

JUSTIFICATION FOR LOCATING PROJECT IN FOREST AREA.

The Ministry of Road Transport and Highways (MORT&H) is poised to develop all remote and strategically important roads in hilly terrains to perennial routes. In continuation to these developments, National Highways and Infrastructure Development Corporation Limited (NHIDCL) has been appointed by MORT&H, to implement these projects.

NHIDCL has been assigned the work of Consultancy Services for Preparation of Detailed Project Report, providing pre-construction activities and construction of a Goha Khellani road portion chainage 12+850 km to 20+300 Km (Design length 7.450 km) NH-244 in the Union territory of Jammu and Kashmir Package-IA Greenfield Section.

The NH-244 (Chenani-Sudhmahdev-Goha-Khellani-Kishtwar-Sinhanpass-Khanabal) with length of 274 Kms has been entrusted to NHIDCL vide Gazette notification dated 20.03.2015. This is an alternative route to connect the Srinagar and border areas in J&K with all-weather Strategic road to ease the traffic volume on Jammu-Srinagar Highway via Jawahar Tunnel i.e. NH-44 after construction of this alternative route to reach the Srinagar via NH-244. Directorate General of Military Operation (MO IHQ of MoD (Army) DHQ PO New Delhi vide letter A/40076/MO\$ dated 11.01.2021 has requested for development of NH-244 on priority to enable

smooth movement of military traffic. National Disaster Management Authority (NDMA) vide letter 5-67/2020-Mit-II dated 22.07.2020 and 25.08.20230 has requested NHIDCL that NH-244 highway should be completed on fast track mode including all tunnels on this road in next three years.

The Goha-Khellani Road (Km. 12.850 to Km. 20.300) is part of upgradation of NH-244 whose Km. 0.00 starts from the starting of Sudhmahadev -Dranga Tunnel and Km. 274 of existing chainage at Khanbal, Anantnag. The development of N H-244 package wise is being undertaken by NHIDCL. The details of the alignment of NH-244 is attached for reference.

The existing Batote-Khellani road is sinking due to falling in the catchment of reservoir of Baghlihar dam. Further, to avoid the accident due to land slide on the present Goha-Khellani Road and to avoid poor geometry of this road, a new alignment has been proposed from the end of the Sudhmahadev-Dranga Tunnel to Khellani town which is a part of the upgradation of NH-244. Goha village is being connected with a link road which will reduce the travel time, cost of the surroundings area. A detail schematic map of alignment (KM. 12.850 to Km. 20.300) with marking of important places is attached for reference.

The new alignment of Goha-Khellani (Km. 12.850 to Km. 20.300) have to pass through the proposed alignment through forest land to avoid the land slide of existing Goha-Khellani alignment, poor geometry of the existing Goha-Khellani Road, snow area and black spot areas since no other alternative route is available. Mitigation measures and slope protection measures for the alignment passing through forest, and state land has been finalized and attached in the additional document section. Diversion of forest land is bare minimum and unavoidable.



Hence, it was not possible to avoid forest land falling in the Construction of Project Goha Khellani two lane with paved shoulder chainage 12+850 km to 20+300 Km (Design length 7.450 km) NH-244 in the union territory of Jammu and Kashmir Package-IA Greenfield Section.



Signature of User Agency Office Seal

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