

Executive Summary of Project .

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 construction and upgradation to 2-lane with paved shoulder from design Km. 31.449 (Khellani) to Km 51.700 (Prem Nagar) of 20.251 Km. length on Khellani-Kishtwar-Chatroo section of NH-244 in the Union territory of Jammu and Kashmir on EPC mode.

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 Construction and Upgradation to 2-lane with paved shoulder from design Km. 31.449 (Khellani) to Km 51.700 (Prem Nagar) of 20.251 Km. length on Khellani-Kishtwar-Chatroo section of NH-244 in the Union territory of Jammu and Kashmir is a part of development of NH-244 from Km. 31.449 (Khellani) to Km. 51.700 (Prem Nagar) which is having length of 20.251Km. The new alignment of NH-244 is from Sudhmahadev-Dranga Tunnel, Goha-Khellani Package, Khellani-Premnagar-Thatri-Kishwtar-Chatroo Package, Vailoo Tunnel, Vailoo-Donipawa which finally merges with NH-244 in Kashmir. Thus, this is package from Khellani (Km. 313449) to Prem Nagar (Km. 51.700) is a part of development of NH-244 which mostly is widening of Existing road and some green filed alignment.

The existing Batote-Khellani part of NH-244 is sinking zone due to falling in the catchment of reservoir of Baghlihar dam. Further, existing NH-244 (Old NH-1B) is having serpentine curves, sharp turns and poor geometry which leads to many accidents every years. The widening and upgradation would improve the geometrics and serviceability of the NH. Thus, to avoid the accident due to poor geometry on the present Khellani- Premnagar- Thatri -Kishtwar road, a new alignment has been proposed from Khellani (Km. 31.449) town-Prem Nagar town (Km. 51.700) which is a part of the upgradation of NH-244 which would further connect to Kashmir valley

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through Doda, Kishtwar and Anantnag District. This NH-244 would serve as life line for Doda District with total population of 442,589 is being connected with existing National Highway and which will reduce the travel time in surroundings area and would further ensure the development and main stream connectivity to National Highway.

The new alignment of Khellani-Chhatru (Design Km. 31.449 Khellani to Km. 51.700- Prem Nagar) have to pass through the proposed alignment through forest land to avoid the land slide of existing Khellani-Kishwtar-Chatroo Road, poor geometry of the existing Khellani Chatru road and black spot areas since no other alternative route is available. Mitigation measures and slope protection measures for the alignment passing through forest, state land and private land has been finalized and incorporated in Technical Schedule. The Diversion of forest land is bare minimum and unavoidable. The gradient of the new alignment has been maintained as per IRC norms and standard. This Khellani-Chatroo-Kishtwar Road Package- I alignment passes through Bhadra, Bhela, Daron Kerani, Hud, Paryote, Saras, Shaerna Kalan, Hamerpur, Haneja, Shibnot, Jangalwar, Sohanda, Kehlote, Bhadra, Shaja, Thalela, Balasu, villages in Doda tehsils and connects most of the habitation in this area.

Hence, it was not possible to avoid forest land falling in the Construction and Upgradation to 2-lane with paved shoulder from design Km. 31.449 (Khellani) to Km 51.700 (Prem Nagar) of 20.251 Km. length on Khellani-Kishtwar-Chatroo section of NH-244 in the Union territory of Jammu and Kashmir on EPC mode. The alignment of Khellani (Km. 31.449) to Prem nagar (Km. 51.700) is enclosed for reference.

The detail of the Land involved in this project is as follows:

District/Village Wise Land Details for Construction and Upgradation of road from design Chainage 31.449 (Khellani, Pariyot) to Km 51.700 (Prem Nagar) (Design length 20.251 Km.) in the Union territory of Jammu and Kashmir Package-1 of National Highway Number -244					
S r. N o	Distri ct	Village	Forest Land (In Ha.)	Non-Forest Land (In Ha)	Total Land (In Ha.)
1	Doda	Balasu	0.000000	0.355346	0.355346
2	Doda	Bhadra	0.025194	2.230829	2.256024
3	Doda	Bhela	0.000000	10.516239	10.516239
4	Doda	Daron Kerani	0.000000	1.367789	1.367789
5	Doda	Hamerpur	0.000000	1.527694	1.527694
6	Doda	Haneja	0.000000	2.149717	2.149717
7	Doda	Hud	0.000000	0.002023	0.002023
8	Doda	Jangalwar	0.591226	5.761117	6.352343
9	Doda	Kehlote	0.020234	3.114305	3.134540
10	Doda	Malhori	0.000000	0.102164	0.102164
1	Doda	Paryote	0.000000	7.500827	7.500827



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1 2	Doda	Saras	0.000000	0.129397	0.129397
1 3	Doda	Shaerna Kalan	0.000000	1.948806	1.948806
1 4	Doda	Shaja	0.093265	3.323650	3.416915
1 5	Doda	Shibnot	0.000000	8.237474	8.237474
1 6	Doda	Sohanda	0.040469	3.972466	4.012934
1 7	Doda	Thalela	0.655787	3.227218	3.883006
Total			1.426176	55.467064	56.893240

1. Following are the Salient Features of the Project:

1.1 Alignment of the Project

(i) The total length of the project is 20.251 Km (2 Lane + PS) and involves widening in most stretch and with 3.240 Km new construction in a length. Available ROW on existing road various from 7 to 11m.

Bypasses-

Nil

1.2 Via Ducts- 03

1.3 Major Bridges- 01

1.4 Minor Bridges- 09

1.5 Culverts- 45

8 At Grade Intersections including 06 Minors and 02 Major Intersections have been proposed as mentioned below:

1.6 Pavement-

Flexible Pavement shall be design for a minimum period of 20 years in accordance with IRC 37- 2018. The minimum thickness is as given below:

Layer	Thickness (mm)
BC	40
DBM	70
WMM (Upper layer)	125
WMM (Bottom layer)	125
GSB (Upper layer)	100
GSB (Bottom Layer)	100
Subgrade	500
Total Thickness	1060



1.7 Road Side Drain-

PCC Drain on Hill Side in a length of 19802 m have been proposed.

1.8 Road Safety Work-

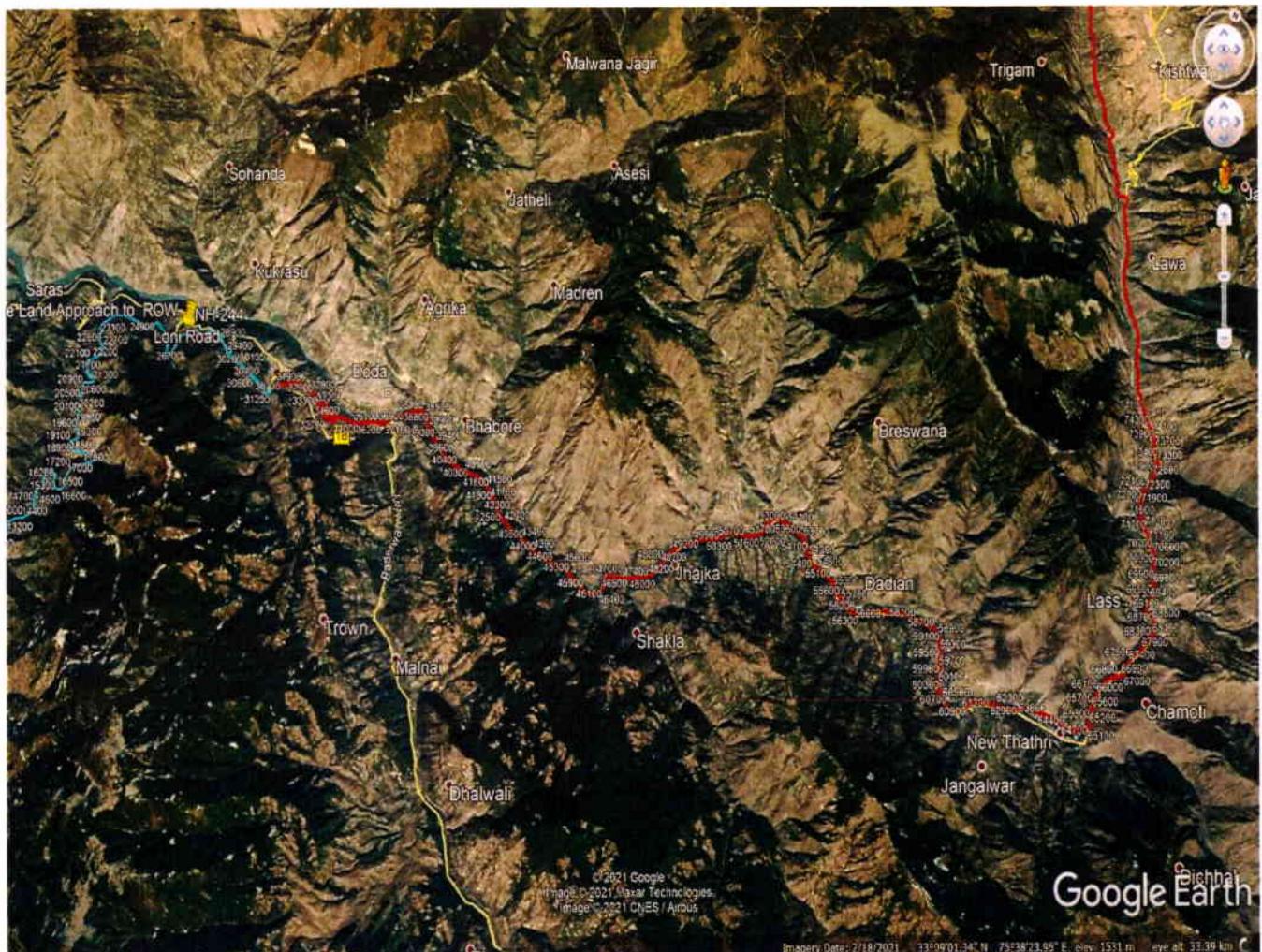
(i) This stretch being in mountainous terrain, Metallic Crash Barrier in accordance with Section 9 of Manual has been proposed.

(ii) Road Markings and Signage are to be provided as per relevant guidelines.

1.9 Protection Works for Hill Road-

The following has been proposed:

- (i) Toe / Retaining Wall (upto 4m Height) to be constructed in a minimum length of 2620 m.
- (ii) Breast Wall (height 4m to 60m) to be constructed in a minimum length of 13080 m.



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