

PROJECT BREIF NOTE

General :

National Highways Authority of India acting through the Project Director (NHAI) is engaged in the development of the State Highways. As part of this endeavor, the Authority has decided to upgrade the State Highway No.1 to Four lane configuration from km 251.900 at Mancherial to km. 342.000 at Maharashtra Border on Hyderabad – Karimnagar – Chanda Road.

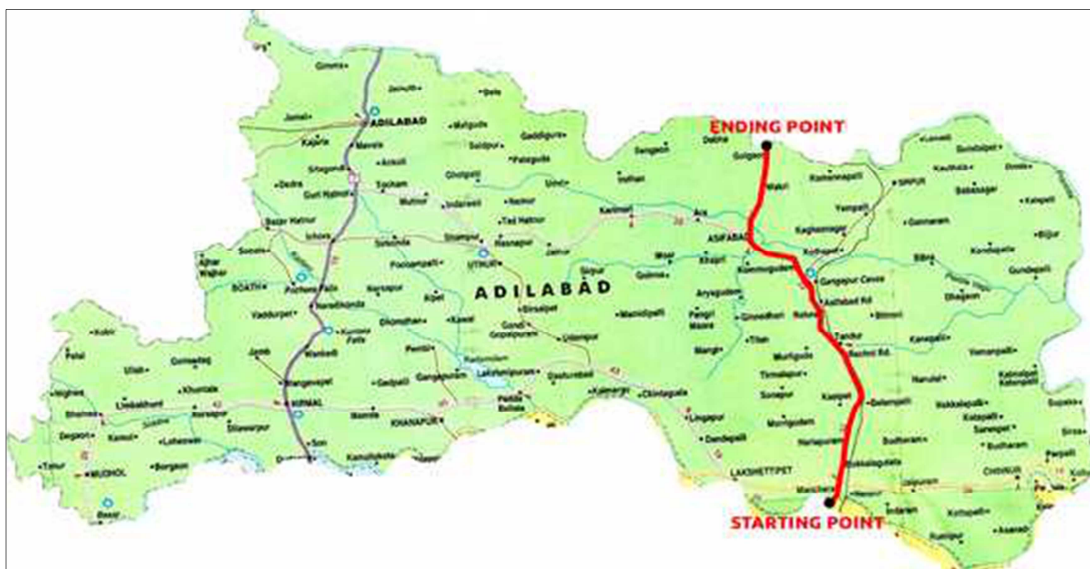


Fig. 1: Location map of Project Stretch

The project stretch starts at Km 251.900 with the junction of NH-63 near Mancherial town and ends at Km 342.000 at Wankidi Telangana/Maharashtra Border on Hyderabad – Karimnagar - Chanda road. The project road section of SH- 1 passes through Mancherial, Mandamari, Bellampalli, Tandur, Rebbena, Asifabad and Wankidi towns. A higher density of vehicular movement is observed in the project section because of the industrial activities in the regions of Adilabad, Karimnagar and Chandrapur districts.

As per the Gazette of India: Extra ordinary release number SO: 4171(E), Ministry of Road Transport and Highways declared the highway starting from its junction with NH No. 63 near Indaram connecting Mandamarri, Bellampalli, Tandur, Rebbana, Asifabad and

terminating at Wankidi at Telangana/Maharashtra border in the state of Telangana as **National Highway- 363** (Previously State Highways-1).

The development of the project in widening of the Existing road to four lane road will result in safe and efficient traffic operation and will serve a vital role in accommodating the future growth of traffic and reduce the travel time.

Traffic :

Existing two lane road caters traffic upto 18000 PUCs, but it was observed that present traffic is more than 20000 PCUs which required up-gradation of existing road.

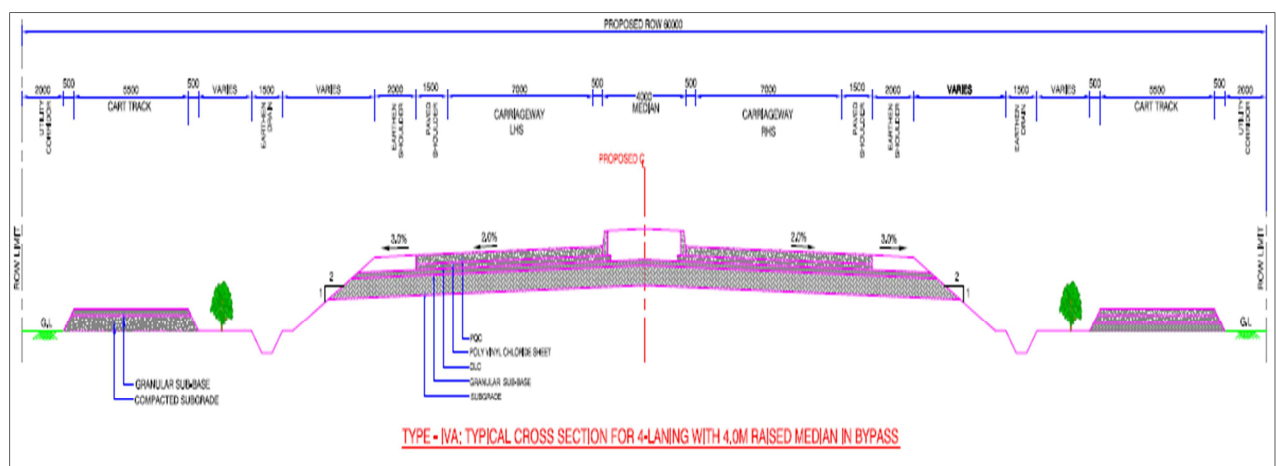
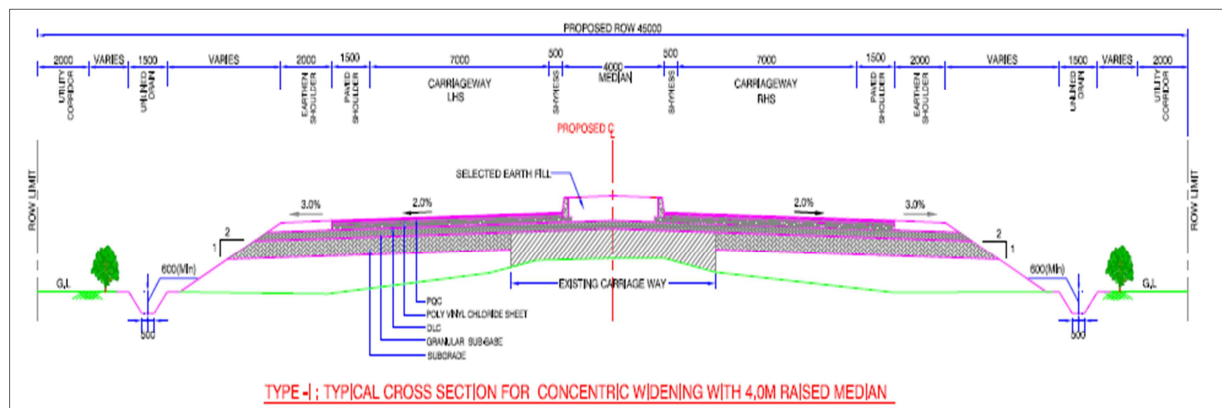
Forecasting the traffic is an important element for planning and design of infrastructure facility, especially when it is proposed to be taken up on a commercial format. The present traffic demand will increase primarily due to the development of existing road to four lane (which makes increase of commuters ply on the road).

IMPROVEMENT PROPOSALS

Widening of two lane to four lane with service roads in builtup area and construction of four lane road in bypasses. The project corridor is to be designed as a 'partially access controlled highway' by providing service roads, grade separated intersections with an objective to segregate the local traffic from the through traffic.

Cross sections

It is proposed to widen the existing road to four lane with two lane service road on either side in built up areas and ROW of 45m to 60m will be followed throughout the stretch. The existing ROW varies from 40 to 45 m for the project stretch. Typical cross section are as follows.



PROPOSED BYPASSES

The Project stretch starting near Mancherial to Maharashtra border is proposed to be 4-laning of existing road. The major built-up locations along the stretch are Mancherial, Mandamari, Bellampalli, Tandur, Rebbana, Asifabad and Wankidi towns. Project road passes through some congested locations and built-up areas like **Mancherial, Bellampalli, and Asifabad** where new bypasses are proposed.

BUS BAYS WITH SHELTERS

The bus bay locations along the project road has been identified and reviewed with respect to the access from the main carriageway and requirement of passengers. Based on the study, it has been proposed to relocate some of the existing bus stops/ shelters and to provide additional number of bus bays near built-up areas. Bus-bays shall be provided in accordance of IRC: SP: 84-2014.

ROAD FURNITURE

Road side furniture will be provided in accordance with relevant sections of the Manual of specifications and standards (IRC: SP: 84-2014). Road markings and road standards shall be proposed as per IRC: 35 -1997 and IRC: 67 -2012 respectively. Road and Traffic signs will be proposed at appropriate places as per relevant IRC guidelines to give caution and to inform the traffic (vehicular and pedestrians) for safe and smooth movement. Normally signs are placed on the left side of the road; in certain cases however these may be placed overhead or on either side of the road depending upon the site condition, for attracting attention of road users.

Avenue Planation :

As his is four lane highway there will be 4 m median and on either side of the corridor 2 to 3 rows of Avenue planation will be plated on either side as per the specifications and guide lines of National Green Highway mission -2017. One row of low height tress/shrubs will be planted in the median.

PROJECT PACKING:

Package	Existing Chainage (Km)		Proposed Chainage(Km)		Length(Km)
	From	To	From	To	
Package-1	251+900	288+510	0+000	42+000	42.000
Package-2	288+510	342+000	42+000	94+602	52.602

PROJECT COST:

- 1) Package-1 with a length of 42 Km and cost of project 865 Cr.
- 2) Package-2 with a length of 52.6 Km and cost of project 677 Cr.