(Phase-XI, BATCH-I)

# GOVERNMENT OF JAMMU AND KASHMIR

Government of Jammu & Kashmir

3.75

## DPR FOR
## PRADHAN MANTRI GRAM SADAK YOJANA
## PMGSY

**Package No:- JK-04- 353**

PRADHAN MANTRI GRAM SADAK YOJANA

## NAME OF THE ROAD:- AFANI TO JAR (STAGE- 1)

(469.04) 101.96/K.M

560.45

**PROJRCT COST :-** ~~560.46~~ **LACS**

**ROAD CONNECTIVITY :-** **NEW**

**ROAD LENGTH :-** **4.600 K.M.**

**BLOCK :-** **PADDAR**

**DIST :-** **DODA (KISHTWAR)**

CHIEF ENGINEER
PMGSY JKRRDA
JAMMU

# TECHNICAL REPORT

## 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

The all weather road is one which negotiable during all weather with some interruptions, this means that at cross drainage structures the duration of overflow or interruptions at one stretch shall not exceed 12 hours for ODR & 24 hours for VR in hilly terrain. The total period in interruption during the year should not exceed 10 days for ODR & 15 days for VR.

### 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 Centers. 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 Afani to jar (Stage-I) , is a link road with Code L-034 in Paddar block of Doda (Kishtwar) District. This road directly connects the habitation of Jar with population 352 respectively. Thus this link road serves the total population of 352 . .

1.4 Geography

Road is in Hilly terrain and from rd 4.600km road alignment is along the nallah.Road is in cutting and filling and type of soil is rock,hard and soft.

1.5 Climatic Condition

In summer day temperature rises to max. 40 and in winter night temperature fall to min of 0 0c

1.6 The Sub-Project Road

The road passes through Hilly terrain

Road is in both cutting and filling and passes through built up area. There is no hindrances in construction of road as all the hindrances has been cleared during construction of stage-Ist of this road

| | |
|---|---|
| District: | Doda (Kishtwar) |
| Block: | Paddar |
| Road Name: | Afani to jar (Stage-I) |
| Road Code: | L-034 |
| Package No: | JK-04- 353 |
| Road Length: | 4.600 Km |
| Start Point: | Afani ( latitude:and longitude :) |
| End Point: | Jar. ( latitude: and longitude :) |

| Sl.No. | Habitation benefited | Population benefited | | Chaniage | |
|---|---|---|---|---|---|
| | | Direct | Indirect | From | To |
| 1 | jar | 352 | | 4/000 | 4/600 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

## 2. Planning and Basic Design Consideration

### 2.1 Key maps

**Figure-1** Block Map showing project road and all existing connectivity like District/block HQ, new townships, National and State highway network, mandis, hospitals, colleges, schools etc. at 1:50,000 scale. Map attached.

### 2.2 Preliminary alignment investigation

Strip plan attached.

### 2.3 Site Photographs

Site photographa showing existing details of protection work,CD structures and other relevant details are attacged.

### 2.4 Road Design Brief

The design issues and solutions to be used by the Consultants in finalizing the drawings, provision of c/d structures, land acquisition issues, drainage issues, etc., approx. distance from existing centre line will be of use and have to be clearly spelt out in this table2.1.

Table 2.1 Road Design Brief (example attached)

| Sl. | Location | Issue | Design Solutions |
|---|---|---|---|
| 1 | *Ch. 0.00km* | *The proposed road is connecting habitation The road starts from* Afani (Stage-I) | *All the hindrances are being cleared.* |
| 2 | *Ch.0.000 to 4.600km.* | *side slopes are not adequate and gets eroded with rain and endanger the traffic movement and blocks the traffic.* | *Proper protection works like, 4mtr,3 mtr, & 1 mtr height retaining wall/ Edge wall to be provided.* |
| 3 | *Ch.0.000 to 4.600km.* | *Side slopes are not stable at different stretches of road which endanger to existing structures and public property.* | *Breast wall/crated wall to be provided for safety of road.* |
| 4 | *Ch.0.000 to 4.600km.* | *water collects on road which damages the road by crossing over road formation resulting in halting of traffic till stoppage of rains* | *18 No. Hume Pipe Culverts of 1.00 mtr Dia,2m RCC,6m RCC culvert needs to be provided for safety of road .* |
| | | | |

2.5 Transect Walk Summary

Table 2.2 Transect Walk Summary (example attached)

| Chainage | Existing Land Width* | Additional Land Required | | Type of Loss | | Village | Remarks/Suggestions |
|---|---|---|---|---|---|---|---|
| | | LHS | RHS | LHS | RHS | | |
| 0/000 to 0/1000 | | 3 | 3 | private land | private land | | CD Work Proposed |
| 1/000 to 2/000 | | 3 | 3 | State land | State land | | CD Work Proposed |
| 2/000 to 3/000 | | 3 | 3 | State land | State land | | CD Work Proposed |
| 4/000 to 4/600 | | 3 | 3 | private land | private land | | CD Work Proposed |

1. Total No. of People present for the Transect walk :
   Male : 8 , Female: 1 , Total : 9
2. Demographic information where the Walk was conducted : On whole road
3. No. of Govt. Employees present : 3
4. No. of Contractors Employees : nill
5. No. of participants from Minority community :
   SC: 2 , ST: 3 , Women :
6. Enclose a separate sheet with names, designation (if Govt. Employee, or Elected Representative) and Signatures of participants of transect walk

2.6 Checklist

| | | |
|---|---|---|
| Transect walk done | Yes ☑ | No ☐ |
| Transect walk summary table included | Yes ☑ | No ☐ |
| Photographs taken | Yes ☑ | No ☐ |
| Major changes in alignment perceived | Yes ☐ | No ☑ |
| Design brief provided | Yes ☑ | No ☐ |