

CERTIFICATE FOR JUSTIFICATION OF ROAD

Certified that the Village **Turkada** is starting point of the road which is mentioned in the KML file. However village Sarna is connected through a path which is constructed by forest department in **RSBY** Scheme and is not fit for plying motorable traffic. This habitation i.e. **Sarna** will be connected by motorable road after getting approval under FCA 1980. Also the habitation **Suloh** is connected from another side which is only a jeepable (LMvs) road and it is not possible to make it feasible for plying motorable (HMvs) traffic due higher longitudinal gradient. So this habitation will be connected through motorable traffic by this proposed road. As **Naddal** is also connected through a road, in this case it is submitted that strata of this road is loose and is prone to landslides in monsoons. This habitation Naddal remains disconnected from main roads for three months (July to September). So this habitation is proposed to be connected through this road as this proposed road will be all weather road and will serve as lifeline to all these above mentioned habitations.

In addition to this road will become through route and will connect at Lahru at Major District road (MDR – 87) and will be shortest to all habitations i.e. Turkada, Sarna, Suloh to connect with Major District road (MDR- 87) at Lahru.


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