



भारतीय राष्ट्रीय राजमार्ग प्राधिकरण
NATIONAL HIGHWAYS AUTHORITY OF INDIA

सड़क परिवहन और राजमार्ग मंत्रालय, भारत सरकार
Ministry of Road Transport & Highways, Govt. of India
परियोजना कार्यान्वयन इकाई

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BHARATMALA
ROAD TO PROSPERITY

Ref: PD/JMU/DKE/2021-22/2616

Dated: 20.09.2021

Additional Principal Chief Conservator of Forests,
Nodal Officer (FCA),
Jammu & Kashmir Forest Dept., Jammu

Sub: Preparation of Detailed Project Report of Delhi-Ludhiana-Amritsar-Katra Expressway having an approximate length of 600 Km (the "Project") including spurs through BOT & EPC Basis- **Proposal for diversion of forest land for development of Package-17 (Km 515+000 to Km 566+475) of Phase-II Delhi Katra Expressway-Reg.**

Ref:

1. Your office Letter No. PCCF/FCA/3389/1974-76 dated 26-08-2021.
2. Proposal No. FP/JK/Road/146042/2021.

Sir,

In compliance to letter cited at Ref (1), justification for widening and improvement of Package 17 (Km 515+000 to km 566+475) can be drawn from the following paragraphs.

Project section under consideration is the last improvement section of 566+475 long Delhi-Katra Expressway. Project shall provide safe and hassle-free commute between Delhi to Katra via Haryana and Punjab State, which in turn will enhance the tourism and commercial activities in the area. Construction contracts for Phase I stretch (up to km 397+712) have already been awarded and construction has already been started. For J&K Section, Packages 14 & 15 are in advance stage of required clearances and award of construction contracts.


The project has been designed to maintain the vehicular speed at 120 kmph. Therefore, Right of Way and curves have been designed accordingly. As per IRC: SP: 99-2013, the capacity of 4-lane is 65000 PCUs for peak hour flow (8%) which gets exhausted in 2052 -53. Hence, considering the IRC: SP: 099-2013, the entire expressway is to be made 4-lane except Jammu Ring Road which is proposed to develop 6 laning. Detailed traffic study has also been uploaded on PARIVESH for your kind perusal.

We had further reduced the area requirement at Elevated Structure Locations, where area is required only for deck width, machinery movement and service road. The area has been revised from earlier 47.1011 ha to 34.1934 ha for mail alignment. Further, we would like to bring in your notice that most of the site clearing activities at elevated structures points shall be limited to the pier area only. Though, application has been submitted for complete RoW as per provision of Forest Conservation Act, 1980. Project strip map showcasing the structure location has also been uploaded on PARIVESH.

To have a comprehensive look diversion proposed in Toll Plaza (proposal no. FP/JK/ROAD/44780/2020) area has also been added in this proposal and revised combined area is 36.7418ha.

Based on the above points we request you to accept this proposal and forward the same to concerned DFOs please.

Yours, Sincerely,


(Y P S Jadon)
Project Director
NHAI, PIU-Jammu

Copy to: Shri Sudhanshu Kumar, Project Manager, M/s Feedback Infra Pvt. Ltd, Gurgaon, Haryana for information and necessary follow up action.