

GOVT OF JAMMU & KASHMIR

(J&K RURAL ROADS DEVELOPMENT AGENCY)

(BHARAT NIRMAN)

Package No. - JK04-167

PRADHAN MANTRI
RASHTRIYAN SADAK YOJANA

DISTRICT : KISHTWAR (DODA)

J&K STATE

Stage-I

NAME OF THE ROAD :- Ikhala Block Boundry Kishtwar To Lopara

BLOCK : MARWAH

LENGTH : 49.00 KM

TOTAL ESTIMATED COST : Rs.4383.34 LACS
Sanctioned for Rs 4294.25 Lacs

June-2016
Phase-X

NO. OF VILLAGES : 04

NAME OF THE VILLAGE : Sonder, Lohrana, Jankpur & Lopara

POPULATION : 8866 SOULS

EXECUTIVE ENGINEER

P WD (R&B) SPL. SUB-DIVISION/PIU

PMGSY MARWAH

1. Introduction

1.1 Objectives of Pradhan Mantri Gram Sadak Yojna (PMGSY)

Rural Road connectivity is a key component of rural development by promoting access to economic and social services and thereby generating increased agricultural incomes and productive employment opportunities. It is also a key ingredient in ensuring poverty reduction.

It was against this background of poor connectivity that the Prime Minister announced in 2000, a massive rural roads program. The Prime Minister's Rural Road Program (Pradhan Mantri Gram Sadak Yojana, PMGSY) set a target of:

- Achieving all-weather road access to every village/habitation with a population greater than 1000 by 2003
- Providing all-weather road access to all villages/habitations of population greater than 500 people [250 in case of hill States (North-Eastern states, Sikkim, Himachal Pradesh, Jammu & Kashmir and Uttaranchal), the desert areas and tribal areas] by the end of the Tenth Five Year Plan, i.e., 2007

1.2 All Weather Road

Duration of interruption on ODRs and VRs falling in the block Marwah is about 4-5 months due to heavy snowfall in the area and the area is considered as **Frosted Zone**.

1.3 Core Network

The rural road network required for providing the 'basic access' to all villages/habitations is termed as the Core Network. Basic access is defined as one all-weather road access from each village/ habitation to the nearby Market Centre or Rural Business Hub (RBH) and essential social and economic services.

A Core Network comprises of Through Routes and Link Routes. Through routes are the ones which collect traffic from several link roads or a long chain of habitations and lead it to a market centre or a higher category road, i.e. the District Roads or the State or National Highways. Link Routes are the roads connecting a single habitation or a group of habitations to Through Roads or District Roads leading to Market Centres. Link Routes generally have dead ends terminating on habitations, while Through Routes arise from the confluence of two or more Link Routes and emerge on to a major road or to a Market Centre.

The Core Network may not represent the most convenient or economic route for all purposes. However, since studies show 85-90% of rural trips are to market centres, the Core Network is likely to be a cost-effective conceptual frame work for investment and management purposes, particularly in the context of scarce resources.

The Sub-project road starts from **Ikhala Block Boundary Kishtwar To Lopara** is a link road with Code **T01 Marwah** block of **Kishtwar** District. This road directly connects the habitations of Sonder, Lohrana, Jankpur and Lopara with populations of 2705, 2499, 1215 and 2447 respectively. Thus this link road serves the total population of **8866 Souls**.

1.4 Geography

Lopara is situated on the Right bank of River Marsudar and towards east side of block Marwah. During the Transect Walk the local representatives requests to connect the last village of Lopara i.e., Hatheri and is connected.

Presently Lopara is connected with a bridle track having deep ascends and descends and remains mostly cut off during winter season. All the essential commodities are to be carried upto Lopara by head load or ponies resulting in backwardness of the area both socially as well as economically. Mostly the people are illiterate and unemployed due to lack of education facilities in the vicinity of the area.

The Block Marwah/Dachhan is spreaded over a vast hilly area having many beautiful tourist spots, pastures and meadows having great exploration of Tourism potential. The construction of road shall boast tourism sector in the area in general and the whole block shall come up at par with the famous Tourist resorts and shall improve the socio-economical condition of the down trodden and poverty stricken populace of the block.

This road will increase the intensity of tourism in the area as having historical hot water stream in the area and popular yatra known as Hudh mata yatra. At present hundreds of people come there to cure the diseases by taking steam of hot water in the summer season.

The road shall also provide accessibility to school, High school, Health Centre etc.

1.5 Climatic Condition

Whole the area in the winter season remains under snow cover for about 4-5 months the area is considered as Frosted area .

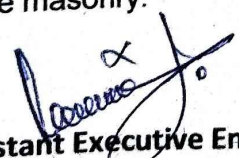
1.6 The Sub-Project Road


The road passes through hilly terrain.

The road construction has been proposed (mostly in cutting with a formation width of 6.0M except , except at valley/zig points where construction of R/walls are inevitable from geometrical constraints and at horizontal curves, extra widening has been proposed ranging from 0.60 to 0.90 Mtr. depending upon the radius of horizontal curve and as per IRC specification

For proper drainage of surface water 1.0 M dia H/P Culverts, 2.00 M span RCC culvert and 6.0M long scupper have been proposed at required locations and at intercepting non-parinal Nallahs.

Semi pucca R/walls have been proposed in critical sections to ensure road geometric with height of R/wall more than 3 Mtrs. and semi pucca B/wall have been proposed at required locations to prevent soil erosion. The top band, bottom band and vertical pillars of R/walls and B/walls shall be of stone masonry in cement 1:6 mix and penal of RR dry masonry. The R/walls with height less than 3 Mtrs have been proposed in dry stone masonry.


Assistant Executive Engineer
PMGSY Sub Division,
Inshan


Executive Engineer
PWD(R&B) Spl. Sub Div./PIU
Marwah

10. Design of Cross Drainage Works

10.1 General

On the basis of hydrological survey, 175 no's new cross drainage structures are recommended for the project road as listed below.

Table 10.2 Proposed Culverts

Sl. No.	Chainage (Location)		Type of Culvert	Span/dia
	KM	RD		
1	19 th	100	Hume Pipe	1.0m dia
2		400	Scupper	6.0 m Long
3		700	Hume Pipe	1.0m dia
4		950	--do--	--do--
5	20 th	250	--do--	--do--
6		575	--do--	--do--
7		900	--do--	--do--
8	21 st	150	--do--	--do--
9		400	--do--	--do--
10		700	--do--	--do--
11		950	--do--	--do--
12	22 nd	250	--do--	--do--
13		575	--do--	--do--
14		875	--do--	--do--
15	23 rd	100	--do--	--do--
16		375	--do--	--do--
17		650	--do--	--do--
18		950	--do--	--do--
19	24 th	275	--do--	--do--
20		600	--do--	--do--
21		875	--do--	--do--

Scupper = 01
H/P = 20

22	25 th	175	--do--	--do--
23		350	Scupper	6.0 m Long
24		625	Scupper	6.0 m Long
25		900	Hume Pipe	1.0m dia
26	26 th	250	--do--	--do--
27		575	--do--	--do--
28		850	--do--	--do--
29	27 th	150	--do--	--do--
30		375	Scupper	6.0 m Long
31		650	Hume Pipe	1.0m dia
32		900	Scupper	6.0 m Long ✓
33	28 th	250	Hume Pipe	1.0m dia
34		500	--do--	--do--
35		850	Scupper	6.0 m Long
36	29 th	200	Hume Pipe	1.0m dia
37		450	Scupper	6.0 m Long
38		675	--do--	--do--
39		925	Hume Pipe	1.0m dia
40	30 th	300	--do--	--do--
41		625	Scupper	6.0 m Long
42		950	Hume Pipe	1.0m dia
43	31 st	200	--do--	--do--
44		475	--do--	--do--
45		650	--do--	--do--
46		900	--do--	--do--
47	32 nd	300	--do--	--do--
48		575	--do--	--do--
49		775	--do--	--do--

$$\begin{aligned} \text{Scupper} &= 01 + 8 = 09 \\ \text{H.P.} &= 20 + 18 = 38 \\ T &= 47 \end{aligned}$$

Pmbsy section

50	33 rd	65-110	--do--	--do--
51		360-410	--do--	--do--
52		610-660	--do--	--do--
53		860-910	--do--	--do--
54	34 th	25-75 ✓	--do--	--do--
55		200-250	--do--	--do--
56		450-500	Scupper	6.0 m Long
57		900-950	Hume Pipe	1.0m dia
58	35 th	225-250 ✓	--do--	--do--
59		550-575	--do--	--do--
60		975-1000	--do--	--do--
61	36 th	150-200	Scupper	6.0 m Long
62		325-375	Hume Pipe	1.0m dia
63		525-575	--do--	--do--
64		650-700	Scupper	6.0 m Long
65		900-925	RCC.Culvert	2.0 m Span
66	37 th	50	Hume Pipe	1.0m dia
67		340	--do--	--do--
68		500-550	Scupper	6.0 m Long
69		750	Hume Pipe	1.0m dia
70		850-900	Scupper	6.0 m Long
71	38 th	50-100	--do--	--do--
72		250-300	--do--	--do--
73	38 th	585	Hume Pipe	1.0m dia
74		890	--do--	--do--
75	39 th	325-375	Scupper	6.0 m Long
76		465	Hume Pipe	1.0m dia
77		675-725	--do--	--do--
78		925	--do--	--do--

79	40 th	175-200	RCC.Culvert	2.0 m Span
80		300	Hume Pipe	1.0m dia
81		700	--do--	--do--
82		925-975	Scupper	6.0 m Long
83	41 st	120	Hume Pipe	1.0m dia
84		425	--do--	--do--
85		625-650	RCC.Culvert	2.0 m Span
86		950	Hume Pipe	1.0m dia
87	42 nd	175-200	Scupper	6.0 m Long
88		350-400	--do--	--do--
89		600-650	RCC.Culvert	2.0 m Span
90		950	--do--	--do--
91	43 rd	250	Hume Pipe	1.0m dia
92		625	--do--	--do--
93		900	--do--	--do--
94	44 th	200	--do--	--do--
95		650	--do--	--do--
96		900	--do--	--do--
97	45 th	100	--do--	--do--
98		350	--do--	--do--
99	45 th	875	Hume Pipe	1.0m dia
100	46 th	100	--do--	--do--
101		425	--do--	--do--
102		700	--do--	--do--
103	47 th	50	--do--	--do--
104		250	--do--	--do--
105		650	--do--	--do--
106		900	--do--	--do--

107	48 th	425	--do--	--do--
108		550	--do--	--do--
109		875	--do--	--do--
110	49 th	25	--do--	--do--
111		275	--do--	--do--
112		650	--do--	--do--
113		850	--do--	--do--
114	50 th	150	--do--	--do--
115		525	--do--	--do--
116		700	--do--	--do--
117	51 st	450	--do--	--do--
118		700	--do--	--do--
119		900	--do--	--do--
120	52 nd	190	--do--	--do--
121		650	--do--	--do--
122	53 rd	150	--do--	--do--
123		500	--do--	--do--
124		675	--do--	--do--
125	53 rd	850-875	Hume Pipe	1.0m dia
126	54 th	150	--do--	--do--
127		475	--do--	--do--
128		775	--do--	--do--
129		950	--do--	--do--
130	55 th	275	--do--	--do--
131		550	--do--	--do--
132		675	--do--	--do--
133		900	--do--	--do--
134	56 th	150	--do--	--do--
135		375	--do--	--do--

136		650	--do--	--do--
137		850	--do--	--do--
138		75	--do--	--do--
139	57 th	375	Scupper	6.0 m Long
140		650	RCC-Culvert	2.0m Span
141		50	Hume Pipe Culvert	1.0m dia
142	58 th	340	RCC-Culvert	2.0m Span
143		640	--do--	--do--
144		900	Hume Pipe Culvert	1.0m dia
145	59 th	100	--do--	--do--
146		350	--do--	--do--
147		625	--do--	--do--
148		900	--do--	--do--
149	60 th	175	--do--	--do--
150		400	--do--	--do--
151	60 th	625	Hume Pipe Culvert	1.0m dia
152		900	--do--	--do--
153	61 st	150	--do--	--do--
154		400	--do--	--do--
155		625	--do--	--do--
156	62 nd	150	--do--	--do--
157		625	--do--	--do--
58		800-825	Scupper	6.0 m Long
159	63 rd	200	RCC-Culvert	2.0m Span
160		525	Hume Pipe Culvert	1.0m dia
161		850	--do--	--do--
162	64 th	125	--do--	--do--
163		350	--do--	--do--
164		625	--do--	--do--

165		850	--do--	--do--
166		100	--do--	--do--
167	65 th	400-430	Scupper	6.0 m Long
168		650-675	--do--	--do--
169		975-1000	--do--	--do--
170				
171	66 th	100	Hume Pipe Culvert	1.0m dia
172		400-425	Scupper	6.0 m Long
173		850	Hume Pipe Culvert	1.0m dia
174	67 th	200	Hume Pipe Culvert	1.0m dia
175		450	--do--	--do--
		750	--do--	--do--

Total no of 1.0m dia H/P Culverts = 140 no's ✓

Total no of 6.0m long pucca scupper = 26 no's ✓

Total no of 2.0 m span RCC Culverts = 09 no's ✓

TOTAL CD - WORKS = 175 NO'S. ✓

Dr. Sanku Kumar
J.E.
Assistant Executive Engineer
PMGSY Sub Division,
Inshan

[Signature]
Executive Engineer
PWD(R&B) Spl. Sub Div./PIU
Marwah

18.3 Abstract of Cost :-

Unit rates will be derived by using the "Schedule of Rates for Road Works, Culvert works and Carriage etc. The abstract of Cost estimate is given in the Table:-

**ABSTRACT OF COST FOR THE CONSTT OF IKHALA BLOCK BOUNDARY KISHTWAR TO
LOPARA ROAD(L=49 KM) Package No.JK04-167**

S.No	Items	Quantity	Unit	Rate (Rs)	Amount (in Lacs)	Cost/km (in Lacs)
Pavement Component						
1	Earth Work in Excavation.	1192748.61	Cum	Asper F-5	2628.66 2638.16	53.84 53.84
2	Earth work in filling.	--	--	--	--	--
3	Sub Grade	--	--	--	--	--
4	GSB	--	--	--	--	--
5	WBM Grade-III	--	--	--	--	--
6	BM	--	--	--	--	--
7	Prime Coat	--	--	--	--	--
8	Tack Coat	--	--	--	--	--
9	20mm thick premix Carpet	--	--	--	--	--
10	Seal coat	--	--	--	2683.23 2638.16	58.84 53.84
11	Berm Fillings	--	--	--	--	--
Total Cost Of Pavement=					2628.66 2638.16	53.84 53.84
14	Protection Work					
	I) 6.0 m Av.Ht.R/Wall	480.00	Rmt.	33126.00 4874.00	15900 2317.92	196.19 206.39
	II) 4.0 m Av.Ht.R/Wall	288.00 760.00	Rmt.	116389.00 21201	124.56 151.60	61.21 61.21
	III) 3.0 m Av.Ht.R/Wall	1230.00	Rmt.	12140.00 15253	149.95 170.50	187.61 187.61
	IV) 1.0 m edge wall	4500.00	Rmt.	1310.00 1810	58.95 85.90	81.45 81.45
	V) 2.0 m Ht.B/Wall	7610 7000.00	Rmt.	15577.00 2168	300.39 477.89	545.42 545.42
	VI) <u>Pucca Drain</u>	15000.00	Rmt.	1450.00 1551	217.50 238.16	22.45 22.08
Total Cost Of Protection Work=					1100.35 1082.08	22.45 22.08
Cross-Drainage Work						
15	I) 1.0 m diaHP culvert	140	No,s	213 1.97	266.00 298.20	298.20 298.20
	II) 6.0 M Pucca Scupper	26	No,s	4.94 4.54	120.38 128.44	128.44 128.44
	III) 2.0 m SpanRCC Cult.	09	No,s	7.47 7.05	62.37 67.23	67.23 67.23
	IV) 12.0 m Long Vented CauseWay	04	No,s	15.99 14.42	57.68 63.96	63.96 63.96
Total Cost Of CD- Work=					506.43 557.83	40.33 40.33
16	Aforestation	49.00	Km	--	--	--
18	i) Road safety and Traffic Sign Board	As per estimate attached	No.	422240.00	4.53 4.22	4.22 4.22
	ii) PMGSY Logo/Informatory board.					
19	Preparation of D.P.R./Survey work/Inauguration Stones, etc.	49.00	Km	0.25	12.25	12.25
22	Add Disposal of Excavated Soil Lead up to 0.50 Km @ 5 % Cost of E/Work.	--	--	--	131.43 16.47	0.33 0.33
Total Construction Cost =					4383.34 4294.25	89.45 87.64

Total Construction Cost = Rs.4383.34 Lacs (@ Rs.89.45lac/Km) **Rs.4294.25 = **Rs.4539.61** **87.64/km.****

Assistant Executive Engineer
PMGSY Sub Division,
Inshan

Executive Engineer
PWD(R&B) Spl. Sub Div./PIU PMGSY
Marwah

PMGSY
circle Batote

PROFORMA-B

PRADHAN MANTRI GRAM SADAK YOJANA(PMGSY) PACKAGE SUMMARY

Package No:-JK04-167

District :-Doda(Kishtwar)

State :-Jammu & Kashmir

S No	Name of Block	Name of Road		Type of Proposal	Proposed Length (KM)	Cost of Pavement (in Lacs)	No of CD. Works	Cost of CD/Prot. Works (in Lacs)	Total Esmted. Cost (in Lacs)	Average Cost Per Km (in Lacs)
		From	To	N/U	Km	Lacs	No	Lacs	Const	Lacs
1	Marwah	Ikhala Block Boundary Kishtwar	Lopara	N	49.00	2628.66	179	1606.78	4235.44	86.44
				i)Add for survey trace cut And setting out/Preparation of DPRs and Inaguration stone's,etc.@ 0.25 lacs/Km					12.25	
				ii)PMGSY Logo and Sign Board.					4.53	
				Add disposal of Excavated soil lead up to 0.50km @ 5% Cost of Earth work					131.43	
				Total Estimated Cost					4383.34	89.45

Total Estimated Cost of Project = Rs.4383.34 Lacs

N – New Conectivity (N)

U – Upgradation

= Say = Rs. 4539.61 Lacs
= Rs 4294.25 Lacs

Prepare By

:- Signature

Name : Er.V.K. Sharma

Designation : I/C. Asstt. Ex.Engineer.

PMGSY Sub Div.Inshan.

Checked By

:- Signature

Name : Er.G.N.Ahanger

Designation : Executive Engineer,
PWD(R&B)Spl.SubDiv./PIU PMGSY
Marwah

Technical Scrutiny

Done By

:- Signature

Name : Er.Raman Puri

Designation : Superintending Engineer,
PMGSY Circle, Batote.

Coordinator

STA

:- Signature

Name

Designation

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)
CHECK LIST FOR P.I.U. & S.T.A
(For Individual Road Works)

To be filled by PIU

1. Location :- State :- JAMMU & KASHMIR		District :- DODA (KISHTWAR)		Block :- Marwah																			
2. Package No:- JK04- 167																							
3. Name of Road:-		From:- IKHALA BLOCK BOUNDARY KISHTWAR		To :- LOPARA																			
4. Length (Km)	Total = 49.00 km	In Built up area : 6.0 Km		In Open area : 43.00 Km																			
5. Estimated Constt. Cost= Rs.4383.34 Lacs Rs. 4539.61 Lacs Rs. 4294.25 Lacs		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="3">Average Cost/Km:-Rs.89.45 Lacs /km</th> </tr> <tr> <th>Item</th> <th>Total Cost (in Lacs)</th> <th>Cost per Km(in Lacs)</th> </tr> <tr> <td>Flexible Pavement</td> <td>2883.34 2628.66</td> <td>53.64 53.84</td> </tr> <tr> <td>CD/Protection work</td> <td>1639.31 1606.78</td> <td>32.79 33.45</td> </tr> <tr> <td>Others</td> <td>16.78 147.90</td> <td>3.02 0.38</td> </tr> <tr> <td>Total</td> <td>4539.61 4383.34</td> <td>89.45 92.64</td> </tr> </table> <p align="center">Tot. = 4294.25 87.64</p>				Average Cost/Km:-Rs.89.45 Lacs /km			Item	Total Cost (in Lacs)	Cost per Km(in Lacs)	Flexible Pavement	2883.34 2628.66	53.64 53.84	CD/Protection work	1639.31 1606.78	32.79 33.45	Others	16.78 147.90	3.02 0.38	Total	4539.61 4383.34	89.45 92.64
Average Cost/Km:-Rs.89.45 Lacs /km																							
Item	Total Cost (in Lacs)	Cost per Km(in Lacs)																					
Flexible Pavement	2883.34 2628.66	53.64 53.84																					
CD/Protection work	1639.31 1606.78	32.79 33.45																					
Others	16.78 147.90	3.02 0.38																					
Total	4539.61 4383.34	89.45 92.64																					
6. Type of Proposal:-		New connectivity																					
* If the Proposed road is a New connectivity		Yes																					
- Is the road a part of core network		L 0 2 6																					
- If Yes, Through/Link Route Number																							
-Name of the unconnected Target Habitation (to be cross checked with CN-6)		Lopara																					
- List of Habitations connected enroute		Sonder, Lohrana & Jankpur																					
- Population sub served by the proposed road.		8866 Souls																					
- Does the proposed road lead up to the Habitation for which it is supposed to provide connectivity (In other words are you sure that the road is not being made partially?)		Yes																					
Does the proposed road connect the unconnected Habitation to		Yes																					
a) Another Habitation having all-weather road. (Connected Status).		b																					
b) Directly to an All weather road.																							
If (b), indicate the nature of road to which the proposed road leads.		<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td>RR</td> <td>MDR</td> <td>SH</td> <td>NH</td> </tr> </table>				RR	MDR	SH	NH														
RR	MDR	SH	NH																				
• If the proposal is for up gradation		Yes																					
- Is the road a part of the core network		Yes																					
- Is it associated Through Route or not																							
- (In case it is not associated TR)																							
Whether:-PCI, has been done																							
- Age of the road given																							
- Is it certified that there are no other Unconnected Habitations in the district.		No																					
- Population sub served by the proposed road.																							
7. a) Whether the Proposed Road has the desired carriageway width, roadway width and road land width (RLW).		Yes																					
a) Indicate the actual widths adopted for the proposed road.		In the Built Up Area (m)		In the Open Area (m)																			
a) Carriageway		3.00		3.00																			
b) Roadway		8.50/6.00		8.50/6.00																			
c) Road Land Width		varies		10.00/12.0																			

INDEX MAP (Not to scale)

8. Base year traffic volume :- (New Connectivity)

Motorized													Non-Motorized			
Days	Cars, jeep van, three wheeler	Motorized Three wheeler	Light Commercial Vehicles	Trucks			Agricuilt. Tractor Trailor			Buses			Cycle	Cycle Rickshaw	Animal drawan vehicle	
				L	U	OL	L	U	OL	L	U	OL			SWC	NumType
Day1																
Day2																
Day3																
Avg.	15	30	24	04	02	0	30	15	0	02	0	0	0	0	06	0

9. Growth rate adopted (%)

ADT in the year of traffic count = 61.50

Growth rate adopted (%) = 6%

Design life = 10 yr's

No. of Harvesting seasons = 02

No. of days in each Harvesting Season (t) = 75

Value of (n) assumed = 01

Base year traffic AADT (T) = 81.26

Cumulative ESAL = 89889

Traffic Category = T 3

10. Sub grade CBR (For different sections)

Stage - I DPR

Chainage																
Design CBR (%)																

10. Cost Details

A. Clearing and Grabbing

Cost in Rs.

B. Pavement Components

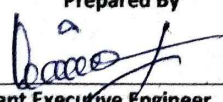
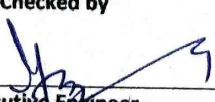

Description of the layer	Thickness	Quantity	Cost (Lacs.)	Cost/Km
1. Earth work in excavation/cutting.	-	1192748.61	2638.16 2628.66	53.84 53.64
2. Earth work in filling/Embankment	-	-	-	-
3. Sub-grade if provided separately.	-	-	-	-
4. Shoulders if not considered in earthwork.	-	-	-	-
5. GSB	-	-	-	-
6. Soil + Aggregate Mix	-	-	-	-
7. WBM-G 3	-	-	-	-
8. BM	-	-	-	-
C Bituminous Layers				
1. Prime Coat	-	-	-	-
2. Tack Coat	-	-	-	-
3. OGPC (20mm thick)	-	-	-	-
4. Seal Coat	-	-	-	-
5. Berm filling	-	-	-	-
6. Carriages of Aggregates	-	-	-	-
7. Carriage of bituminous	-	-	2883.23	58.84
TOTAL COST OF PAVEMENT =			2628.66	53.64 lacs

= 2638.16

53.84

D. CD Works	No. of Existing CD works Do they require any improvement If yes, cost of improvement No. of proposed CD works with Classification	nil no nil																												
i) 6.0m long pucca Scupper (26 no's) ii) 1.0 m dia H/P Culvert (140 no's) iii) 2.0 m Span RCC Culvert (09 nos) iv) 12.0 m long Vented Causeway (04 no's)	= Rs. 120.38 Lacs = Rs. 266.00 Lacs = Rs. 62.37 Lacs = Rs. 57.68 Lacs	128.44 298.20 67.23 63.96 11.38 10.33 Lacs																												
Cost of C/D Work = Rs. 506.43 Lacs 557.83																														
E. Protection Works = R/wall, B/wall, parapets / edge walls/Disposal Canel.	= Rs. 882.85 Lacs	18.01 Lacs 22.08																												
F. Pucca Side Drains (if provided) 15000 mts	= Rs. 247.50 lacs	4.44 Lacs 5.06																												
G Road Logo, Other Road furniture , Road safety & traffic sign boards	= Rs. 4.22 Lacs																													
Soil Testing																														
1. Load Testing																														
2. Design Consultancy	= Rs. 12.25 Lacs																													
3. Survey & Preperation of DPR/ Inaugurations Stones etc.	= 16.78																													
4. PMGSY Logo Sign Boards	Total:- = Rs. 16.47 Lacs	0.38 Lacs																												
T																														
I. Any Other Provisions. (please specify) Afforestation																														
Add disposal of Excavated soil lead up to 0.50km @ 5% Cost of Earth work = Rs. 431.43 Lacs																														
A) Total Construction Cost of the Project = Rs. 4383.34 Lacs																														
J. Five Year Routine Maintenance	= 4539.61 Lacs	80.45 Lacs 92.64																												
	<table border="1"> <thead> <tr> <th>Year</th> <th>Cost in lacs</th> <th>% of const. cost</th> <th>Cost/Km in Lacs</th> </tr> </thead> <tbody> <tr><td>i</td><td></td><td></td><td></td></tr> <tr><td>ii</td><td></td><td></td><td></td></tr> <tr><td>iii</td><td></td><td></td><td></td></tr> <tr><td>iv</td><td></td><td></td><td></td></tr> <tr><td>v.</td><td></td><td></td><td></td></tr> <tr><td>Total</td><td></td><td></td><td></td></tr> </tbody> </table>	Year	Cost in lacs	% of const. cost	Cost/Km in Lacs	i				ii				iii				iv				v.				Total				4254.25 / 26.8764/km.
Year	Cost in lacs	% of const. cost	Cost/Km in Lacs																											
i																														
ii																														
iii																														
iv																														
v.																														
Total																														
11. Whether the road has Geometrics as per Rural Roads Manual (RRM)/ Latest circulars of NRRDA.		YES																												
12. Whether CD Works / Protection works are provided as per RRM/ Latest circulars of NRRDA/Respective codes.		YES																												
13. Whether the Cost estimates are as per standard data analysis and S.S.R		YES																												

14. Certified that information provided is true

Prepared By  Assistant Executive Engineer PMGSY Sub-Division Inshan	Checked by  Executive Engineer PWD(R&B) Spl. Sub Div./PIU PMGSY Marwah	Scrutinized by  Superintending Engineer PMGSY Circle Batote.
--	---	---