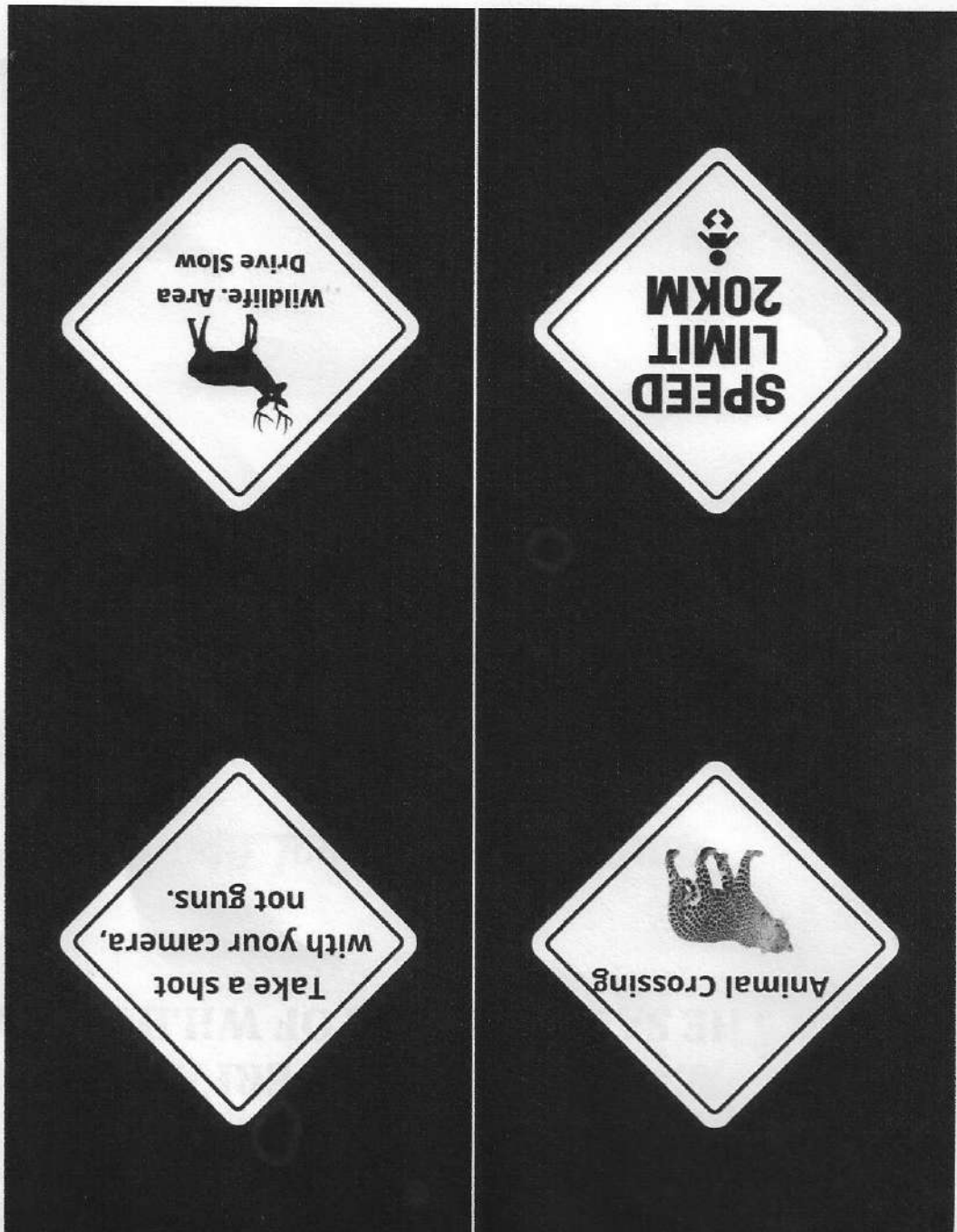


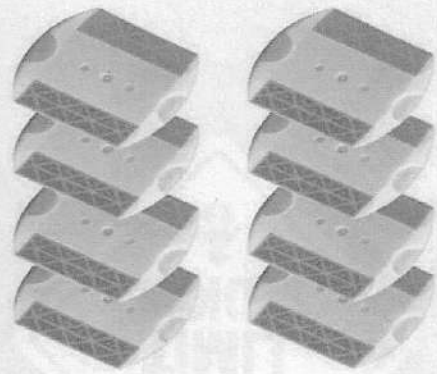
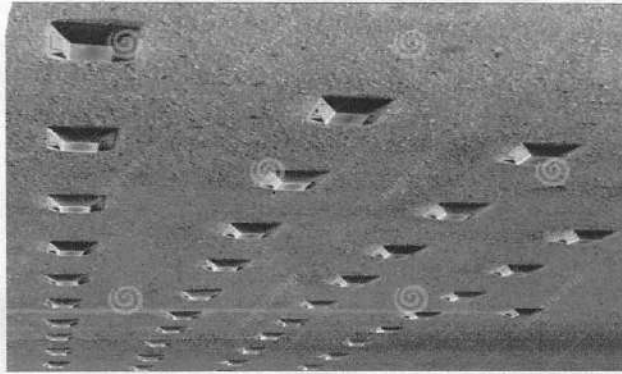
Details of Under passes proposed for safe passage of wild Animals in forest Land on
 Ramakunda to Gool Road



Signature
 Executive Engineer
 PWD(R&B) Division
 Ramban

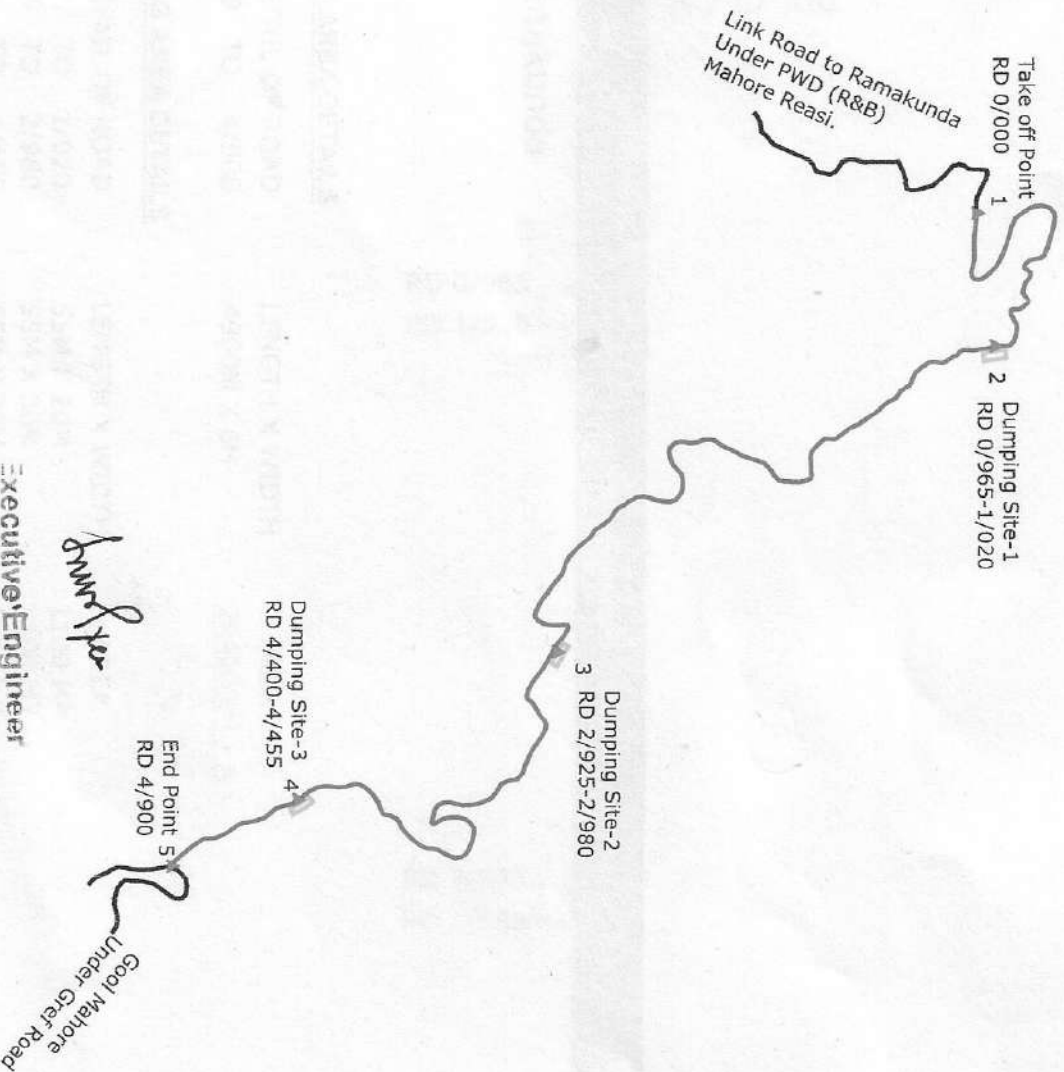


- Road Studs / Speed Breakers will be provided at the start and at the end of each stretch of Wildlife Area / Forest Area.



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GEO REFERENCE MAP FOR CONSTRUCTION OF ROAD FROM RAMAKUNDA TO GOOL, UNDER PWD(R&B) DIVISION RAMBAN, DISTRICT RAMBAN.



SCALE:- 1.14000

GPS COORDINATES

ID	LONGITUDE	LATITUDE
1.	33°17'14.34"N	74°57'44.36"E
2.	33°17'16.40"N	74°57'57.06"E
3.	33°16'40.01"N	74°58'26.09"E
4	33°16'18.04"N	74°58'42.19"E
5	33°16'7.28"N	74°58'48.58"E

LEGEND:-

1.	FOREST LAND (6M Wide)	—
2.	DUMPING SITE	—
3.	OTHER ROADS	—

Executive Engineer
PWD(R&B) Division

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LAYOUT PLAN FOR MAP FOR CONSTRUCTION OF ROAD FROM RAMAKUNDA TO GOOL, UNDER PWD(R&B) DIVISION RAMBAN, DISTRICT RAMBAN.

Link Road to Ramakunda
Under PWD (R&B)
Mahore Reasi.

RD 0/000

Ramakunda

RD 0/965
RD 1/020

RD 2/925
RD 2/980

RD 4/400
RD 4/455

Potato farm

Gool Mahore
Under Gref Road

RD 4/900

FOREST AREA DETAILS

AREA DETAIL OF ROAD
RD 0/000 TO 4/900

LENGTH X WIDTH
4900M X 6M

AREA
29400 M² - A

DUMPING AREA DETAILS

AREA DETAIL OF ROAD
RD 0/965 TO 1/020
RD 2/925 TO 2/980
RD 4/400 TO 4/455

LENGTH X WIDTH
55M X 20M
55M X 20M
55M X 20M
TOTAL

AREA
1100 M²
1100 M²
1100 M²
3300 M² - B

TOTAL AREA = A+B = 29400 M² + 3300 M² = 32700 M² OR 3.27 HECTARE

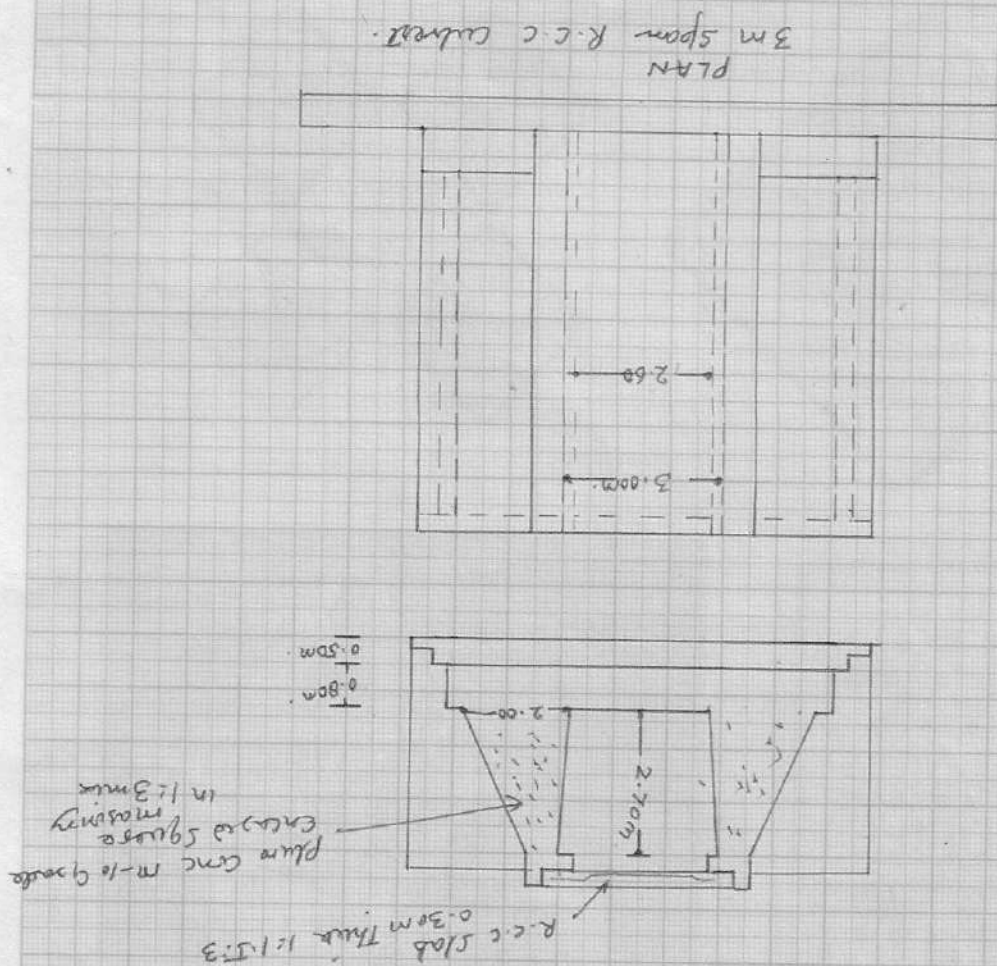
Amrta
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LEGEND:-

1.	FOREST LAND (6M Wide)	—
2.	PRIVATE LAND	—
3.	OTHER ROAD	—

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

Provision of Safety Features

Cautionary / Warning Sign Boards such as Over Hanging Signage will be provided at start and at
 the end of each stretch of Wildlife area / Forest area



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

Ramakunda to Gool Road

Length: - 4.90kms

Length of Road in forest Area: - 4.90kms

dwij
**Executive Engineer
PWD(R&B) Division
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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 from GOOL, BUDHAN GREF Road is a link road in Gool block of Ramban District. This road directly connects the tourist destinations of Ramakunda and Daggan Top. Thus this link road serves the tourists and generate employment for locals.

This Road will provide all weather connectivity to the Tourist Destination Ramakunda with the District Headquarter .

Presently Ramakunda 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 Ramakunda by head load or ponies resulting in backwardness of the area both socially as well as economically as tourist face problems while reaching there.

Mostly the people are illiterate and unemployed due to lack of education facilities in the vicinity of the area

The Block Gool is spreaded over a vast hilly area having many beautiful tourist spots, pastures and meadows having great exploration of Tourism potential. 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

Tourist resorts and shall improve the socio-economical condition of the down trodden and poverty stricken populace of the block.

This road will increase the intensity of tourism in the area similar as Gulmarg in Kashmir. 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

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Amrinder

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

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.

1. Project Location and Technical Details:

Project:	Construction of Road from Ramakunda to Gool
Proposal No.	FP/JK/ROAD/150343/2021
Project Proponent:	250.00 lacs(Stage-I)
Project Cost:	Ramban Forest Range
Details of Forest Area involved:	3.27 Ha

1. **Justification for Proposed route & alternative examined:** The The present proposed road alignment is only feasible for construction of road from Ramakunda to Gool .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- I

- Total Length of the Road: 4900 m
- Total Length of the Road in Forest Area:- 4900m
- Width of the Road: 6.00m
- Area in forest land 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
4	Construction of 2.0m Span RCC Culvert
5	Construction of 3.0m Span RCC Culvert

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Ramban

**Details of Under passes proposed for safe passage of wild Animals in forest Land on
Ramakunda to Gool Road**

C	Construction of Semi Pucca Walling	
7	R/Wall Ht. 2.00 m	
8	R/Wall Ht. 3.00 m	
9	R/Wall Ht. 4.00 m	
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	

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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, 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.

**Details of Under passes proposed for safe passage of wild Animals in forest Land on
Ramakunda to Gool Road**

Abstract of Proposed action plan for safe passage of wild Animals

S.No	Name of Particulars	Amount (Rs in Lacs)
1	Provision for construction of B/walls & R/walls already proposed in Project	43.92
2	Construction of 03mtr Span RCC Culvert/Animal Passage including Approach Track 2 No's	23.13
3	Road Studs /Speed Breakers on 20 stretches(from project savings)	2.00
4	Provision for construction of Parapets	5.00
5	Provision for P/F Sign boards /Cautionary warning signs at every 20 to 25mtrs of Road Stretch(from project savings)	10.00
G-Total		84.05

Say Rs.84.05 lacs

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