

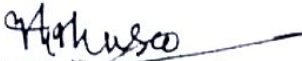
(21)


APPLICATION FOR ACCORD OF ADMINISTRATIVE APPROVAL

Name of Scheme	CONSTRUCTION OF BEHLI LAL DRAMAN ROAD KM 4 TH TO 19 TH BY WAY OF E/WORK AND WALLING IN PHASE IST
Project length	16.00 km
Authority:-	Verbal orders of Hon'ble Chief Minister Jammu & Kashmir state.
History & Necessity	<p>The construction of the road was taken up in the hand during the year 1987-88 as per the decision of the Distt. Development Borad meeting held at Batote. The main beneficiaries of the said road are the people residing in villages Dudhot, Dhar, Shurian, Barshalla, Koti, Phulel, Bijarni, Sazan and finally Lal Draman comprising of a populace of 5000 souls. The construction of the road continued upto 1990-91 within the scope of funds available but the construction work slowed down since then due to restrictions in using of explosives in view of the circumstances which prevailed in the state and District Doda in particular during past years. A length of 3.00 kms stands made to B.T status and 0.5 km upto F.W status in km 4th. An expenditure of Rs 15.08 lacs stands incurred on the schemes ending 31/3/1997. upto km 5th (partly) & an expenditure of Rs 85.80 lacs under RIDF VII by way of Earth work and walling in bringing the road to above mentioned status. The A/A/A to the extent of expenditure incurred stands accorded vide Chief Engineer PWD(R&B) Deptt. Jammu's No.J/2429-35 dated 28-02-97</p> <p>The construction of road was taken up in hand by R.E.W during the year 1994-95 from km 6th to 8th and have executed the work partly. This A/A/A envisages the completion of balance the earth work and walling from km 4th to 8th, E/work and walling km 9th to 19th, dry B/Wall and other required provisions of the road construction. The constt. of this road besides benefiting the people of the area falling enroute the alignment will develop the tourist potential because Lal Draman the target spot of the road is a naturally developed tourist resort but short of a other motarable communication link from the Distt. Head quarter as well as the parts of the area.</p>
Proposals	<p>The formations of the road is proposed to be 6 OM almost cutting with extra width at curves and crossing places. The ruling gradient of the road will be 5%. An up hill side drain of the order of 0.6 mtr.x 0.60m shall invariably be constructed because drainages are life of the road. The back slopes in E/work vary from 1:6 to 1:12 as per classification of the strata.</p>

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Proposal	a) Road formation : - The formation of the road is proposed to be 6.0 mtr. almost incutting with extra width at curves and crossing places. The ruling gradient of the road will be 5 %	x
(B.) Availability of Labour	The skilled as well as unskilled labour is guaranteed throughout the year as the population enroute the proposed alignment and adjoining areas are living below poverty line and dependent on such labour generating development projects	x
✓ (C) Time and Cost	The Scheme shall cost <u>Rs: 803.40</u> lacs as per General Abstract of cost and take 3 year for completion subject to availability of funds and early sanction of the project	


Asstt. Executive Engineer,
PWD (R&B) East Sub-Divn
Doda.


Executive Engineer,
PWD (R&B) Spl Sub-Divn.
Doda.