

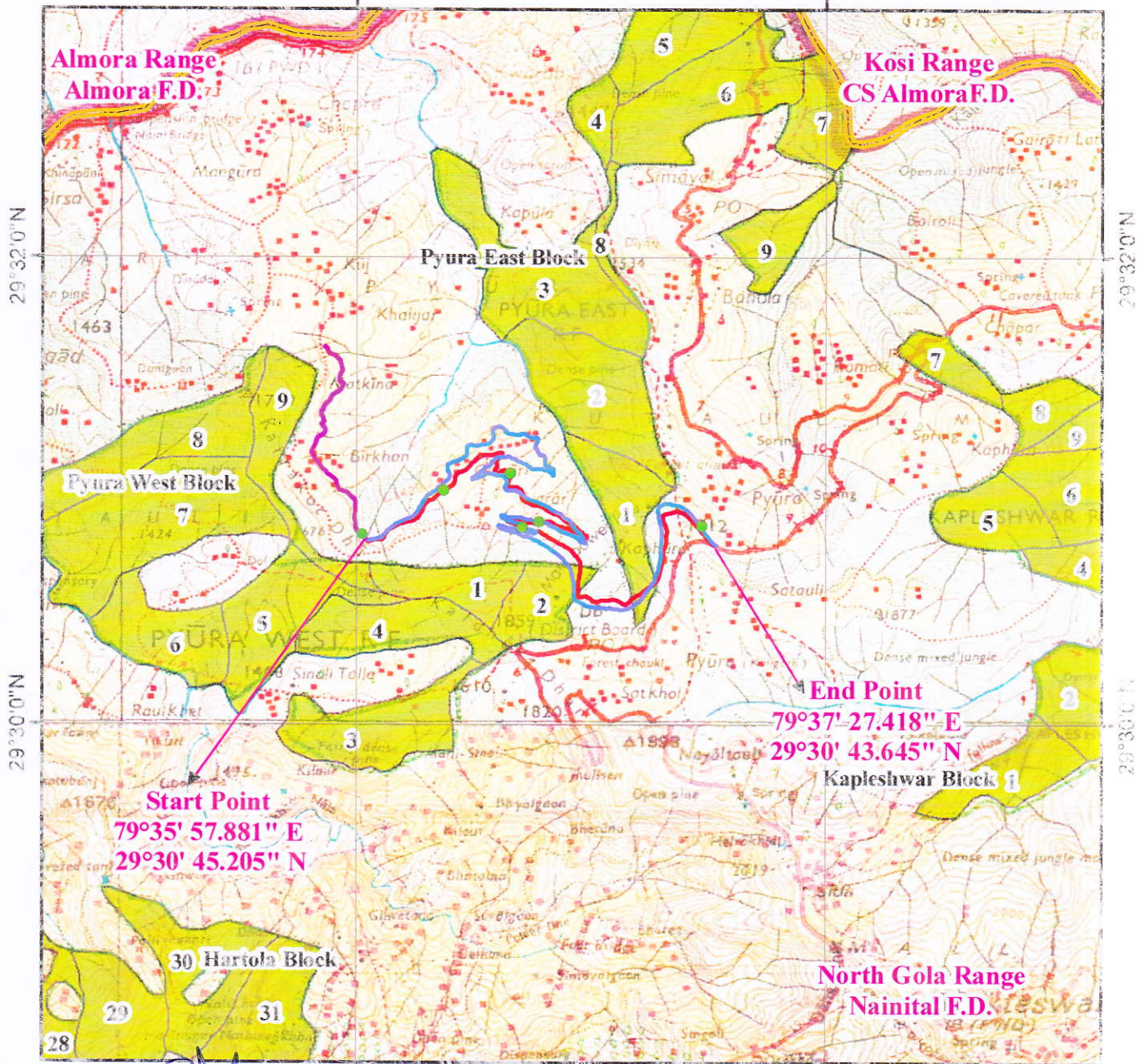
डिजिटल मैप-जनपद नैनीताल में राज्य योजना के अन्तर्गत प्यूड़ा इण्टर कालेज से कूल- विरखन एव कूल-विरखन - सूड़ मोटर मार्ग का विस्तार

0.0 0.25 0.50 1.00
KM

79°36'0"E

1 : 50,000

79°38'0"E



Legend

- Muck Dumping
- Proposed Road
- Alternate Road
- Existing Road
- Forest Range Boundary
- Reserve Forest Boundary
- Reserve Forest Boundary

जिलाधिकारी
नैनीताल

प्रभागीय वनाधिकारी
नैनीताल वन प्रभाग, नैनीताल

परगनाधिकारी,
नैनीताल

Comparative Statement of Various Alignment

Additional Attachment- 2.4

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Name of work :- Construction OF Pura Inter College To Kool Birkham Link
moter road(Km 0.00 to 3.00)

S.N.	Description of item	Alignment no. (1) marked with RED colour	Alignment no.(2) marked with GREEN colour
1	2	3	4
1	Main features of Alignments:	Starting from Km 9 H.M. (6-8) of Nathuakhan Pura M/R and passes through village Naulikhan, and finished at Khabra village	Starting from Km 9 H.M. (6-8) of Nathuakhan Pura M/R and passes through village Naulikhan, and finished at Khabra village
2	Length of road from starting to terminal point.	3.000 km	3.75 Km
3	Geometric		
	(a) Gradient in different stretches of the alignment	1: 20(R), Level, 1:40 (R), 1: 40(R)	1:20 (R),1:30 (R),1:18 (R). 1:24(R) .
	(b) Curves	As per I R C	As per I R C
	(c) Hair pin bends numbers	1 Number	No Hair pin bends
4	Terrain & Soil conditions	Hilly area consisting	Hilly area consisting
	(a) Geology of the area	E&B / HS./ V.H.S./H.R./V.H.R.	E&B / HS./ V.H.S./H.R./V.H.R..
	(b) Road length passing through		
	(i) Mountainous terrain(cross slope 25% to 60%)	3.00 Km.	3.75 Km
	(ii) Steep terrain (cross slope more than 60%)	Nil	Nil
	(iii) Stretches with indications of loose rock conditions.	Nil	Nil
	(iv) Areas subjected to avalanches or snow drifts.	Nil	Nil
5	Nature of soil		
	(a) Length of reaches with Earth & Boulders.	1.5.00 Km	3.00 Km
	(b) Length of reaches with Hard rock/Hard shale.	0.50 Km	Nil
	(c) Length of reaches with Medium rock/Med. Shale.	0.50 Km	0.75 Km
	(d) Length of reaches with Homogeneous rocks.	Nil	Nil
6	Requirements of Bridges/Culverts/Scuppers.		
	(a) Minor bridges		
	(i) Total number	1	1
	(ii) Range of span	8-10 M.	8-10 M.
	(iii) Total water way	4	4
	(b) Major Bridges		
	(i) Total number	Nil	Nil
	(ii) Range of span	Nil	Nil
	(iii) Total water way		

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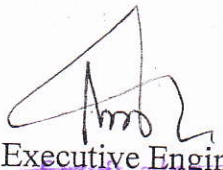
1	2	3	4
7	General elevation of road indicating maximum & minimum heights by mean ascents & descents.	As per L-Section shown minimum 922.00 865.00 M maximum--1000.000 M	As per L-Section shown minimum 922.00 865.00 M maximum--1000.000 M
(a)	Total numbers of ascents & descents	L - Section attached	L - Section attached
(b)	Length of cliffs & gorges	Nil	Nil
8 (a)	Right of way bringing out constraints on account of built up area, monuments & other structures.	None	None
(b)	Approximate area & value	Approximate 30% cultivated land & 77% uncultivated & Banger land .	Approximate 75% cultivated land & 25% uncultivated & Banger land .
(i)	Cultivated	1.000 km	2.000 km
(ii)	Irrigated	0.500 km	1.000 km
(iii)	Un -Irrigated	0.500 km	0.750 km
9 (a)	Existing means of intercommunication (mule path, jeep, truck etc.)	Villagers foot track/ mulepath	Villagers foot track/ mulepath
(b)	Availability of road construction materials.	Stone	Stone
(i)	Location of quarry	Haldawani	Haldawani
	Sand	Haldawani	Haldawani
	Stone	Available nearby locally	Available nearby locally
(ii)	Lead	Haldawani	Haldawani
	Sand	80 km by moter road	80km by moter road
	Stone	1 km by head load / by mule	1 km by head load / by mule
10	Facility/ Resources		
(a)	Landing ground	None	None
(b)	Dropping zone	None	None
(c)	Food stuff	None	None
(d)	Labour local availability & Need of import	Few local labour rest import from out side	Few local labour rest import from out side
(e)	Construction materials, timber, bamboo, sand, stone, shingle etc, availability and lead involved.	as above.	as above.
11	Access. points indicating possibility of equipment's.	During construction equipment can be transpoted through bridle path	During construction equipment can be transpoted through bridle path
12	Climatic conditions		
(a)	Temperature maximum/minimum.	30° C - 5° C	30° C - 5° C
(b)	Rainfall average,annual,peak intensity. Monthly description to the extent possible.	Data not available.	Data not available.
(c)	Length of road covered by snow(average & peak)	Nil	Nil
(d)	Wind direction	West to East	West to East
(e)	Fog conditions	During rainy season	During rainy season
(f)	Exposure to sun	Full day during clear weather.	Full day during clear weather.

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1	2	3	4
13	Drainage characteristic of the area indicating susceptibility of damages.	Storm water drains through natural rivers / slopes ..Damage may be rainy season	Storm water drains through natural rivers / slopes ..Damage may be rainy season
14	Length of land slides.	Nil	Nil
15	Length of heavy clouding	Nil	Nil
16	Length of marshy or flooded area.	Nil	Nil
17	Length of portions with loose rock.	Nil	Nil
18	Period required for construction.	2 years	2 years
19	Vegetation extent type	Bushes	Bushes
20	Political aspects(villages falling within.population)		
(a)	1 st km. of the alignments	As per L - Section attached	As per L - Section attached
(b)	1 to 5 km. of the alignment	-----do-----	-----do-----
21	Important village, town, maketing center connected.	Naulikhan & Khabra	Naulikhan & Khabra
22	Strategic considerations.	Crops, vegetable & Fruit etc	Crops, vegetable & Fruit etc
	Economical & Industrial considerations.	Farm / hortico produce.	Farm / hortico produce.
23	Population served by the alignment	More than 350	More than 350
(a)	Recreational potential for development.	None	None
24	Scope of agricultural & horticultural development.	100%	100%
25	Extent of forest wealth.	Nil	Nil
26	Prospects of development of minor or any other major development project being taken in the O.S. Hydro Electrical Project	None	None
27	Approximate cost of each alignment.	128.40 Lacs	133.75 Lacs
28	Merits		
(i)		Alignment passes through Nap Land & easily available for construction	Alignment passes through Nap Land & not easily available for construction
(ii)		Eassy construction	Eassy construction
(iii)		Less construction cost	More construction cost
(iv)		Strong recommendation by villegers, & General people are in favour of this alignment	-----
	Demerits.		
(i)		No Demerits.	During construction damage some propoty . & vegetation.
(ii)		-----	Strong Rejected by villegers, & General people are not in favour of this alignment

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29	Any other important information (v.i.s.other important projects being undertaken in the area, required for completion of the work)	Nil	Nil
Reccomendation of Executive Engineer.		The alignment no.1 marked Red is reccomended for construction in view of above facts.	-----
<div style="display: flex; justify-content: space-around; align-items: flex-end;"><div style="text-align: center;"> J.E.</div><div style="text-align: center;"> सहायक अभियन्ता निर्माण खण्ड, लो० नि० वि० नैनीताल</div><div style="text-align: center;"> Executive Engineer अधिसूचि अभियन्ता निर्माण खण्ड, लो० नि० वि० नैनीताल.</div></div>			