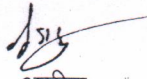



परियोजना का नाम:- जनपद अल्मोड़ा के अन्तर्गत चमडखान - कनोली
-सैलापानी मोटर मार्ग का निर्माण

वैकल्पिक समरेखणों को निरस्त किये जाने का प्रमाण-पत्र।

प्रस्तावित परियोजना हेतु दो समरेखणों पर विचार किया गया। समरेखण संख्या-2 ग्रामवासियों के आपत्ति एवं कहीं-कहीं पर वृक्ष तथा मार्ग की लम्बाई अधिक बढ़ जाने के कारण निरस्त किया गया एवं समरेखण संख्या एक ग्रामवासियों की सहमति एवं अधीक्षण अभियन्ता, प्रथम वृत्त, लो0नि0वि0, अल्मोड़ा के आदेशानुसार अनुमोदित कर समरेखण को उचित पाया गया जो कि प्रस्तावित है।



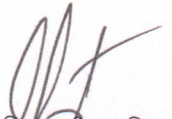
अमीन
प्रान्तीय खण्ड, लो0नि0वि0
रानीखेत



कनिष्ठ अभियन्ता
प्रान्तीय खण्ड, लो0नि0वि0
रानीखेत



सहायक अभियन्ता
प्रान्तीय खण्ड, लो0नि0वि0
रानीखेत



अधिशास्त्री अभियन्ता,
प्रान्तीय खण्ड, लो0नि0वि0
रानीखेत

अभियन्ता
अल्मोड़ा वन प्रभाग अल्मोड़ा

अधीशास्त्री
अल्मोड़ा वन प्रभाग अल्मोड़ा

2400-145, -214B

NAME OF WORK:-

COMPARATIVE STATEMENT OF VARIOUS ALIGNMENTS

Construction of Chamarkhan-Kanolli-Selapani Motor Road from Km 8 of Soni-Titalkhet-Chamarkhan Motor Road under State Plan


Sl No.		Alignment Marked 1 (RED)	Alignment Marked 2 (GREEN)
		As per L-section & Map attached Starting from Km 8 of STC road & ends at Village-Faiya Tanolia-Gudkholi Toke.	As per L-section & Map attached Starting from Km-8 of STC road & ends at Village-Faiya Tanolia-Gudkholi Toke.
1	Details of routes, vis-à-vis, topography of the area. Main features and description of Alignment.		
2	Length of the alignment from starting point to terminal point.	8.00 Km	8.00 Km
3	Geometric A Gradient in different stretches of alignment. B Curve and Hair pin bend.	1:17F, 1:20F, 1:24F, 1:30F, 1:30F, 1:40F, Level 8 Nos.	1:17F, 1:20F, 1:24F, 1:30F, 1:30F, 1:40F, Level 8 Nos.
4	Terrain and soil condition. 1 Geology of road. B Road length passing through. 1 Mountainous terrain cross slope from 25% to 60%. 2 Steep terrain cross slope greater than 60%. 3 Rocky stretches with indication in length in loose. 4 Area to subject to avalanches & snow drifts.	Soil/O.R/H.R 8.00 Km Nil Nil "	Soil/O.R/H.R 8.00 Km Nil Nil "
5	Nature of soil. A Length of reaches with earth & boulders. B Length of reaches with hard rock/shale. C Length of reaches with medium rock/shale. D Length of reaches with VHR/VHS.	40% 30% 30%	30% 40% 30%
6	Bridge requirement. A Minor bridge. i Total number. ii Rang of span. iii General elevation of the road indicating Max. and Min. heights negotiated by main ascents & descents. iv Total water way.	L-Section attached N.A.	L-Section attached N.A.


B Major bridges.		Nil	Nil
i Total number. ii Rang of span. iii General elevation of the road indicating Max. and Min. heights negotiated by main ascents & descents. iv Total water way. v Length of cliffs & gorges.	7		
	Right of way bringing out construction. Approximate area and value. i Cultivated. ii Irrigated. iii Unirrigated.	Unirrigated	Unirrigated
	8A Existing means of inter-communication. (Mule path, jeep, truck etc.)	Villagers foot track/mule	Villagers foot track/mule
	B Relation of proposed alignment with existing and under construction road.	Existing road 7.40 Km.	Existing road 7.40 Km
	9 A Availability of road construction material. B Location of quarries. C Sand. D Stone. E Average lead C Sand.	Locally & Ramnagar Available nearby local area Local-4 Km by mule & From Ramnagar 86 Km by motor road+8 Km by mule	Locally & Ramnagar Available nearby local area Local-4 Km by mule & From Ramnagar 86 Km by motor road+8 Km by mule
D Stone.		4.00 Km by mule	4.00 Km by mule
10 Facilities/Resources. A Landing ground. B Dropping zone. C Food stuffs. D Labour locally available or need of import.		None None None Some labour available locally & rest to be employed from out side	None None None Some labour available locally & rest to be employed from out side
E Construction material ie. Timber, bamboo, sand, stone, shingle, grits etc. Extent of their availability & lead involved.		Stone will be available locally & rest to be carted from Ramnagar etc.	Stone will be available locally & rest to be carted from Ramnagar etc.

11	Access point indication possibility of equipment.	During construction equipment can be transported through bridge path.	During construction equipment can be transported through bridge path.
12	Climate condition. A Temperature (Max. & Min.) B Rain fall data (average annual peak intensities, monthly distribution to the extent available) C Length of road covered with snow (average & period) D Wind direction & velocity E Fog condition F Exposure to sun	25 °C to 5 °C Not available Nil E/W direction During rainy season Full day	25 °C to 5 °C Not available Nil E/W direction During rainy season Full day
13	Drainage characteristics of the area indicating susceptibility to damage.	Storm water drain through natural rivers/slopes	Storm water drain through natural rivers/slopes
14	Length of land slides	Nil	Nil
15	Length of unstable area	Nil	1500 M
16	Length of heavy snow clearing	Nil	Nil
17	Length of marshy & flooded area	Nil	Nil
18	Length of positions with loose rocks	Nil	1500M
19	Period required for construction	3 Years	3 Years
20	Vegetation (Extent/type)	Pine Tree	Pine Tree
21	Critical Expect A Village following on or within- i 1 km of the alignment ii 1 km to 5 km of the alignment	As per L-Section & Map attached do	As per L-Section & Map attached do
22	Important villages, town, marketing center connected	Chamarkhan, Tana, Pipalkote etc as per L-Section.	Chamarkhan, Tana, Mehaikhand etc as per L-Section.
23	Economics & Industrial consideration i Population served by alignment ii Agricultural potential for development of forest.	Farm, Hortico produce. Approx. 500 Nil	Farm, Hortico produce. Approx. 500 Nil
24	Scope of agriculture and horticulture development.	Fruits & vegetables	Fruits & vegetables

पृष्ठ संख्या - 24E

25	Extent of forest wealth	Nil	Nil
26	Prospects of minor or any other major development project being taken up in the O.S. Hydro Electrical Project.	Nil	Nil
27	Approximate cost of construction.	100.80 Lac	100.80 Lac
28	Merits and Demerits		
A	Merits	<p>1-Connects max. population</p> <p>2-Minimum damages to cultivated land & Houses.</p> <p>3- Passes through safe & stable zone.</p> <p>4- No harm to forest & civil cultivated land</p> <p>5- General opinion of villages in favour of alignment</p>	<p>1-Few remains unconnected.</p> <p>2- This passes through more cultivated area.</p> <p>3- Passes through sliding zone of apprx. 1.50 km</p> <p>4- More Van Panchait & civil Land involved.</p> <p>5-Rejected by the Villagers.</p>
B	Demerits	H.P Bends are closer in village Tana as to avoid dispute of cultivated land raised by Tana villagers.	passes through unstable land & also less population benifted.
29	Any other useful information(viz. other important projects being undertaken in the area required for completion of the work.	Nil	Nil
30	Recommendation of Executive Engineer	Alignment No. 1- being economical & suitable in all respect, is recommended for approval.	
31	Orders of Superintending Engineer		


 श्री स. स. स. स. स.
 जिला इंजीनियर, सौराष्ट्र
 राणपूर


 श्री स. स. स. स. स.
 जिला इंजीनियर, सौराष्ट्र
 राणपूर