375 to 1.500) 1:22F IN (Km. 1.525 to 1.800) 1:40R IN (Km. 1.825 to 1.850) 1:22F IN (Km. 1.875 to 2.000) 1:15F IN (Km. 2.025 to 2.300) 1:20F IN (Km. 2.325 to 2.600) 1:40R IN (Km. 2.625 to 2.650) 1:20F IN (Km. 2.675 to 3.200) 1:17F IN (Km. 3.225 to 3.500) 1:40R IN (Km. 3.525 to 3.550) 1:20F IN (Km. 3.575 to 3.750) 1:40R IN (Km. 3.775 to 3.800) 1:20F IN (Km. 3.825 to 4.000)
Curves and H.P. bands	(Km. 0.425 to 0.450) (Km. 1.550 to 1.575) (Km. 1.775 to 1.800) (Km. 2.925 to 2.950) Km. 3.375 to 3.400 (Km. 3.725 to 3.750) 6No H.P. Bands in 1:40 Min Radios of curve 15 M	(Km. 0.425 to 0.450) Km. 0.925 to 0.950 (Km. 1.325 to 1.350) (Km. 1.825 to 1.850) (Km. 2.625 to 2.650) (Km. 3.525 to 3.550) (Km. 3.775 to 3.800) 7No H.P. Bands in 1:40 Min Radios of curve 15 M
Terrain soil condition :-		
Geology of area		
Road length passing through		
a) Mountainous terrain (cross slope 25% or more)	2800 M.	2200 M.
b) steep terrain (cross slope more than 25%)	1000 M	1000 M
c) Rocky Stretches with indication of length in loose rock stretch	Nil	800 M

Photo Copy Attested
Be
Assistant Engineer
P.D.P.W.D Bageshwar

Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in Green color)
2	3	4
Area subjected to avalanches/ snow	Nil	Nil
Nature of soil:-		
Length of reaches with E & B	2000M	2000 M
Length of reaches with medium rock/shale	1000 M	1000 M
Length of reaches with	800 M	1000 M
W.V.H.R/shale		
Length of reaches with home rock shale	Nil	Nil
Bridge Requirement:-		
a. Bridge	-	-
b. Canal nose	-	-
c. Range of span	-	-
d. Water way	-	-
Major bridge:	-	-
a. General elevation of the road indication	-	-
maximum and minimum heights negotiated	-	-
b. Road ascends and descend	-	-
c. Total no. ascends and descends length of	-	-
d. Right of way bringing out construction on	-	-
account of built up Area Mountains other	-	-
structures	-	-
e. Approximate area and value:		
a. Cultivated	0.60Km	0.80Km
b. Irrigated	-	-
c. Uncultivated	-	-
d. Forest Benap Land	3.20Km	3.20Km
e. Other	-	-
f. Existing means of other communication	Mule path & Bridle Road	Mule path & Bridle Road
g. Mule path jeep truck etc.	-	-
h. Relation of proposed alignment with	-	-
existing under construction road.	-	-
i. Availability of road construction	50 to 60% stone may be available	50% stone may be available at site
materials	along the alignment	
j. Location of quarries	Nil	Nil
k. Average lead	Nil	Nil
l. Local resources:	Bageshwar, Kanda,	Bageshwar, Kanda,
m. Sweeping zone	-	-
n. Road stuffs	-	-
o. Labour local availability and need for	Local labours are available a	Local labours are available a distance
vehicles	distance of 25 Km. by Motor	of 25 Km. by Motor Road .Yes
p. Construction material timber bamboo	stone available site and sand	Local labours are available stone available
and stone and shingle etc extent of this	available at a distance of 15 Km.	site and sand available at a distance of
q. Availability & need involved	by Motor Road	15Km. by Motor Road
r. Forest point indicating possibilities of	-	-
management	-	-
s. Climatic condition:-		
t. Temperature monthly max & min.	App. max 36 ⁰ c Min 2 ⁰ C	App. max 36 ⁰ c Min 2 ⁰ C

Photo Copy Attested
Bageshwar
 Assistant Engineer
 P.D.P.W.D Bageshwar

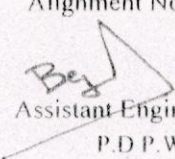
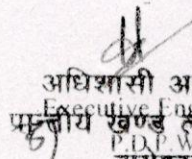
Item work	Alignment No. 1 (marked in red color)	Alignment No 2 (show in Green color)
2	3	4
1. Rain fall data average annual/ peak monthly distribution, to extent available length of road covered by snow and ice	100mm	100mm
2. Wind direction	East to West	East to West
3. Fog condition	-	-
4. Exposure of sun	Sunny face	Sunny face
5. Length of land slide	-	300 M
6. Length of unstable area	-	100 M
7. Length of heavy clearing	-	-
8. Length of mardy & flooded area	-	-
9. Length & position of home rock	-	-
10. Period required for construction	2 Years	2 Years
11. Vegetation extent type		
12. Political aspects:		
a. Village falling on within 1.00-200km of alignment	Udera	Udera
b. Village falling on within 4.00 km of the alignment	Baset	Baset
13. Important village town market connected:- Strategic consideration	Bageshwar, Kanda, Vijaypur, Kamedi Devi,	Bageshwar, Kanda, Vijaypur, Kamedi Devi,
14. Economic and industrial consideration		
15. Population served by alignment	195	195
16. Recreational potential and potential for development of tourism-	Yes	Yes
17. Scope for agriculture and horticulture development	The area is rich in horticulture, agriculture, Timber is available	The area is rich in horticulture, agriculture, development Timber is available
18. Extent of forest wealth		
19. Prospect of development project being taken up in the area e.g. hydroelectric project.	-	-
20. Approximate cost of each alignment	Rs-177 lacs	Rs-186 lacs
21. Merits and demerits:-	i- Length of road -3.800 Km ii- No. of vilage benefited -2 iii- type of land - Nap- 0.60Km Civil forest/Benap-3.20 Km Bridge Required - Sanction Length- 3.000 Km.	i- Length of road -4.000 Km ii- No. of vilage benefited -2 iii- type of land - Nap- 0.80Km Civil forest/Benap-3.20 Km Bridge Required - Sanction Length- 3.00 Km.
22. Any other useful information (via. other important project being under taken in the area required for construction of the work)	Nil	Nil
23. Recommendation of the Executive Engineer	Alignment No. 1  Assistant Engineer P.D.P.W.D Bageshwar	 अधियासी अभियन्ता Executive Engineer प्रमृतीय खण्ड लो०नि०वि० P.D.P.W.D Bageshwar

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By
Assistant Engineer
P.D.P.W.D Bageshwar

Junior Engineer
P.D.P.W.D
Bageshwar

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