



# ALIGNMENT REPORT FOR CONSTRUCTION OF SAUR TO OSLA MOTOR ROAD UNDER PMGSY.

S.N.	Items	Alignment No. 1 (Red ink)	Alignment No. 2 (Green ink)
1	Details of route vis-à-vis topography of the area main feature description of the alignment.	It will start from Km. 23 of Mori Naitwar Sankri Motor Road.	It will start from Km. 23 of Mori Naitwar Sankri Motor Road.
2.	Length of alignment from starting to terminal point.	28.100 KM	29.250 KM
3.	<b>Geometric</b> a) Gradients in different stretches of alignment b) Curves and H.P. Bends etc.	1:18, 1:20, 1:24, 1:40 (1:40 at H.P. Bends) 5 No.	1:18, 1:20, 1:24, 1:40 (1:40 at H.P. Bends) 6 No.
4.	<b>Terrain &amp; soil condition</b> a) Geology of the area b) Road length passing through i. Mountainous terrain (cross slope 25-60)% ii. Steep terrain (cross slope more than 60%) iii. Rocky stretches with indication of length in loose rock stretches. iv. Area subjected of avalanches & snow drifts. v. Cultivated land	Sub Himalayan Region  19.500 Km. 5.500 Km. - 0.00 Km. 3.100 Km.	Sub Himalayan Region  14.000 Km. 12.000 Km. - 0.000 Km. 3.250 Km.
5.	<b>Nature of soil</b> a) Length of reaches with earth boulder. b) Length of reaches with medium rock/shale c) Length of reaches with hard rock/shale. d) Length of reaches with very hard rock/shale.	50% 30% 20% -	30% 30% 40% -
6.	<b>Bridging requirement.</b> a) Minor bridges / Total Number b) Major bridges / Total Number	1 No. (15 m span) in Km. 13 (12/26) 2 No. (24m span) in Km. 2(1/23), Km. 22(21/25) 1 No. (42m span) in Km. 22 (21/37) over Supin River	1 No. (15 m span) in Km. 13 (12/26) 2 No. (24m span) in Km. 2(1/23), Km. 22(21/25) 1 No. (42m span) in Km. 24 (23/1) over Supin River

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7.	General elevation of road indicating a) Maximum and minimum heights negotiated by main ascent and descent. b) Total no. of ascent and descent. c) Length of cliff and gorges.	1925-2752.98 One Ascent and One Descent Nil	1925-2752.98 One Ascent and One Descent Nil
8.	Right of way bringing out constraints on account of built up area. a) Monuments and other structure b) Approximate area and value. i. Cultivated land. ii. Irrigated land. iii. Un irrigated land iv. Forest land.	7.83 Hact. Nil 3.51 Hact 13.95 Hact.	6.165 Hact. Nil 5.67 Hact 14.49 Hact.
9.	a) Existing mean of intern communication such as by mule, foot path, jeep and truck etc. b) Relation of proposed alignment with existing under construction.	By mule and foot path Nil	By mule and foot path Nil
10.	Availability of road construction on materials a) Location of quarries b) Average lead	Stone Locally available from River Supin 5.00 Km.	Stone Locally available from River Supin 5.00 Km.
11.	Facilities / resources a) Landing ground b) Dropping zone c) Food stuff d) Labour locally availability and need for import e) Construction materials (timber, bamboo, sand, stone, shingle, etc. extent of their availabilities and lead involved.	Nil Nil Wheat, mandwa, Poteto and fruits Available at Sankri Local labour available. Timber, stone available, sand from river Supin	Nil Nil Wheat, mandwa, Poteto and fruits Available at Sankri Local labour available. Timber, stone available, sand from river Supin

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12.	Access point indicating possibility of induction of equipment.	Equipment will be transport through motor road from Vikasnagar and Dehradun	Equipment will be transport through motor road from Vikasnagar and Dehradun
13.	<b>Climate conditions.</b> a) Temperature monthly maximum and minimum b) Rainfall data average and annual peak intensities monthly distribution to the extent available length of road covered snow (average) and period. c) Wind direction and velocities d) Fog condition e) Exposure to sun	MAX 24°C MIN -10°C (average) Heavy Rainfall 18.00 Km. Road covered with snow in winter season Towards North East 25 to 30Km/hr. During Mansoon Season Good exposure to sun	MAX 24°C MIN -10°C (average) Heavy Rainfall 18.00 Km. Road covered with snow in winter season Towards North East 25 to 30Km/hr. During Mansoon Season Good exposure to sun
14.	Drainage characteristics of the area including susceptibility of damage	Nil	Nil
15.	Length of unstable area	Nil	Nil
16.	Length of heavy clearance	Nil	Nil
17.	Length of susceptible flooded area	Nil	Nil
18.	Length of portion with loose rock	Nil	Nil
19.	Vegetation extent type.	Chir & Bushes, Kukat, Oak	Chir & Bushes, Kukat, Oak
20.	<b>Political aspect</b> a) village falling of or within I. 1 Km. of alignment II 1 Km. to 28 Km. of the alignment	Saur Taluka, Dhatmeer, Dharkot, Gangar, Osla	Saur Taluka, Dhatmeer, Dharkot, Gangar, Osla
	b) Important village town / marketing center connected	Taluka	Taluka
21.	Strategic considerations.	-	-
22.	Economical & industrial consideration	Economic condition of village will improve due to easy access to to market selling their cash crops etc direct to nearest mandis	Economic condition of village will improve due to easy access to to market selling their cash crops etc direct to nearest mandis

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S.N.	Items	Alignment No. 1 (Red ink)	Alignment No. 2 (Green ink)
23.	Population served by the alignment	Approx 1200	Approx 1200
24.	Recreational potential and potential for development for tourism	N/A	N/A
25.	Scope of horticulture and agriculture development.	Cash crop, fruit Belt	Cash crop, fruit Belt
26.	Extent of forest wealth	Chir, Kukat, etc.	Chir, Kukat, etc.
27.	Prospect of development of minor or any other major development projects being taken up in the area e.g. hydro electric project etc.	-	-
28.	Approximate cost of construction of the alignment	2076.50 Lakh	2213.00 Lakh
29.	(a) Merits  (b) Demerits	a) Less forest land effected with this alignment. b) Villagers agreed with this alignment c) Less No. of HP bends. d) Less damages to private property. e) Less Construction Cost.	Nil.  a) More damages causing 6 HP bands. b) Villagers dispute. c) More Length required.
30.	Any other useful information (other important project being under taken in the area required for completion of the work etc.)	N/A	N/A
31.	(a) Recommendation for the Executive Engineer with reason  (b) Order of the Superintending Engineer with Suitable reason.	Comparing the Merits of both alignments, Alignment No. 1 marked with red colour is recommended for sanctioned	

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Alignment No. 1 shown with red ink on contour map is approved as recommended by E.E.

अधीक्षक अभियन्ता  
पीएमएस, आई.डी. पुरोला  
दिनांक १२/०८/२०२०