

# Environment and Social Screening Report

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May 2018

Construction of 1x 50.00 m span Double Lane Through Type Truss Girder Bridge at Wagilla Wagoora over Ningli Nallah.

(Jhelum Tawi Flood Recovery-World Bank Project)

Prepared by Jammu & Kashmir Projects Construction Corporation, Government of Jammu & Kashmir, for the World Bank

## ENVIRONMENT AND SOCIAL SCREENING

### EXECUTIVE SUMMARY

The devastating deluge of September 2014 had enormous negative impact on economic aspects of the state and massive infrastructure damages in which capital city Srinagar was most affected. In response, a mission of the World Bank visited the state during February 1-6, 2015 in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centres were also severely damaged and are still not fully operational.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, "Jhelum and Tawi Flood Disaster Recovery Project (JTFRP)" will focus on restoring critical infrastructure using international best practice on resilient infrastructure. The component 3 of JTFRP is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The project will finance the restoration and improvement of about 40 damaged bridges, designed to be seismic resilient (per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes. One of the sub-project component aims at construction of 1x50.00 m span double lane through type Truss Girder Bridge at Wagilla Wagoora over Ningli Nallah in district Baramulla.

Subprojects under "Jhelum and Tawi Flood Recovery Project" commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of Environment and social screening is to identify the potentially significant environmental/ social issues of the sub-project at an early stage for detailed Environmental and Social impacts.

Public consultation was conducted at the project location on 07/11/2016 with local people as part of environment and social screening study. During consultation process about the proposed sub-project, people have expressed keen interest about the proposed subproject. Local people are aware about the upcoming work. People in general were very enthusiastic about the benefits of the subproject.

The screening study reveals that there are no likely social impacts of the proposed sub project as the project do not involve any private land acquisition and have no impact on the livelihood of the local people.

## 1. Introduction

### 1.1 Project Background

In September 2014, J&K experienced torrential monsoon rains in the region causing major flooding and landslides. The continuous spell of rains from September 2-6, 2014, caused Jhelum and Chenab Rivers as well as many other streams/tributaries to flow above the danger mark. The Jhelum River also breached its banks flooding many low-lying areas in Kashmir, including the capital. In many districts, the rainfall exceeded the normal by over 600%. The Indian Meteorological Department (IMD) records precipitation above 244.4 mm as extremely heavy rainfall, and J&K received 558mm of rain in the June- September period, as against the normal 477.4 mm. For example, the district of Qazigund recorded over 550 mm of rainfall in 6 days as against a historic normal of 6.2 mm over the same period.

Due to the unprecedented heavy rainfall the catchment areas particularly the low lying areas were flooded for more than two weeks. Some areas in urban Srinagar stayed flooded for 28 days. Water levels were as high as 27 feet in many parts of Srinagar. The areas from the main tributaries of river Jhelum vis-à-vis Brengi nallah, Vishav nallah, Lider nallah and Sandran nallah started overflowing due to the heavy rainfall causing water levels in Jhelum river to rise. Subsequently, the discharge of the river Suran was 200 thousand cusecs as against an average of 50 thousand cusecs. With the excessive discharge of water, the river Suran affected the basin areas and also took a different course at various locations causing damages to the surrounding villages in the catchment area. Water levels also increased in the rivers of Chenab and Tawi, both of which were flowing above normal levels. Due to the rivers overflowing nearly 20 districts of the State were impacted.

A Joint team led by the Department of Economic Affairs (DEA), GoI, with representation from the World Bank visited J&K on October 21, 2014. Subsequently, GoI has sent a request to the World Bank on January 5, 2015 to field a Joint Rapid Damage and Needs Assessment (RDNA) Mission within the State. In response, a mission of the World Bank visited the state during February 1-6, 2015 in order to produce a rapid multi-sectoral assessment report of the damages and needs. The RDNA estimates the total damages and loss caused by floods at about INR 211,975 million (US\$ 3,550.45), most of it to housing, livelihoods, and roads and bridges, which combined represented more than 70% of the damages in terms of value. Public service infrastructure and equipment of hospitals and education centres were also severely damaged and are still not fully operational.

Based on the RDNA results, restoration works underway, and discussions with the GoJ&K, the project will focus on restoring critical infrastructure using international best practice on resilient infrastructure. Given the state's vulnerability to both floods and earthquakes, the infrastructure will be designed with upgraded resilient features, and will include contingency planning for future disaster events. Therefore, the project aims at both restoring essential services disrupted by the floods and improving the design standard and practices in the state to increase resilience.

The project is comprised of the following seven components:

- (i) Reconstruction and strengthening of critical infrastructure (US\$60

million)

- (ii) Reconstruction of roads and bridges (US\$80 million)
- (iii) Restoration of urban flood management infrastructure (US\$50 million)
- (iv) Strengthening and restoration of livelihoods (US\$15 million)
- (v) Strengthening disaster risk management capacity (US\$25 million)
- (vi) Contingent Emergency Response (US\$0 million)
- (vii) Implementation Support (US\$20 million)

## 1.2 Project Development Objective

The Project Development Objective (PDO) is to support the recovery and increase disaster resilience in targeted areas of the state, and increase the capacity of the State entities to respond promptly and effectively to an eligible crisis or emergency.

## 1.3 Sub-project Background:

The component 3 of "Jhelum and Tawi Flood Disaster Recovery Project" is 'to restore and improve the connectivity disrupted due to the disaster through the reconstruction of damaged roads and bridges'. The infrastructure will be designed to withstand earthquake and flood forces as per the latest official design guidelines. The affected areas will benefit by the restored access to the markets thereby increasing the economic growth in these areas and timely access to health and education services. Restoration of roads will also serve as supply/rescue lines in the event of disaster.

The component will finance support the reconstruction of about 300km of damaged roads and associated drainage works, retaining walls, breast walls and other structures to increase resilience. It will also finance the restoration and improvement of about 40 damaged bridges, designed to be seismic resilient (per the guidelines of the Bureau of Indian Standards) and with regard to topography and hydrology (per the guidelines of the Indian Roads Congress, the Ministry of Road Transport and Highways), and projected demographic changes.

One of the identified bridge is at Wagilla Wagoora over Ningli Nallah in district Baramulla. This report covers the Environment and Social Screening study of this identified bridge.

## 1.4 Project Description

The sub-project is construction of two lane carriageway of 1x 50.00 meters of overall length and width 15 meters carriage way of 7.5 meters & 1.5 meter footpath on either side at Wagilla Wagoora over Ningli Nallah in district Baramulla. The Bridge is of single span and will rest on side abutments of open trench foundation.

The bridge is a major/vital connecting link between vast areas of the Wagoora Wagila road connects vast areas of Wagoora and connects tens of villages like Wagoora, Chandoosa, Kalantra, Wagila, Puthkha etc. The bridge thus serves as an important link between these villages having approximate population of 29,000. The bridge will also serve indirectly thousands of other souls of the other adjoining areas as it is links these areas with National Highway and Baramulla Districts headquarter. Moreover, the area being rich in Horticulture products like apples, wall nuts and it involves lot of labour in carrying the products up to road sides first and then to market places in absence of a motorable bridge.

## **1.5 Objective of Environment and Social Screening Study**

Subprojects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of screening which is based on three categories; viz., nature of the project, size of the project and location of the project that is sensitive area criteria. The objective of Environment and social screening is to identify the potentially significant environmental/ social issues of the sub-project at an early stage for detailed Environmental and Social impacts.

## **1.6 Methodology of Environment and Social Screening Study**

The environment and social screening for the subproject has been carried out by making use of the approach and methodology provided in the approved Environment and Social management Framework (ESMF) of JTFRP.

## **2. Environment and Social Impacts**

### **2.1 Environmental Impacts**

A slight increase in local air pollution due to cutting and filling works and other associated construction activities is anticipated. This impact shall be temporary, site specific and reversible in nature. Therefore, based on the findings during survey, there are no significant environmental as well as social impacts in sub-project area, hence no further special study or detailed environmental impact assessment (EIA)/ Social impact assessment needs to be undertaken. No scheduled tree cutting is involved for the construction of proposed sub-project and all possible efforts shall be made to avoid unnecessary cutting of trees. Environmental Management Plans (EMP) is to be developed to provide specific actions deemed necessary to assist in mitigating the environmental impacts, guide the environmentally-sound execution of the sub-project, and ensure efficient lines of communication between the implementing agency, project management unit and contractors. The EMP will be included in the bid documents and will be further reviewed and updated during implementation. The EMP will be included in the contractual clauses and will be made binding on all contractors operating on site. Non-compliance with, or any deviation from the conditions set out in this document constitutes a failure in compliance. Any requirements for corrective action will be reported to the World Bank.

### **2.2 Social Impacts:**

#### **2.2.1 Impact of land**

The proposed sub-project does not involve any land acquisition. For development of approaches, the land is available as per the certified RoW provided by JKPC (Annexure-II). The district administration vide letter No. DCB/LA/JKPC/2018 dated 17.02.2018 has also certified that sufficient corridor for execution of the sub-project is available and no land acquisition is involved for the purpose (Annexure-III).

#### **2.2.2 Impact on Livelihood**

As per the screening study, sub-project do not have any significant social impacts and thus no further detailed study or social impact assessment needs to be undertaken for this sub-project. There is no impact on the livelihood as the land for execution of the sub-project is free from all encumbrances. The project during the course of its execution will generate employment opportunities for the local people in terms of

required labour and for watch and ward purposes. Long term impacts of the project in terms of improved access and better connectivity will bring lasting economic benefits, since residents of project area are predominantly fruit growers.

### **2.2.3 Public Consultation**

Public consultation was conducted at the project location on 07-11-2016 with people of the area as part of environment and social screening study. Public Consultation needs to be a continuous process through the project cycle.

#### **Issues discussed:**

The following information was shared with the people:

- About project and its sources of assistance, its implementation / execution etc.
- Information on perceived benefits from the proposed sub-project including travel time, fuel costs, noise and air pollution.
- Information of perceived losses from the proposed sub-project during execution stage in terms of inconvenience to public, air and noise pollution etc.
- Occurrence of disaster like floods, cloud burst in past.
- Construction activity whether causing any type of health hazard or not? And mitigation measures.
- Discussion among public for sharing of information related to project, environment policy of World Bank direct and indirect impacts of improvement/ construction work on environment.
- Any loss of land/structure/ business or other community property due to construction activity?
- Any damage to historic or cultural monuments along project road?
- Any impact on tress and measures to be taken for saving scheduled trees (Chinar, Mulberry, Walnut) in close vicinity of proposed road.
- Possible type of problems faced by the locals in their daily activities due to construction work.
- Influx of labour during the construction stage of the project.

#### **Feedback received**

During consultation process about the proposed sub-project, people have expressed keen interest about the proposed sub-project. Local people are aware about the upcoming work. People in general were very enthusiastic about the benefits of the sub-project in terms of reduction in travel time and fuel cost. There will be an improvement in the air quality and a reduction in noise levels when the sub-project is completed. The major problems faced by people are related to dilapidated condition of temporary bridge. People are ready to extend all types of support during execution of the sub-project as their major difficulties will overcome after completion of the sub-project. The project during construction stage will generate employment opportunities for local people and the people are aware of this fact.

JKPCC ensured that the requisite environmental management measures shall be incorporated in EMP and public consultation shall be a regular process during all stages of the sub-project execution to solve any issues arising out of proposed works.

**Environment and Social Screening Form**

**Part A: General Information**

|   |  |   |
|---|--|---|
| <p><b>1. Name of the sub-project</b></p>  | <p>Construction of 1x 50.00m span Double Lane Through Type Truss Girder Bridge at Wagilla Wagoora over Ningli Nallah</p> |   |
| <p><b>2. Type of proposed activity</b> (tick the applicable option and provide details)</p> |  |   |
| <p>▪ Road</p>   |  | - |
| <p>▪ Bridge</p>   |  | √ |
| <p>▪ Fire Station</p>   |  | - |
| <p>▪ Hospital/Health Facility</p>   |  | - |
| <p>▪ Educational Institute</p>  |  | - |
| <p>▪ Building for Livelihoods</p>   |  | - |
| <p>▪ Flood Infrastructure Related</p>   |  | - |
| <p>▪ Other Public Building</p>  |  | - |
| <p>▪ Any Other (Please Specify)</p>   |  | - |
| <p><b>3. Location of the proposed sub-project</b></p>                                       |  |   |
| <p>▪ Name of the Region</p>   | Kashmir (J&K State)  |   |
| <p>▪ Name of the District</p>   | Baramulla  |   |
| <p>▪ Name of the Block</p>  | Wagoora  |   |
| <p>▪ Name of the Settlement</p>   | Wagila Wagoora   |   |
| <p>▪ Latitude</p>   | 34° 8´ 11.76"  |   |
| <p>▪ Longitude</p>  | 74° 25´ 17.04"   |   |

| <b>4a. Proposed Nature of Work</b> (tick the applicable options)                                   |  |
|--|--|
| ▪ Minor Repairs  | -  |
| ▪ Major Repairs/Rehabilitation   | -  |
| ▪ Upgrading/Major Improvement  | -  |
| ▪ Expansion of the facility  | -  |
| ▪ New Construction   | √  |
| ▪ Any Other  | -  |
| <b>4b. Size of the sub-project</b><br>(approx. area in sq. mt/hac or length in mt/km, as relevant) | 1x 50.00m span Double Lane Through Type Truss Girder Bridge        |
| <b>5. Land Requirement</b> (in hac./sq.mt.)  |  |
| ▪ Total Requirement  | Nil  |
| ▪ Private Land   | Nil  |
| ▪ Govt. Land   | Nil  |
| ▪ Forest Land  | Nil  |
| <b>6. Implementing Agency Details (sub-project level)</b>  |  |
| ▪ Name of the Department/Agency  | J&K Projects Construction Corporation Ltd. (JKPCC)                 |
| ▪ Name of the contact person   | Er. Feroz A Chat   |
| ▪ Designation  | Deputy General Manager (DGM)                                       |
| ▪ Contact Number   | +91-9419014063   |
| ▪ E-mail Id  | <a href="mailto:ferozahmad33@gmail.com">ferozahmad33@gmail.com</a> |
| <b>7. Screening Exercise Details</b>   |  |
| ▪ Date on which it was carried out   | 07/11/2016   |
| ▪ Name of the Person   | Sakib Qadri  |
| ▪ Contact Number   | +91 94 69 240260   |
| ▪ E-mail Id  | <a href="mailto:sakibqadri@gmail.com">sakibqadri@gmail.com</a>     |

**Part B (1): Environment Screening**

| Question  | Yes        | No        | Details   |
|---|------------|-----------|---|
| <b>1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?</b> |            |           |   |
| a. Biosphere Reserve  |            | No        |   |
| b. National Park  |            | No        |   |
| c. Wildlife/Bird Sanctuary  |            | No        |   |
| d. Wildlife/Bird Reserve  |            | No        |   |
| e. Important Bird Areas (IBAs)  |            | No        |   |
| f. Habitat of migratory birds (outside protected areas)   |            | No        |   |
| g. Breeding/Foraging/Migratory route of Wild Animals (outside protected areas)                                      |            | No        |   |
| h. Area with threatened/rare/endangered fauna (outside protected areas)   |            | No        |   |
| i. Area with threatened/rare/endangered flora (outside protected areas)   |            | No        |   |
| j. Reserved/Protected Forest  |            | No        |   |
| k. Other category of Forest   |            | No        |   |
| l. Wetland  |            | No        |   |
| m. Natural Lakes  |            | No        |   |
| n. Rivers/Streams   | Yes        |           | Bridge is proposed to be constructed over Ningli Nallah |
| <b>Question</b>   | <b>Yes</b> | <b>No</b> | <b>Details</b>  |

|   |  |    |  |
|---|--|----|--|
| o. Swamps/Mudflats  |  | No |  |
| p. Zoological Park  |  | No |  |
| q. Botanical Garden   |  | No |  |
| <b>4. Is the sub-project located in whole or part within 500m of any of the following sensitive features?</b>                                 |  |    |  |
| a. World Heritage Sites   |  | No |  |
| b. Archaeological monuments/sites (under ASI's central/state list)  |  | No |  |
| c. Historic Places/Monuments/Buildings/Other Assets (not listed under ASI list but considered locally important or carry a sentimental value) |  | No |  |
| d. Religious Places (regionally or locally important)   |  | No |  |
| e. Reservoirs/Dams  |  | No |  |
| f. Canals   |  | No |  |
| g. Public Water Supply Areas from Rivers/Surface Water Bodies/Ground Water Sources  |  | No |  |
| 4. What is the High Flood Level in the sub-project area?  | 98.616m with respect to local bench mark |    |  |
| 5. Is any scheduled/protected tree like Chinar, Mulberry or Deodar likely to be affected/cut due to the project?                              |  | No |  |

|  |  |    |  |
|--|--|----|--|
| 6. Is the sub-project located in a landslide/heavy erosion prone area or affected by such a problem? |  | No |  |
| 7. Is sub-project located in an area that faces water paucity or water quality issues?               |  | No |  |

**Part B (2) : Result/Outcome of Environmental Screening Exercise**

|    |  |   |
|----|--|---|
| 1. | Environment Impact Assessment                      | No  |
| 2. | Environment Clearance Required                     | No  |
| 3. | Forest land Clearance/Diversion                    | No  |
| 4. | Tree Cutting Permission Required                   | No  |
| 5. | ASI (Centre/State) Permission Required             | No  |
| 6. | Permission from ULB/Local Body/Department Required | No  |
|    |  | -   |
| 7  | Any other clearance/permission required            | Only Statutory clearances and NOC's / PUC's for establishment or operation of stone crushers, generators, vehicles etc shall be required to be obtained by the Contractor during execution stage. |

**Part C (1): Social Screening**

|  |                           |    |   |
|--|---------------------------|----|---|
| <b>1. Does the sub-project activity require acquisition of land?</b> |                           |    |   |
| Yes  |                           | No | ✓ |
| Give the following details:  | Private Land (sqmts/hac.) |    | - |
|  | Govt. Land (sqmts/hac.)   |    | - |
|  | Forest Land (sqmts/hac.)  |    | - |

|  |   |    |   |
|--|---|----|---|
| <b>2. Does the proposed sub-project activity result in demolition/removal of existing structures?</b>                                      |   |    |   |
| Yes  |   | No | ✓ |
| If so, give the following details:   |   |    |   |
| Number of public structures/buildings  | - |    |   |
| Number of common property resources (such as religious/cultural/drinking water/wells/etc.)   | - |    |   |
| Number of private structures (located on private or public land)   | - |    |   |
| <b>3. Does the proposed project activity result in loss of crops/trees?</b>  |   |    |   |
| Yes  |   | No | ✓ |
| <b>4. Does the proposed project activity result in loss of direct livelihood/employment?</b>   |   |    |   |
| Yes  |   | No | ✓ |
| <b>5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?</b> |   |    |   |
| Yes  |   | No | ✓ |
| If yes, give the details of the extent of area to be lost (in acres/hac)   |   |    |   |
| <b>6. Does the proposed project activity affect scheduled tribe/caste communities?</b>   |   |    |   |
| Yes  |   | No | ✓ |

**Part C (2): Result/Outcome of Social Screening Exercise**

| <b>S. No.</b> | <b>Result/Outcome</b>   | <b>Outcome</b>                 |
|---------------|---|--------------------------------|
| 1.            | Answer to all the questions is 'No' and only forest land is being acquired  | No SIA/RAP required            |
| 2.            | Answer to any question is 'Yes' and the sub-project does not affect more than 200 people (i.e. either complete or partial loss of assets and/or livelihood) | No Abbreviated RAP is required |
| 3.            | Answer to any question is 'Yes' and the sub-project affects more than 200 people (i.e. either complete or partial loss of assets and/or livelihood)         | No SIA/RAP required            |

**Overall Screening Outcome:**

The proposed sub-project will not have any significant environmental & social impact because the project will not involve diversion of forest land, destruction of ecological resources, displacement of people, acquisition of private land, demolition/removal of existing structures and major Environmental threat/risk. The land as per the RoW details provided by JKPCC belongs to Government. This has also been certified by District administration. Hence there are no significant social impacts; therefore, no further special study or detailed / social impact assessment needs to be undertaken.

There may be some short term inconvenience to the local citizens due to construction of the bridge but it will completely be for very short period if compare with its long term benefits to the local citizens.

**No EIA and SIA required for the subproject site.**

**Statutory Clearances/ No Objection Certificate:**

This is only the Construction of bridge in place of a temporary Belly bridge, which is under use for long time and the site is under possession of R&B Department for long time. Only Statutory clearances and NOC's / PUC's for establishment or operation of stone crushers, generators, vehicles etc shall be required to be obtained by the Contractor during execution stage.

**Photographs of Sub-project site**



**Existing Bridge at Wagila**



**Dilapidated condition of existing bridge**



**Existing bridge**



**Bus stop and electricity utilities on approach of Bridge**





Public Consultation at Bridge site



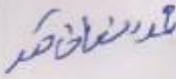
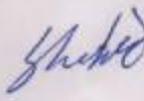
Public Consultation at Bridge site

Public Consultation at Bridge site

Public Consultation Record

wagila- BSidde 7/11/2016

Public Consultation Record

| S. No | Name & Address  | Occupation          | Signature   | Phone details |
|-------|---|---------------------|---|---------------|
| 1     | Mohammad Kamran<br>malik<br>Sto Late Ghulam<br>mohd malik<br>R/o Syed Abad<br>Wagila<br>Baramulla | Mason               |     | 8491937307    |
| 2     | Shabir Hussain<br>Sto Abdul Shad<br>malik<br>R/o amirudoom<br>mohalla<br>Wagila                   | Tourism<br>Employee |   | 910740461     |
| 3     | Mohd Ashraf<br>Sto Ali mohd<br>R/o Hafiz abdul  | farmer              | MAM   | 9906282817    |
| 4     | Azad Ahmad<br>Sto Ali mohd<br>R/o Hafiz abdul   | Student             |  | 8803957924    |

|   |          |          |            |
|---|----------|----------|------------|
| 5. Mahid Nazibul<br>malik<br>R/o paltan | farmer   | malik    | 9876036720 |
| 6. nazir Ahmed<br>wami                  | Business | NAW      | 9876097840 |
| 7. Junaid Ahmed<br>malik                | Student  | Junaid   |            |
| 8. Jehangir<br>R/o nazir Ahmed<br>malik | Student  | Jehangir |            |

Annexure - II

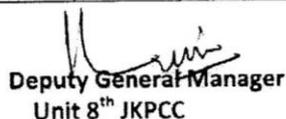
RoW Table

|                                       |  |
|---------------------------------------|--|
| <b>1. Location of the sub-project</b> |  |
| • Name of Sub-Project                 | <b>Wagilla Wagoora Bridge ( 1x 50 m)</b> |

**Part b: Right of Way Table** (A table giving the availability of government land on both sides of centre line of the road need to be presented at every 100 m interval for the entire road and certified by the concerned Superintending Engineer. Add rows for subsequent Chainages, until end of road / bridge)

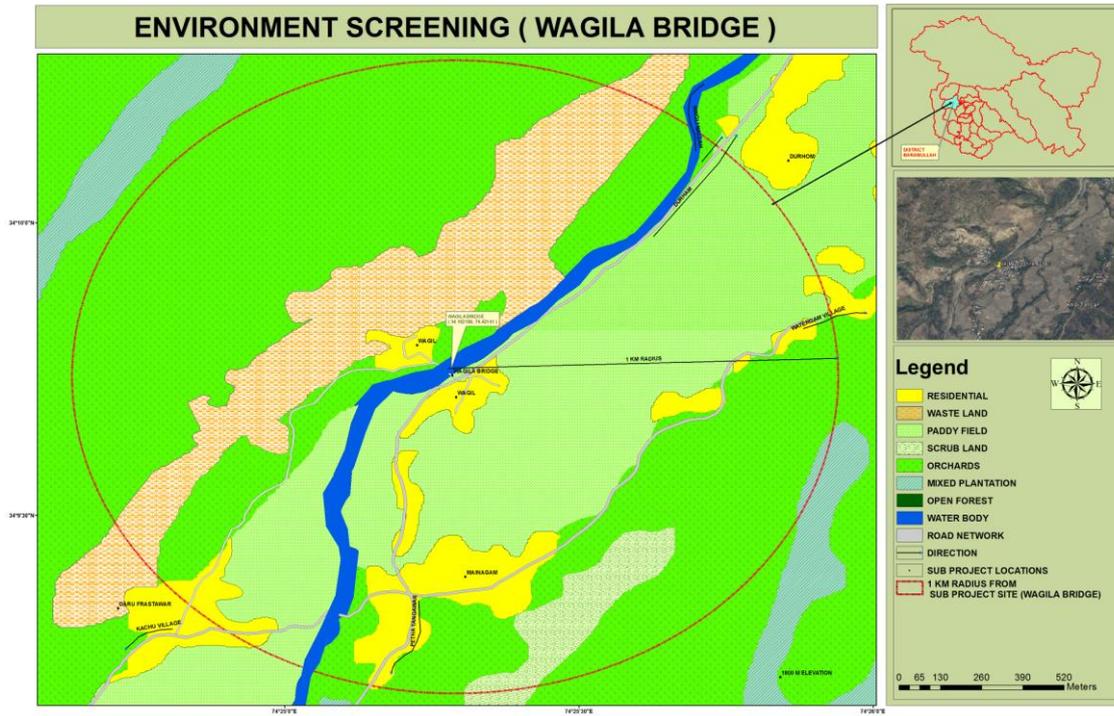
| S.No | Chainage (Km) | Government Land from Centre line of Road (m) |       | Proposed Road Base Width/Bridge Width (m) |       | Additional Land Requirement (m) |       | Remarks                       |
|------|---------------|--|-------|---|-------|---------------------------------|-------|-------------------------------|
|      |               | Left   | Right | Left                                      | Right | Left                            | Right |                               |
| 1    | 0.000         | 13   | 10    | 8.5                                       | 8.5   | -                               | -     | Left side approach start      |
| 2    | 0.025         | 14   | 11    | 8.5                                       | 8.5   |                                 |       |                               |
| 3    | 0.050         | 15   | 13    | 8.5                                       | 8.5   |                                 |       | Bridge start point            |
| 4    | 0.075         |  |       | 6.65                                      | 6.65  |                                 |       | Center of nallah              |
| 5    | 0.100         | 15   | 10    | 8.5                                       | 8.5   |                                 |       | Bridge end point              |
| 6    | 0.125         |  |       |   |       |                                 |       |                               |
| 7    | 0.150         | 10   | 9     | 8.5                                       | 8.5   |                                 |       | Right side approach end point |

  
I/C Manager

  
Deputy General Manager  
Unit 8<sup>th</sup> JKPC

  
General Manager  
JKPC Ltd.

**GIS MAP**



حکومت جموں و کشمیر  
Govt. of Jammu & Kashmir

**OFFICE OF THE DEPUTY COMMISSIONER BARAMULLA**

OFFICE OF THE MANAGING DIRECTOR OF JK PCC  
Director No. 3037  
Dt. 19.2.18  
Ex. of

The Managing Director,  
J&K PCC Jammu.

No.DCB/LA/JK PCC/2018

Dated:17/02/2018

Subject: Acquisition/Involvement of land for the construction of Bridges under World Bank /PMDP Projects. Viz. 1) Shrakwara Wagoora Bridge, 2) Wagila Bridge and 3) Waza Muhallah Bridge by JK PCC,

Sir,

Kindly refer to the above referred projects under execution by the JK PCC in District Baramulla under PMDP /World Bank funding. In this connection, it is to intimate that sufficient Corridor of land is available for execution of the aforesaid works and there is no further requirement of any additional Land Acquisition in respect of the these Schemes.

Yours faithfully,

Addl. Deputy Commissioner,  
Baramulla.

Copy to the:

1. District Collector (Deputy Commissioner) Baramulla for favour of information.
2. Superintending Engineer PWD (R&B) Circle Baramulla/Kupwara for information.
3. Private Secretary to Hon'ble Minister for Horticulture J&K Jammu for favour of information to the Hon'ble Minister.
4. Deputy General Manager JK PCC for information and necessary action.
5. Tehsildar Wagoora/Baramulla/Khoie for information.

17/2/2018