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FULL TITLE OF THE PROJECT: DIVERSION OF 1.92 HA. OF FOREST LAND IN FAVOUR OF HPPWD FOR THE C/O CHILLON TO CHOWKI MRIGWAL KM 0/00 TO 8/00 WITHIN THE JURISDICTION OF RENUKAJI FOREST DIVISION IN DISTRICT SIRMOUR, HP.

File No. : _____

Date of Proposal: _____

CHECK LIST NO. 04
SHORT NARRATIVE OF THE PROJECT

State	:	Himachal Pradesh
Division	:	HPPWD Shillai
Sub- Division	:	HPPWD Sataun
Name of Work	:	C/O CHILLON TO CHOWKI MRIGWAL ROAD KM 0/00 TO 8/00
Category	:	Single lane Motorable Road
Width	:	5 to 7 mtr. (Average)
Total	:	8.00 kms.
Location	:	Gram Panchayat Barwas.

HISTORY

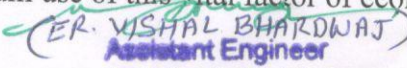
The C/o CHILLON TO CHOWKI MRIGWAL ROAD KM 0/00 TO 8/00 bifurcate from Laldhang Paonta Ronhat Rohru(NH-707) at RD 23/00. The total length of the road is 8.00 KM, which will connect village namely Tikker, Kuner, Kakvadi, Bag and Chowki mrigwal. At present there is no link road to these villages except Chowki mrigwal and having a total population of 710 souls.

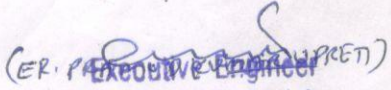
Owing to typical topography and geology of hills of Himachal Pradesh, road communication is the only economically viable means of transportation in the State.

Since it is a rural road of the area Shillai Constituency, and dependency of the residents of this area on Agricultural and horticulture is beyond doubt. The influence area of the road spread over 15 square kilometer is very rich in the Production of Agricultural products such as Maize, Pulses, Ginger & Tomatoes . With the construction of this road, the transportation activity in the area expected to undergo a major change with the availability of mechanical/automotive transport. There will be considerable saving in transportation of agricultural produce to the nearest road head and the raising of manpower involved shall be in addition. The transportation charges incurred in the import of goods for local consumption shall also be reduced considerably. The benefits with respect of the Public transportation shall be additional. Hence, the road will be for the boost up of economy of the area by giving them the means of mechanical transport for their agriculture produces and other benefits of modern technology.

At Present not much people bring their Produces for marketing due to non availability of transport facility. Therefore, the road on its completion will enable the people to make maximum use of this vital factor of economy.


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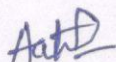

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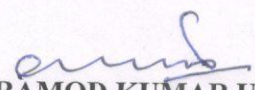
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In this road Project new formation cutting has been proposed in a length of 8.00 km. The road formation creates to a design speed of minimum 20 km Per Hour as provided by IRC SP: 20 Rural manual for mountains terrain in hilly area. Most of horizontal curve has been developed with radius of minimum of 22.87 meters. All curves are transition curves and minimum safe stopping sight distance 20 meters has been ensured. The gradients adopted are not less than 1:15 thus the vertical alignment is good. The road formation shall also be provided with the cross fall of 3% in the carriage way width and 5% shall be ensured on transition curves as prescribed. Extra widening of 2 meters has been proposed in the formation at curved for erosion control. Necessary compensatory afforestation will be carried out by concerning the forest department. However for the erosion the road side drain and cross drainage works will be provided by the PWD Department.

The work of construction and timely completion of this road project is of very great financial benefit for the country in itself. The Project has thus Public involved shall be executed keeping in views its over all welfare.


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