

TECHNICAL REPORT

Name of Scheme

: Construction of road from Bhaderwah Chamba road km 40th (Padhri Galli) to Bhalpadri.

Authority

: Hon'ble union Minister for Health & Family welfare.

Project

Implementation

Agency

: State PWD (R&B) Department, Jammu

History

Necessity

& : The valley of Bhaderwah surrounded by hill and mountains in eastern, western and southern direction is horse shoe shaped. In the southern side Sounbaen and chatter Galla hills, in western side Kailash hills, Seoj Dhar hill are guarding the valley. The valley whose height ranges from 5000ft to 5500ft. from mean sea level for its Geographical and climatic features is known as Chota Kashmir. The hills and mountains whose height ranges from 10600ft to 1400ft. have thick forest for some height and above it have no forest and have barren rocky tops. The hills/mountains remains covered with snow from September to June because of high altitude and area called Sounbaen remains covered with snow throughout year.

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The average temperature varies from 20° to 30° Celsius in summer & -5° to -10° Celsius during winters.

The valley in the lap of hills mountains look beautiful. The land is semi hilly and plain and cultivatable. The main crop grown is paddy maize and vegetable. The proposed road takes off from Bhaderwah Chamba road km 40th i.e Padhri Galli to Bhalpadri further connected to Bhalessa and providing best shortest route Himachal to Kashmir.

The economy of the area is broadly agriculture based farming, Horticulture, cattle and sheep breeding are the main sources of livelihood for the natives. The project after completion shall open up new social and economic vista for the sixty thousand plus huge multitude of human animation presently suffering in poverty and deprivation most of them below poverty line through of tourism and the corresponding up lift meant of their living standards through all avenues which become available with the inception of transportation and communication facilities. The picturesque meadows of Padre, Sathlarhn, Naglotten, Bhalpadri which have thus for stayed virgin

and unexplored shall be opened up to the national and international tourists, which will not only improve the economy of the area but as well throw open to the world, the rich cultural heritage of these captivating spots to reach Bhaderwah the Mini Kashmir as it is called for its enthralling scenic beauty full of meadows, green land and forest, rich in beauty, history and culture.

The alignment passes through hill terrain inter-alia intersecting a host of picnic spots. The gradient invariable varies from 5% to 6% except for hair pin bends where 2% to 3% grade has been adopted to cover all obligatory stations well within the permissible IRC stipulations applicable to hill roads. The formation has been kept 10 mtrs wide and carriage way is 7.0 mtrs in width. The right way of the road is 15mtrs.

In order to negotiate Nallahs, streams and water ways Cross Drainage Works of various size and specification have been proposed as per technical and operational standards set forth and reflected in the relevant IRC publications. Essential retaining structures and cross drainage works shall be constructed as per the necessity for which a token provision has

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been maintained in the project estimate. Parapets shall be provided for safe and comfortable movement of the commuters.

nts studies : 300mm thick WBM laid in 150mm thick Grade -I in single layer, 75mm thick Grade-II in single layer 75mm thick Grade -III in single layer followed by 50 mm bituminous macadam capped with 25mm thick semi dens bitumen carpet.

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: The overall benefits after completion of the project will be connectivity to Bhaderwah Distt Doda to Distt. Kishtwar and provide shortest route Himachal to Kashmir. This will contribute to the economic development of the area, good agriculture produce and better marketing access with town and cities also. This project will be beneficial to socially, economically and educationally backward area. The quantifiable returns of the project area:

- i) Value addition to agriculture produce and rural non-farm produce.
- ii) Saving in travel, time and distance.
- iii) Saving in vehicle operation cost.
- iv) Saving due to avoidance to wastage of agriculture produce.
- v) Better socio-culture contact between rural areas and small town / urban



- cities.
- vi) Better educational opportunities for rural people.
 - vii) Increase flow of tourism (Adventures tourism i.e rock-climbing, paraglide, Tracking etc).

Better employment opportunities for rural people who can shuttle between home and place of work by cheaper mode of transport facilities.

Cost and time of : Total cost of the scheme works out to Rs. 238.50 lacs and will be completed in 36 working months subject to timely availability of funds earmarked for the scheme.

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Countersigned