

**DETAILS OF UNDER PASSES/OVERPASSES PROPOSED
FOR THE SAFE PASSAGE OF WILD ANIMALS**

On

Peerah to Kameti Road

Length: - 2.00kms

Length of Road in forest Area: - 1.50kms

Details of Under passes proposed for safe passage of wild Animals in forest Land on Peerah to Kameti Road

1. INTRODUCTION

The rural road network required for providing the 'basic access' to all villages/ habitations is termed as the Core Network. Basic access is defined as one all-weather road access from each village/ habitation to the nearby Market Centre or Rural Business Hub (RBH) and essential social and economic services.

A Core Network comprises of Through Routes and Link Routes. Through routes are the ones which collect traffic from several link roads or a long chain of habitations and lead it to a market centre or a higher category road, i.e. the District Roads or the State or National Highways. Link Routes are the roads connecting a single habitation or a group of habitations to Through Roads or District Roads leading to Market Centres. Link Routes generally have dead ends terminating on habitations, while Through Routes arise from the confluence of two or more Link Routes and emerge on to a major road or to a Market Centre.

The Core Network may not represent the most convenient or economic route for all purposes. However, since studies show 85-90% of rural trips are to market centres, the Core Network is likely to be a cost-effective conceptual frame work for investment and management purposes, particularly in the context of scarce resources.

The Road Project takes off at Peerah from National Highway NH44 and is a link road with of Ramban District. This road directly connects the habitations of Peerah ,Kameti etc. Thus this link road serves the total population of more than of 8000 Souls.

Presently Kameti is connected with a bridle track having deep ascends and descends and remains mostly cut off during winter season. All the essential commodities are to be carried upto Kameti by head load or ponies resulting in backwardness of the area both socially as well as economically.

Mostly the people are illiterate and unemployed due to lack of education facilities in the vicinity of the area. The construction of road shall boost tourism sector in the area in general and the whole block shall come up at par with the famous

The road shall also provide accessibility to school, High school, Health Centre etc. The road construction has been proposed with a formation width of 6.0M except , except at valley/zig points where construction of R/walls are inevitable from geometrical constraints and at horizontal curves, extra widening has been proposed ranging from 0.60 to 0.90 Mtr. depending upon the radius of horizontal curve and as per IRC specification.

2. Objectives of Animal Passage plan Study

The objectives of animal passage plan are:

- ❖ To incorporate the needs of wildlife into transportation projects.
- ❖ To maintain the habitat connectivity.
- ❖ To aid in the reduction of human wildlife conflict, improving awareness, safety and reducing collisions.

Sanjay
Executive Engineer
PWD(R&B) Division
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1. Project Location and Technical Details:

Project:	Construction of Road from Peerah to Kameti
Proposal No.	FP/JK/ROAD/151949/2022
Project Proponent:	PWD (R&B) DIVISION RAMBAN
Project Cost:	421.97 lacs(Stage-I,Stage-II)
Details of Forest Area involved:	0.99 Ha

1. Justification for Proposed route & alternative examined: The The present proposed road alignment is only feasible for construction of road Peerah to Kameti Road. There is no possibility of alternate alignment for the project road. Hence, the diversion of the Forest is the only choice to construct the road.

2. Area Details Falling in Forest area

Part- 1

- (i) Total Length of the Road: 2000 m
- (ii) Total Length of the Road in Forest Area:- 1500 m
- (iii) Width of the Road: 6.00m
- (iv) Area in forest land 0.99 Ha.

3. Major Activities involved in the execution of Project:

A	Earthwork in excavation in Hilly area
1	Earthwork in cutting
2	Earthwork in filling
B	CD Works
3	Construction of HP Culvert
C	Construction of Semi Pucca Walling
4	R/Wall Ht. 2.00 m
5	R/Wall Ht. 3.00 m
6	R/Wall Ht. 4.00 m
7	Parapet

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10	R/Wall Ht. 2.55 m
11	Parapet

12	Pucca Drain
D	Providing & Fixing of Signage and Boards
13	Citizen & Main Information Board
14	Logo Board
15	Road Sign Boards
16	Km Stone
17	200 m Stones
18	2 Km Stones

Signature

Signature

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PWD(R&B) Division

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Abstract of Proposed action plan for safe passage of wild Animals(to be constructed by PWD Division Ramban)

S.No	Name of Particulars	Amount (Rs in Lacs)
2	Construction of 02 NO HP Culvert/Animal Passage including Approach Track 2No's	6.00
5	Provision for P/F Sign boards /Cautionary warning signs at every 20 to 25mtrs of Road Stretch	2.00
	G-Total	8.00

Say Rs.8.00 lacs

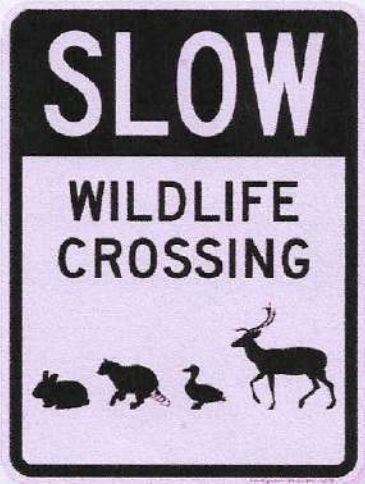

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Proposed mitigation measures: In addition to proposed action plan following measures could be undertaken in view of projected increase in traffic load which could facilitates the animals to cross the road:

- Creation of barriers
- To provide RCC Box culverts/Animal Underpass at various strategic point, so that along with water various wildlife can also pass through the culvert to reach the other side of the road
- The culvert floor must be naturalized so that small vegetation can grow and give the underneath area a natural passage look.
- Noise barriers shall be installed near the underpasses for effective use of underpasses
- The culvert height shall accommodate animals like Black bear , Leopard, Muskdeer etc
- The hydrological importance shall also be kept in mind while deciding on the relocation / modification of the culverts.
- During Construction period no construction work shall be allowed after night fall.
- Special care should be taken to ensure that the animal movement is not restricted due to the construction work
- Workers & local populace should be made aware through awareness workshops about the importance of wildlife and biodiversity and special attention paid that no poaching and hunting takes place
- Creation of rumble strip on stretches which are passing through longer forest patches.
- Pipe culverts shall be avoided and be replaced with box culverts if located in places having good forest patches on both side with larger and continuous patch size to save the smaller wild animals from road accidents. Culvert floor shall be planted with indigenous plant and grass species.
- No labour camps should be allowed at the construction sites. Arrangements should be made to bring in the labour during the working hours and drop them after that. No fire or cooking should be allowed at the construction site.
- No stocking and dumping of construction material other than the designated sites duly agreed by the Forest Department.
- Construction workers and local communities should be sensitized about importance of wildlife conservation and do's and don'ts through awareness workshops/meeting with full involvement of local Forest personnel. Workers should be made aware of provision of legal penalties to stop poaching and wood cutting.
- Vehicle speed limit should not be more than 30-40 km/hr. in the animal prone stretch warning signage shall be installed at every 25 m in entire project road. Night traffic should be controlled through barriers at appropriate locations to be decided by the project authorities and local forest department. Random checking by the Flying Squad of Transport Authority.

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