

Environmental and Social Screening Report

September: 2020

Project ID: P154990

Construction/Strengthening/Up-gradation of Bijbehara – Karihama Road via Kitriteng Road (8.396 Km)

Jehlum Tawi Flood Recovery Project
(World Bank Project)

Prepared by: PIU (JK ERA, Kashmir): Government of Jammu and Kashmir for World Bank.

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EXECUTIVE SUMMARY

Catastrophic deluge of September 2014 shows negative impact on economic aspects of the State and massive infrastructure damages in which capital city Srinagar was most affected and a trail of siltation in most of the water bodies as environmental degradation which is always synonymous with major floods. In connection to catastrophic flood, a mission of the World Bank visited the State during February 1-6, 2015 on request of Government of India to review and assess the damages 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.

Sub-projects 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. One of the sub-project identified under Component 2 is “Improvement & Up- gradation of Bijbehara-Karihama road via Kitriteng Road” (8.396Km) in District Anantnag of Kashmir Division of Jammu and Kashmir.

One of the important requirements of the sub-project is disclosure and sharing of project information with the people. Public consultation was done along the project corridor with local people as part of environment and social screening study. During consultation process, people have expressed keen interest in the proposed sub-project. Local people were made aware about the upcoming work, World Bank funding and safeguards guidelines.

The screening study revealed that the proposed formation width is 7.50 m. Chief Engineer, PWD (R&B) Kashmir vide letter no. CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is minimum 6.9 m. To mitigate and minimize the potential social impacts during execution, PMU and PIU discussed and decided to restrict the proposal within the existing RoW. Accordingly, Project Manager (PIU) JK ERA certified vide letter no. ERA/PMT/20/1118 dated 07/09/20 that the proposed sub-project under JTFRP is restricted to the existing and available RoW. Project Manager further confirmed in the undertaking that there are no residential, commercial, religious structures or any CPR in the existing RoW.

The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted. Hence, only SIA would be carried out whereas EIA needs not to be carried out.

1. INTRODUCTION

1.1 Project Background

In September 2014, Jammu & Kashmir 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 Rapid Damage Needs Assessment (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.

1.2 Project Development Objective¹

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.

The project is comprised of the following seven components:

1. Reconstruction and strengthening of critical infrastructure
- 2. *Reconstruction of roads and bridges***
3. Restoration of urban flood management infrastructure
4. Strengthening and restoration of livelihoods
5. Strengthening disaster risk management capacity
6. Contingent Emergency Response
7. Implementation Support

1.3 Subproject Background

The objective of component 2 “Reconstruction of roads and bridges” 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 300 km 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 roads under component is “Improvement & Up-gradation of Existing road from Bijbehara - Karihama” in District Anantnag, having a total length of 8.396 Km. This report covers the Environmental and Social Screening study of proposed road.

1.4 Project Description

Anantnag District is located in the Kashmir division of Jammu and Kashmir. The economy of the district mainly depends on the Agriculture Sector. The District is famous for Paddy and Maize production.

¹ Source: JFRP- Environmental & Social Management Framework (ESMF), 2015

The Anantnag District as per census 2011 consists of 387 villages. The villages have been grouped into 12 Tehsils (Pahalgam, Bijbehara, Anantnag, Shangus, Kokernag Dooru, Qazigund, Shahabad Bala, Larnoo, Sirigufwara, Sallar and Mattan).

The total population of the district is 10, 78,692 as per census 2011. The geographical area of the district is 2917 sq. Kms and the administrative center of the District is situated at Anantnag, which is 50 Km. from Srinagar. 73.77 % of the population lives in rural areas and 26.23 % in urban areas. As per Census 2011, the literacy rate of the District is 62.69 % with male and female literacy rate of 72.66 % and 52.19 % respectively.

Environmental and Social Screening was conducted on 16.09.2019. The proposed sub-project road takes off from Bijbehara to Karihama Road. The existing length of the road is 8.390 km. The road is passing through the settlement areas of Bijbehara, Hayar, Waghama, Hassain Pora, Tavela etc.

1.5 The Existing Road Features & Its Proposal

The Road starts from old National Highway and ends at Karihama village. It is a Single lane rural road passing on mostly Plain & Rolling terrain, having moderate intensity of commercial vehicles. After 3+600 km it is passing through rolling terrain. From 4+000 Km, project road follows earthen foot track. Apart from that, there is small link road having length 1.053Km, take off from 1.510 Km of Main Road, move towards south direction and give connectivity to Bijbehara. Subproject Road also gives connectivity to Hayar, Waghama, Hassain Pora Tavela villages, having population of more than 1000..Average existing carriageway width is 2.5 m which is also lesser than a Single lane road (3 m). In that case widening is required and due to constraint of ROW, we propose concentric widening. Based on the traffic study during preparation of DPR lane configuration has been finalized. Embankment Height of the road is zero as most of the stretches are passing through built up zones. The road has no history about regular submergence. Existing BT surface is mostly dilapidated; moreover from pavement composition study it has been found that thicknesses of Base & Sub-base are less than the design thickness. As a result, new Construction proposed for the entire stretch. RCC drain required at built up locations and from 8.2 km to 10 km where road is passing through Orchard Garden. Snapshots are provided as Appendix V for reference.

1.6 Technical description of the proposed road

The following table is presented the technical description of proposed road. Geo location of the subproject road is provided as Appendix-VI.

Table 1-1: Technical description of the proposed road

S.No	Description of Item	Details	
1	Road length	Existing Main Road – 7+340 Km Link Road – 1.050 Km	Design Main Road – 7+343 Km Link Road – 1+053 Km
2	Road Configuration	Existing: - 2.50 m to 3.0 m wide carriageway (Both)	Propose: - 3.75 m wide carriageway (Both)

S.No	Description of Item	Details	
3	Terrain	Plain & Rolling	
4	Land use pattern	Open, Agricultural & Residential	
5	Existing Surface of carriageway	Flexible Broken BT surface exists for a net length of 3.6 Km (Km 0.000 to Km 3.600) and rest stretches are either Gravel or Earthen	
6	Existing Formation Width	3.50 m to 4.00 m	
7	Right of Way (ROW)	6.9 m	
8	Pavement Condition	Poor	
9	New Flexible Pavement thickness	OGPC-25 mm; BM -50 mm, WBM - 225 mm; GSB-200 mm	
10	Design CBR	6.05 % (Av CBR)	
11	Junctions	Minor – 8	
12	Traffic	T9 (15 ESAL to 20 EASL) – IRC SP 72 -2015	
13	Cross drainage structures	Existing CD Structure - 6 Slab Culvert – 4 No Bridge - 2 No	Proposed Culvert- 1 (Reconstruction) Box Culvert – 1 No
14	Settlement	Bijbehara, Hayar, Waghama, Hassain Pora Tavela	

Figure 1-1: Map showing location of the proposed road



1.7 Objective of the Environmental and Social Screening

Subprojects under “Jhelum and Tawi Flood Recovery Project” commonly known as JTFRP have a prior requirement of environmental and social screening as per World Bank obligation which is based on three categories; viz., nature of the project, size of the project and location of the project with a sensitive area criteria. Based on this assessment, sub-projects with potentially significant environmental/ social issues are identified at an early stage for detailed Environmental/ Social impacts. Environmental and social aspects were evaluated as per ESDS and assessed, based on the level of expected environmental and social impacts.

1.8 Methodology adopted for the Screening Study

Approach adopted for this screening study is mainly based on the approved Environment and Social Management Framework (ESMF) which is developed by the World Bank for the project Jhelum Tawi Flood Recovery Project (JTFRP) as a guiding principle for the preparation of Environmental and Social reports. The initial stage adopted for the screening was identification of environmental and social impacts at a preliminary stage. The environmental and social impacts were identified through filling in an Environmental and Social Data Sheet (ESDS) Appendix-I.

The basic objective of the filling in this data sheet is to collect basic information on environmental and social aspects of the proposed sub-project. Basic information was collected through field visits, examination of primary/ secondary data of the subproject area and through public consultation- which involves participatory process as adopted for this screening study of proposed “Improvement and Up-gradation of existing road from Bijbehara to Karihama Road, in District Anantnag. Further, in accordance to ESMF requirement, environmental and social data pertaining to the proposed subproject was compiled during the field data collection stage.

2. ENVIRONMENT AND SOCIAL FINDINGS

2.1 Environmental Issues

The Environmental Screening undertaken for the project shows that the project is not anticipated having adverse significant or irreversible negative environmental impacts, neither during the construction stage or operation phase. Impacts of the construction phase will be typical for all medium scale construction activities, short-term/ temporary and limited to the project site. However, comprehensive Environmental Management Plan (EMP) will be developed and which will capture detailed mitigation measures for the proposed construction of Bijbehara to Karihama Road which will form part of the Environmental Assessment study.

During construction activity increase in ambient air and noise pollution and surface water body contamination is anticipated due to site preparation works and other associated works. This impact shall be temporary, site specific and reversible in nature. Disruption in traffic movement and inconvenience to local people is expected. Detailed baseline environmental data and sensitive receptors along the project corridor and project influence area shall be provided in environmental assessment study/ EMP along with the mitigation measures etc.

Trees are not coming in the road however some of the indigenous trees are close to the shoulder and may be required to cut as they may possess the safety and visibility hazard for the traffic. All possible efforts shall be made to avoid unnecessary cutting of trees. 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 (SIA) needs to be undertaken. A comprehensive Environmental and Social Management Plans (EMP/SMP) will be developed to provide specific actions deemed necessary to assist in mitigating the environmental & social impacts, guide the environmentally-sound execution of the subproject, and ensure efficient lines of communication between the implementing agency, project management unit (PMU) and contractors.

The EMP/SMP will be included in the bid documents and will be further reviewed and updated during implementation. The ESMP 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 Issues

2.2.1 Impact on land and structures

The screening study revealed that the proposed formation width is 7.50 m. Chief Engineer, PWD (R&B) Kashmir vide letter no. CE/RBK/HD/7165, dated 14th June 2019 has confirmed that the available existing Right of Way (ROW) is minimum 6.9 m (Appendix II). To mitigate and

minimize the potential social impacts during execution, PMU and PIU discussed and decided to restrict the proposal within the existing RoW. Accordingly, Project Manager (PIU) JK ERA certified vide letter no. ERA/PMT/20/1118 dated 07/09/20 that the proposed sub-project under JTFRP is restricted to the existing and available RoW (Appendix III). Project Manager, further, confirmed in the undertaking that there are no residential, commercial, religious structures or any CPR in the existing RoW.

The screening study does not envisage significant social impacts of the proposed sub-project since the construction will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested / narrow locations, a SIA would be conducted.

2.2.2 Impact on Livelihood

There is no adverse impact on the livelihood of anyone since the existing RoW is free from any encroachment or commercial structures. Rather, the project will provide opportunities of employment during construction stage.

3. PUBLIC CONSULTATION

Public consultation was conducted in accordance with the World Bank guidelines and ESMF of JTFRP which is the pre-requisite for the screening process. The purpose and objective of this consultation is the involvement of residents/ stakeholders and to make them aware about the proposed activity of the sub project. Public consultation was conducted at the project location on 16.09.2019 with people of the project corridor as part of environment and social screening study (Appendix-IV). Public Consultation needs to be a continuous process throughout the project cycle.

3.1 Consultation

The following information was shared with the people:

The following information was shared with the people:

- About the project and proposed sub-project and its source of assistance, its implementation / execution etc.
- Information on perceived benefits from the proposed sub-project including travel time, fuel costs, noise and air pollution.
- Potential social and environmental impacts during construction stage.
- Social and Environmental safeguards policies of World Bank.
- Temporary problems during execution stage.
- Livelihood opportunities during construction stage.

3.2 Feedback received

People were aware about the sub-project and shared the requirement of the sub-project. All were in support of the sub-project.

Appendix – I: Environmental and Social Screening Checklist

Part-A: General Information

1. Name of the sub-project	Construction/Strengthening/Improvement Bijbehara to Karihama National Highway via Kitriteng	
2. Type of proposed activity (tick the applicable option and provide details)		
▪ Road	<input checked="" type="checkbox"/>	
▪ Bridge	<input type="checkbox"/>	
▪ Fire Station	<input type="checkbox"/>	
▪ Hospital/Health Facility	<input type="checkbox"/>	
▪ Educational Institute	<input type="checkbox"/>	
▪ Building for Livelihoods	<input type="checkbox"/>	-
▪ Flood Infrastructure Related	<input type="checkbox"/>	-
▪ Other Public Building	<input type="checkbox"/>	-
▪ Any Other (Please Specify)	<input type="checkbox"/>	-
3. Location of the proposed sub-project		
▪ Name of the Region	Kashmir (J&K State)	
▪ Name of the District	Anantnag	
▪ Name of the Block	Anantnag	
▪ Name of the Settlement	Bijbehara, Hayar, Waghama, Hassain Pora Tavela	
▪ Latitude	Start of the Road = 33°47'59.62"N End of the Road = 33°50'24.84"N	
▪ Longitude	Start of the Road = 75° 5'39.97"E End of the Road = 75° 7'1.35"E	
4a. Proposed Nature of Work (tick the applicable options)		
▪ Minor Repairs	-	
▪ Major Repairs/Rehabilitation	-	
▪ Upgrading/Major Improvement	<input checked="" type="checkbox"/>	
▪ Expansion of the facility	-	

▪ New Construction	-
▪ Any Other	-
4b. Size of the sub-project (approx. area in sq. mt/hac or length in mt/km, as relevant)	7.343 Km (Main Road) & 1.053 Km (Link Road)
5. Land Requirement (in hac./sq.mt.)	
▪ Total Requirement	The subproject is strengthening of the existing road. Hence, no land acquisition is envisaged
▪ Private Land	Nil
▪ Govt. Land	Nil
▪ Forest Land	Nil
6. Implementing Agency Details (sub-project level)	
▪ Name of the Department/Agency	PIU (JK ERA)
▪ Name of the contact person	Mr. Abdul Wahid
▪ Designation	Project Manager
▪ Contact Number	7006152713
▪ E-mail Id	projectmanager49@gmail.com
7. Screening Exercise Details	
▪ Date on which it was carried out	16.09.2019
▪ Name of the Person	Mr. Akhter Bhat/ Mr. Divakar
▪ Contact Number	+91-9419552221; 7006543364
▪ E-mail Id	akhter.bhat3@gmail.com

Part-B (1): Environmental Screening

Question	Yes	No	Details
1. Is the sub-project located in whole or part within 1 km of the following environmentally sensitive areas?			
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 categories of Forest		No	
l. Wetland		No	
m. Natural Lakes		No	
n. Rivers/Streams	Yes		Jhelum River and one Nallah is crossing the road
o. Swamps/Mudflats		No	
p. Zoological Park		No	
q. Botanical Garden		No	
4. Is the sub-project located in whole or part within 500 mts. of any of the following sensitive features?			
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)	Yes		5 Mosques exist along the road corridor at an average distance of 08 meters
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?	NA		
5. Is any scheduled/protected tree-like Chinar, Mulberry or Deodar likely to be affected/ cut due to the project?		No	All efforts shall be made to avoid unnecessary cutting of the trees. Necessary approval/Permission will be obtained from the concerned department if tree felling involved. Few nonscheduled trees may need to be cut (pruned) for the proposed sub-project.
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 Required	No
2.	Environment Clearance Required	No
3.	Forest land Clearance/Diversion Required	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	Consent to Establish (CTE) and Consent to Operate (CTO) from J&K SPCB will be required for Hot mix Plants, Wet Mix Plants, Stone Crushers, PUC's and other fitness certificates of equipment, etc.
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Part C (1): Social Screening

1. Does the sub-project activity require the acquisition of land?			
Yes		No	✓
Give the following details:	Private Land (sqmts/hac.)	Nil	
	Govt. Land (sqmts/hac.)	Nil	
	Forest Land (sqmts/hac.)	Nil	
2. Does the proposed sub-project activity result in demolition/removal of existing structures?			
Yes		No	✓
If so, give the following details:			
Number of public structures/buildings	Nil		
Number of common property resources (such as religious/cultural/drinking water/wells/etc.)	Nil		

Number of private structures (located on private or public land)		Nil	
3. Does the proposed project activity result in loss of crops/trees?			
Yes		No	✓
4. Does the proposed project activity result in loss of direct livelihood/employment?			
Yes		No	✓
5. Does the proposed activity result in loss of community forest/pastures on which nearby residents/local population are dependent?			
Yes		No	✓
If yes, give the details of the extent of area to be lost (in acres/hac)			
6. Does the proposed project activity affect scheduled tribe/caste communities?			
Yes		No	✓

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

Sl.No	Result/Outcome	Outcome
1	Answer to all the questions is 'No' and only forest land is being acquired	No
2	Answer to any question is 'Yes' and the sub-project does not affect more than	No

	200 people (i.e. either complete or partial loss of assets and/or livelihood)	
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

Outcome of Screening:

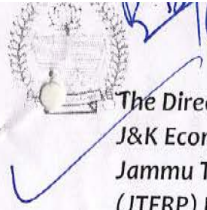
The screening study revealed that there are no potential social and environmental impacts of the proposed sub-project since the construction activities will be carried out within available RoW. However, the sub-project road is passing through many settlement areas and to identify the permanent and temporary impact due to sub-project activities at these congested/ narrow locations, Social Impact Assessment would be conducted.

EIA for the sub-project need not to be carried out. However, to mitigate temporary environmental and social impacts during execution, ESMP will be prepared and implemented. The implementation of ESMP will be monitored in the monthly/quarterly progress reports.

Statutory Clearances/ No Objection Certificate

The subproject is "Improvement & Up- gradation of Bijbehara-Karihama road via Kitriteng Road" of existing road, which is operational and under use for long time and the site is under possession of R&B Department for long time. Tree cutting permission, if any and Statutory clearances and NOC's for establishment or operation of hot mix, batch mix, crusher, generators, vehicles, material etc. shall be required to be obtained by the Contractor prior to the start of work.

Appendix II- Existing Right of Way



Government of Jammu & Kashmir
OFFICE OF THE CHIEF ENGINEER PW (R&B) DEPARTMENT KASHMIR.



The Director / Nodal Office,
J&K Economic Construction Agency (ERA)
Jammu Tawi Flood Restoration Programme
(JTFRP) Kashmir.

No: -CE/RBK/HD/

7165

Dated: -14-06 2019.

Subject:- Preparation of DPR's for 12 Road Projects to be taken up by ERA/JTFRP in Kashmir Division under World Bank Funding Assistance (PMU-JTFRP) Reg: Providing of Latest ROW.

Reference:- Your office letter No: ERA/DAK/92/118-132 dated: 22.04.2019.

Sir,

As desired, vide your office communication referred to above for the captioned subject, in this context the requisite information has been sought from concerned Executive Engineer's for ROW of the following roads shown the status against each for favour of information and further necessary action at your end please.

However, the further verification can be obtained from Revenue department.

S.No	Name of Road	District	Status	ROW
01	Strengthening / Upgradation of Sangam Khudwani road	Anantnag	Single Lane	Min-22'-6"
02	Upgradation of Pampore Pulwama Road	Pulwama	Intermediate	ROW 50'-0"
03	Kadabal Lasjan Rambagh including allied links	Srinagar	Single Lane at Places intermediate	ROW 26'-0"
04	Upgradation of Parimpora Soibugh	Budgam	Single Lane/ at Places intermediate	ROW 5.00 Mtr
05	Hajin Ajas via Saidnara	Bandipora	Single Lane	ROW 5.5 Mtr
06	Construction of Rigid Pavement of IG Road Peerbagh Bridge to Humhama Chowk	Srinagar	Double Lane	ROW 21 Mtr
07	Upgradation of Kawahar Bala Payeen	Baramulla	Single Lane	ROW 4.5 to 5 Mtr
08	Construction of Rigid Pavement to Eastern Foreshore Road (Bari Nambal)	Srinagar	Double Lane	ROW 21 Mtr
09	Shadipora Khanpeth Sumbal Road	Bandipora	Single Lane	ROW 5.5 Mtr
10	Bijbehara to Karihama National Highway via Kitriteng	Anantnag	Single Lane	ROW Min 21'-6"
11	Construction of Rigid Pavement of IG Road Rambagh to Civil Sectt Srinagar	Srinagar	Double Lane	ROW 21 Mtr with Bottle necks
12	Upgradation of Hamray Sultanpora Nowgam to Sumbal Bridge	Baramulla. Bandipora	Single Lane	ROW 5.5 Mtr

No:- ERA/DK/92/1088
Dt:- 18-06-2019

Yours faithfully,

V. Ugr
PM(T)
J. S. S.

Rajyans.
CHIEF ENGINEER PW (R&B)
Deptt. Kashmir.

Appendix III- Undertaking for Encumbrance free RoW



Government of Jammu and Kashmir
Economic Reconstruction Agency
2nd floor Commercial Complex, Rambagh, Srinaga
E-mail: -projectmanager049@gmail.com
0194-2443922



No. ERA/PMT/20/11/18

Date: 07/9/20


Undertaking for Encumbrance Free Existing RoW

Sub-project Road: Construction/Strengthening/Up-gradation of Bijbehara-Karihama Road via Kitriteng Road (8.396 Km)

The Chief Engineer R&B Department Kashmir vide his letter No. CE/RBK/HD/7165 dated 14.06.2019 has certified the RoW of the road namely Bijbehara-Karihama Road via Kitriteng Road " Minimum 21'6".

It is hereby certified that the up-gradation and strengthening of this road for a length of 8.396 Km under JTFRP is restricted to this existing and available RoW. It is also certified that there are no residential, commercial, religious structures or any CPR in the existing RoW.

Hence, the RoW is encumbrance free.


Project Manager (Transport) /
Project Manager (JKPCC Works)
J&K ERA/JTFRP

Appendix IV: Photograph of Consultation with locals & sub project site



Appendix V- Proposed sub project photographs



Figure 3-1: Existing road condition



Figure 3-2: Mosque along the road



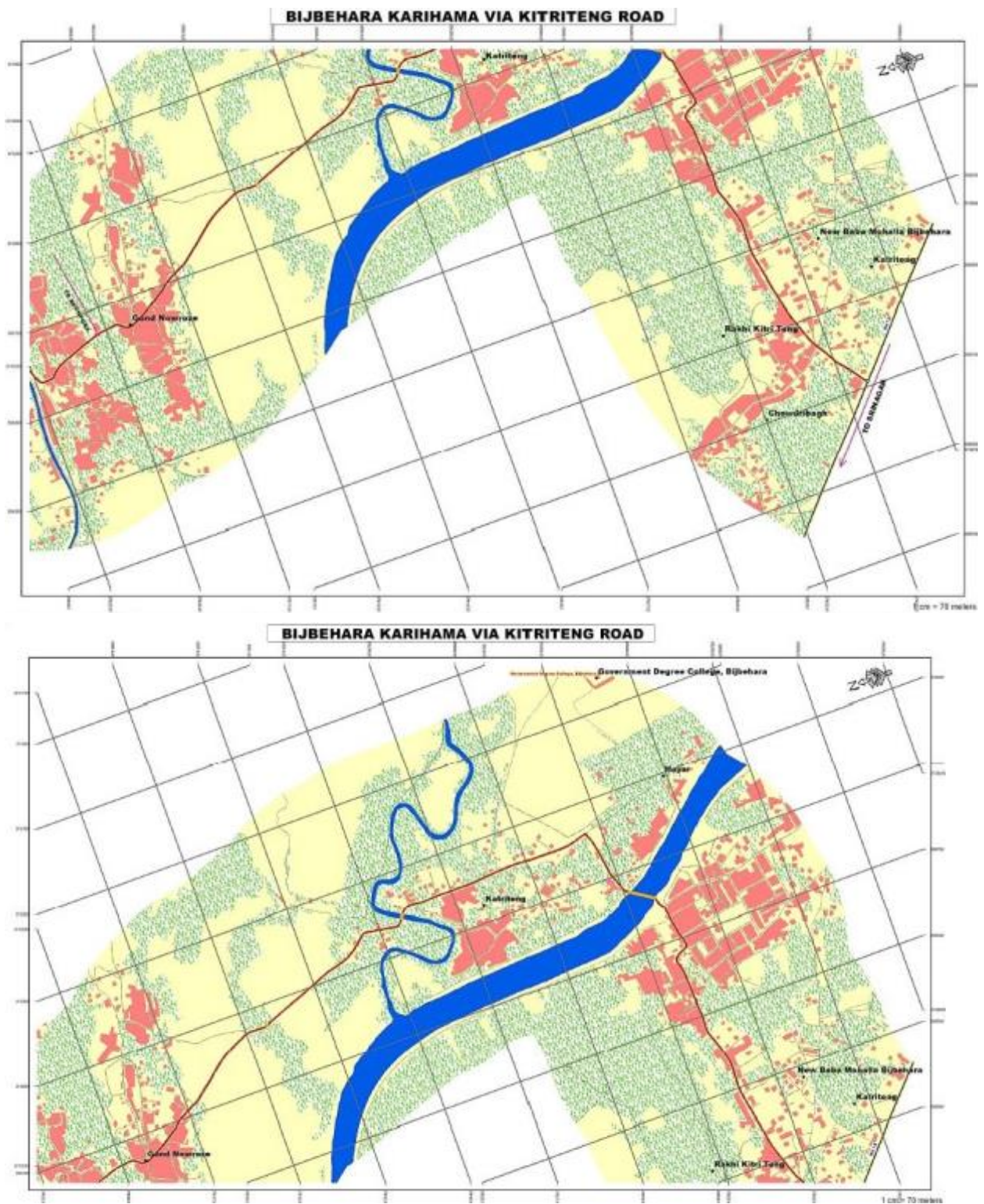
Figure 3-3: Existing road passing through orchards



Figure 3-4: Settlements along the road

Appendix VI-Geographical location of the road in GIS map

Figure 3-5: Geo Location of the subproject road



BIJBEHARA KARIHAMA VIA KITRITENG ROAD

