PRADHAN MANTRI GRAM SADAK YOGNA

# GOVERNMENT OF JAMMU AND KASHMIR

## PMGSY DEPARTMENT JAMMU

## DETAILED PROJECT REPORT

## UPGRADATION OF ROAD FROM KOTLI TO SHIKARI

| | |
|---|---|
| PACKAGE NO. | : JK 14-739 |
| STATE | : JAMMU AND KASHMIR |
| PROVINCE | : JAMMU |
| DISTRICT | : UDHAMPUR |
| BLOCK | : MAHORE |
| LENGTH | : 7.000 |
| ESTIMATED COST | ~~: 1142.80 LACS~~ 910.68 lacs + ~~092.56 lacs~~ |
| 5 YEARS MAINTENANCE COST | ~~: 137.14 LACS~~ 181.60 lacs |
| TOTAL COST OF PROJECT | : 1279.94 LACS 1092.56 lacs |

*Chief Engineer*
PMGSY(JKRRDA)
JAMMU

# 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:

1) Achieving all-weather road access to every village/habitation with a population greater than 1000 by 2003.
2) 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

{Insert description of all-weather roads, duration of interruption on ODRs and VRs.}

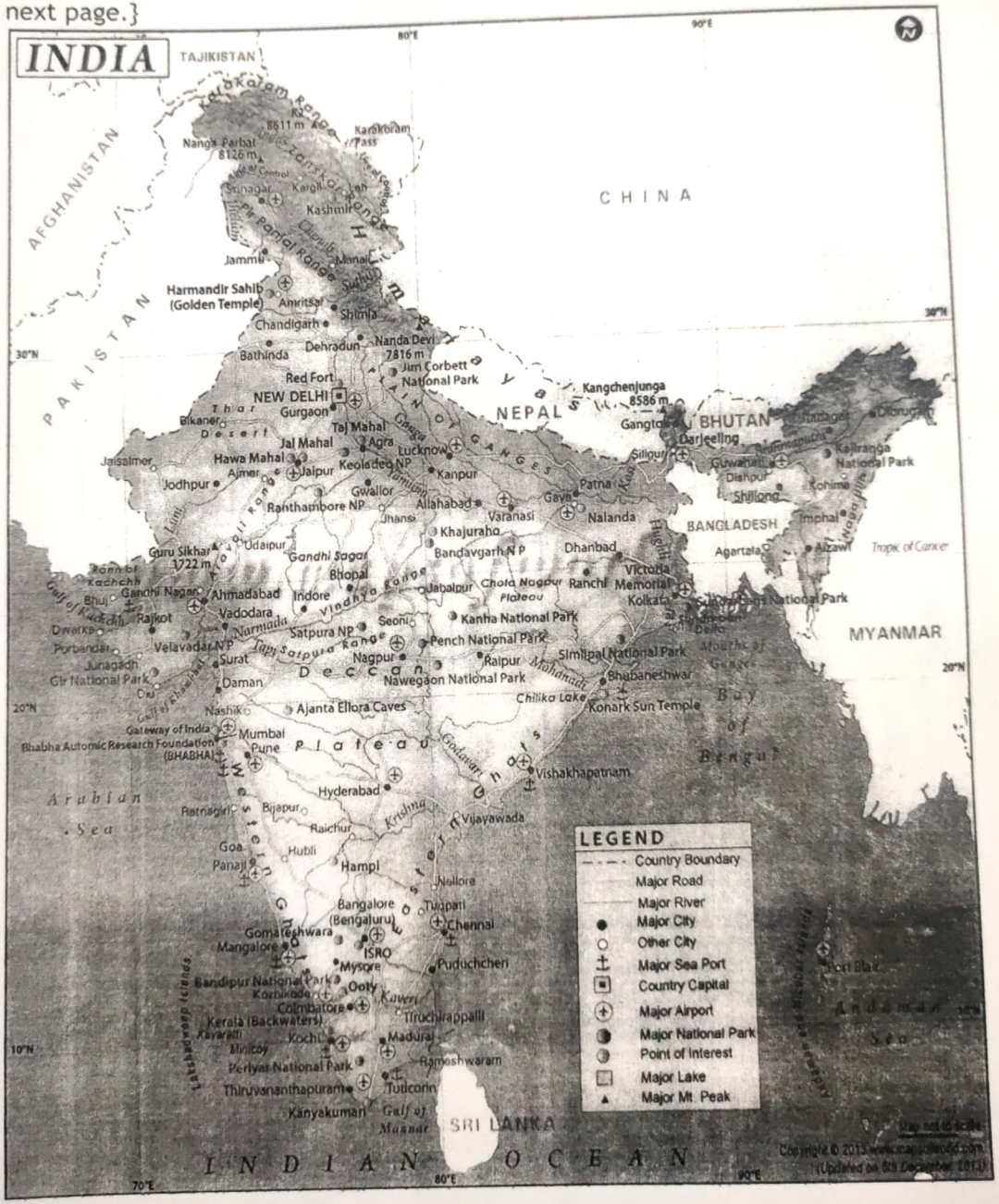
## 1.3 Core Network

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 Kotli to Shikari, is a link road with Code L061 in Mahore block of Udhampur (Reasi) District. This road directly connects the habitation of Shikarii with populations of 1775. Thus this link road serves the total population of 1775.

## 2. PLANNING AND BASIC DESIGN CONSIDERATION

### 2.1 Key maps:

{Insert relevant portion of the Block Map showing project road and all existing connectivity like District/block HQ, new townships, National and State highway network, hospitals, colleges, schools etc. at 1:50,000 scale. Example is given in the next page.}



## Comprehensive Upgradation cum Consolidation Priority Lists (CUCPL)

State : Jammu and kashmir (15) | Name of District and Code : Udhampur (562) | Name of Block and Code : Mahore(3538)

| Sl No | Name of the Block | Name of the MP Constituency | Name of the MLA Constituency | Name of through route / MRL | T route no / MRL No | Road code in DRRP | Length (in Km) | Year of construction | Year of last periodic renewal | Present surface Details | | | | Average PCI and year of PCI | | Directly benefitted Habitations | | | Road Score | Utility Value | Indirectly benefitted Habitations | | Average per km maintenance expenditure in last 3 years | Total Population of the habitations served by the road directly and indirectly |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | Start Km | End Km | Surface Type | PCI | | | Name of the Habitation | Population | Growth Score | | | Name of the Habitation | Population | | |
| 2 | MAHORE | Udhampur | Reasi | SUNGRI TO BAGUDASS (Km 0 to 4) | L067 | JK1406L067 | 4.000 | 2008-2009 | | 0 | 4.00 | BT<br>EARTHEN | 3<br>2 | 2 | 25-12-2018 | SUKSAR<br>SUNGRI | 338<br>698 | 7<br>15 | 22 | 3.50 | | | | 2255 |
| 3 | MAHORE | Udhampur | Reasi | GANJOTE TO BALLAR VIA THRALI SHAKARI | L043 | JK1406L043 | 5.000 | 2010-2011 | | 0 | 5.00 | EARTHEN | 2 | 2 | 08-01-2019 | GANJOTE<br>THRAL | 590<br>621 | 10<br>12 | 22 | 4.40 | | | | 2486 |
| 1 | MAHORE | Udhampur | Reasi | SUNGRI TO CHANNA | L070 | JK1406L070 | 7.000 | 2007-2008 | | 0 | 5.00 | EARTHEN | 2 | 2 | 20-12-2018 | Chana<br>Kotli | 302<br>852 | 13<br>16 | 29 | 4.14 | | | | 1852 |
| 4 | MAHORE | Udhampur | Reasi | KOTLI TO SHAKARI | L061 | JK1406L061 | 6.000 | 2012-2013 | | 0 | 6.00 | EARTHEN | 2 | 2 | 27-11-2018 | Shikari | 1775 | 20 | 20 | 3.33 | | | | |
| 5 | MAHORE | Udhampur | Reasi | DHAMNI TO DEWALI (UP TO BADDE GALI) | L066 | JK1406L066 | 11.000 | 2009-2010 | | 0 | 5.00 | BT<br>EARTHEN | 3<br>2 | 2 | 27-12-2018 | DHAMNI<br>kacchi<br>Badder | 453<br>358<br>774 | 10<br>7<br>19 | 36 | 3.27 | | | | 4313 |
| 6 | MAHORE | Udhampur | Reasi | BAGGA TO ANGRALLA | L064 | JK1406L064 | 10.000 | 2008-2009 | | 0 | 10.00 | BT | 2 | 2 | 06-01-2019 | Bhall<br>Angralla | 250<br>125 | 5<br>14 | 19 | 1.90 | | | | 375 |

Note:

Only the Candidate roads whose PCI value is 1 or 2 (or) portion of the Candidate roads whose PCI value is 1 or 2 should be listed in this format.

Executive Engineer
PMGSY Division
Mahore

## 2.4 Road Design Brief

*Table 2.1 Road Design Brief*

| Sl. | Location | Issue | Design Solutions |
|---|---|---|---|
| 1 | 0.00 | The proposed road is connecting Kotli to Shikari. The road starts from Kotli. | All the Hindrances are being cleared |
| 2 | Ch. 0.000 to 7.000 | Side Slopes are not adequate at places and gets eroded with rain and endanger the traffic movement and block the traffic | Proper protection works like 4mtr, 3mtr & 6mtr height Retaining wall/Edge wall to be provided |
| 3 | Ch. 0.000 to 7.000 | Side Slopes are not stable at different stretches of road which endanger to the existing structures and public property | Breast wall & crated wall to be provided for safety of road |
| 4 | Ch. 0.000 to 7.000 | Water collects on road which damages the road by crossing over road formation resulting in the halting of traffic during rains. | 18 Nos Hume pipe culverts of 1000 mm dia, 1 no of 3m span RCC culvert and 3 no and 13no 6m long scupper are proposed for the safety of road |

## 3.2 Traversing

Traverse has been done by prismatic compass.
{Fore bearing is taken by prismatic compass.}

## 3.3 Levelling

Levelling is done by using dumpy level/auto level (Height of Instrument method), accuracy adopted, nearest assumed bench mark, etc.

## 3.4 Cross Section & Detailing

Cross sections were taken at 25 m interval and at closer interval in curved portion of the existing road. All physical features of the road were recorded.

{Generally, cross section will be taken at every 25m interval. In case of any major variation in the long section cross sections have to be taken irrespective of the 25m interval. The cross section details are to be taken for a further distance of half the formation width beyond the shoulders on either side of the road.}

## 3.5 Data Processing

All data from topographic survey recorded by survey instruments were plotted and final alignment, plan, profile were prepared.

## 3.6 Reference Pillars & TBMs

{Insert List of permanent reference pillars and TBMs including northing easting and levels}

*Details of Temporary Bench Mark (TBM)*

Name of Road: Shikari to Kotli

| S.No | R.D | R.L | TBM |
|---|---|---|---|
| 1 | 600 | 120.15 | On Stone |
| 2 | 1875 | 157.4 | On Stone |
| 3 | 2700 | 254.34 | On Stone |
| 4 | 3325 | 273.9 | On Stone |
| 5 | 5125 | 160.97 | On Stone |
| 6 | 5.500 | 140.89 | On Stone |
| 7 | 6125 | 148.4 | On Stone |
| 8 | 7000 | 195.89 | On Stone |

soaked CBR test were conducted either for a minimum of one test per km for soil samples of same group or more tests due to variation of soil type. The following tests were conducted as detailed below:

Grain size analysis as per IS : 272 (Part 4) - 1985

Atterberg's limit as per IS : 2720 (Part 5) - 1985

Standard Proctor density test as per IS : 2720 (Part 7) - 1980

4 day soaked CBR test as per IS : 2720 (Part 16) - 1985

{The IRC Rural Roads Manual SP: 20 contain instructions on Soil Survey and materials for the road projects. Supplementary guidance on these subjects is given in Annexure 5.1.The identification of the soil type in the field and the quick determination of its properties, including CBR are the basic requirement for an economical pavement design. The grain-size (wet sieve) analysis leading to the soil classification is a simple test and must be carried out to have an idea of the CBR value with a reasonable level of accuracy; the monograph given in Annexure 5.2 can be used. This would minimise the need for CBR determination in lab. The determination of CBR by a rigorous CBR apparatus on a large number of samples may not be possible unless properly planned, and hence the nomograph given in Annexure 5.2 may be used.}

## 4.3 Analysis of Test Results

The laboratory soaked CBR value ranges from 4.5% to 4.8%. The soil laboratory test results will be summarized in Table 4.1.

*Table 4.1 CBR values for different stretches*

| S. No. | Section | CBR (%) |
|---|---|---|
| 1 | 1st Km | 4.6 |
| 2 | 3nd KM | 5.0 |
| 3 | 5rd KM | 5.2 |
| 4 | 6th KM | 4.9 |
| 5 | 7th KM | 5.1 |

5

5.1 **Traffic Survey:-**

**General**

In the present scenario of new connectivity/upgradation road, 3 day, 24 hr traffic volume count has been conducted on the already completed. The Classified Volume Count survey has been carried out in accordance with the requirements of the TOR and relevant codes (IRC: SP: 19-2001, IRC: SP: 20, IRC: SP: 72-2007).The surveys have been carried out by trained enumerators manually under the monitoring of Engineering Supervisor.

5.2 **Traffic Data and Analysis**

The traffic count done was classified into different vehicle category as given below:

- Motorized vehicle comprising of light commercial vehicle, medium commercial vehicle, heavy commercial vehicle, trucks, buses, agricultural tractors with trailers, car, jeep, two wheelers etc.

- Non- motorized vehicles comprising of cycle, rickshaw, cycle van, animal drawn vehicle etc.

The number of laden and un-laden commercial vehicles was recorded during the traffic counts. Traffic volume count for this project road was done during summer season.

Average of 3 day traffic data is presented in Table 5.1.

Table 5.1 Average Daily Traffic at TOP (both ways) has been surveyed.

| Sl. No. | Type of Vehicle | Day 1 | Day 2 | Day 3 | Average |
|---|---|---|---|---|---|
| 1 | Car, Jeep, Van | 23 | 17 | 20 | 20 |
| 2 | Auto Rickshaw | - | - | - | |
| 3 | Scooters/Motorbikes | 45 | 52 | 53 | 50 |
| 4 | Minibus | 8 | 9 | 10 | 9 |
| 5 | Trucks/Bus | 3 | 5 | 4 | 4 |
| 6 | Tractors with trailer | 8 | 4 | 6 | 6 |
| 7 | Tractor without trailer | 3 | 2 | 4 | 3 |
| 8 | Cycles | 1 | 2 | 3 | 2 |
| 9 | Cycle Rickshaw / Hand Cart | - | - | - | |
| 10 | Horse cart / Bullock Cart | - | - | - | |
| 11 | Pedestrian | 56 | 62 | 59 | 59 |
| | Total commercial vehicle per day (cvpd) | | | | **19** |
| | Total motorised vehicle per day | | | | **92** |
| | Total non-motorised vehicle per day | | | | **2** |

a) Traffic volume and mix do not vary along the road
b) Traffic volume and mix vary along the road
c) Traffic volume and mix will vary along the road in the future
d) There is a potential for through traffic using the road
e) % of loaded vehicles

# ESAL Calculation Sheet

Name of Road: Construction of Road from "(Kotli to Shikari )"
Package Number JK14-

**Traffic Non Peak Season :**

| HCV | | MCV | | Commercial Vehicles | Two wheelers | Bi-cycles | Cars/Van/Jeep |
|---|---|---|---|---|---|---|---|
| L | UL | L | UL | | | | |
| 8 | 2 | 8 | 4 | 19 | 20 | 0 | 20 |

Total vehicles= 92

AADT= 92 + 1.2 X 92 X 75 / 365 = 115

Add 6% growth( For Construction period of o 1.06 X 115 = 121.57

New AADT= 121.57

Proportioning factor= New AADT/AADT= 121.6 / 115 = 1.06

New No. of vehicles;

| HCV/MCV | HCV | | MCV | |
|---|---|---|---|---|
| l/ul | L | UL | L | UL |
| Traffic x P.F | 8 X 1.06 | 2 X 1.1 | 8 X 1.1 | 4 X 1.06 |
| | 8.48 | 2.12 | 8.48 | 4.24 |
| VDF | 2.86 | 0.31 | 0.34 | 0.02 |
| ESAL/Day | 24.25 | 0.66 | 2.88 | 0.08 |
| 27.88 | | | | |

Commulative ESAL= 4811 X 27.9 = 134121

**Hence Traffic Category T4**

Performa - B

# BHARAT NIRMAN (PMGSY)

## PACKAGE SUMMARY

Package No. : **JK 14 –**  State: **J&K**  District: **Udhampur**

| S.No. | Name of Block | Name of road | | Type of Proposal | Proposed Length | Cost of pavement | No. of CD works | Cost of CD works | Total estimated cost | Average cost/Km |
|---|---|---|---|---|---|---|---|---|---|---|
| | | From | To | N/U | Km | (Rs. in Lacs) | Nos. | (Rs. in Lacs) | (Rs. in Lacs) | (Rs. in Lacs) |
| 1 | Mahore | kotli | Shikari | U | 7 | ~~398.59~~ 458.88 | ~~28.00~~ 24 | ~~286.96~~ 114.33 | ~~685.56~~ 569.21 | ~~97.936~~ |
| | | | | | | | | Protection work R/wall + B/wall + Edge wall +Drain | ~~367.15~~ 338.68 | 52.450 |
| | | | | | | | | Road Logo, other road Furniture | 2.23 | 0.319 |
| | | | | | | | | Provision for preparation of DPR etc | 0.56 | 0.080 |
| | | | | | | | | **Total** | ~~1855.49~~ 910.68 | ~~180.788~~ 130.09 lac/km |
| | | | | | | | | **Routine Maintenance** | ~~137.14~~ 109.28 | 19.591 |
| | | | | | | | | **Total** | ~~1192.63~~ | ~~170.376~~ |
| | | | | | | | | | 1019.96 lacs i.e 145.70 lac/km | |

Up-gradation

Add Renewal cost = 72.60 lac
G.Tl. 1092.56 lac

**Prepared by :-**

Signature
Name
Designation **AEE**

Surajforeach

**Checked by:-**

Signature
Name : Er. Roshan Din Choudhary
Designation : XEN PIU Mahore

**Scrutinized by :-**

Signature
Name (MANZOOR HUSSAIN)
Designation **Superintending Engineer**

Superintending Engineer
PMGSY Circle Udhampur/Reasi
Reasi

**Technical Scrutiny done by :-**

Signature
Name Er. S. A. Gupta 30/9/2019
Designation : STA

(Civil) & Co. Ord STA (PMGSY)
Govt. College of Engg. & Tech.,
Jammu.

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

PROFORMA - C

CHECK LIST FOR P.I.U & S.T.A

For Individual Road Works

To be filled by PIU

1 Location: State: Jammu & Kashmir | District : Udhampur (Reasi) | Block: Mahore

2 Package No:- JK14-

3 Name of Project: Kotli to Shikari - Upgradation

4 Length of Road:- 7.00Km

5

Construction Cost = Rs 1142.80 Lacs → 910.68
Five Years Maintenance Cost = Rs 137.14 Lacs → 109.28
Total Project Cost = Rs 1279.94 Lacs → 1019.96
Cost Per KM = Rs 182.9 Lacs/KM → 145.71

6th yr Renewal cost 72.60

1092.56

| ITEM | In Built Area Km | In Open Area Km |
|---|---|---|
| | Cost per KM in Lacs | |
| Earth Work in Cutting | ~~89.36~~ | 454.88 |
| Flexible Pavement | 39.59 | |
| Protection Works | ~~115.34~~ | 338.68 |
| Cross Drainage Works | ~~286.06~~ | 114.83 |
| Drain | ~~31.83~~ | |
| Others | 2.79 | |
| Total | ~~1142.80~~ | 910.68 |

6 Types of Connectivity New Connectivity (Stage II)

| | |
|---|---|
| If the proposed road is a new connectivity | No |
| Is the road a part of core network | Yes |
| If Yes through/link route number | L061 |
| Name of the unconnected target habitation (to be cross checked with CN-6) | |
| List of habitation connected enroute | Shikari |
| Population sub served by the proposed road | 1775 |
| Does the proposed road lead upto 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/no |
| Does the proposed road connect the unconnected Habiatation to<br>a. Another habitation having all weather road (connected status)<br>b. Directly to an all weather road<br>If (b), indicate the nature of road to which the proposed road leads | Yes/No |
| If the proposal is for up gradation | Yes |
| Is the road a part of the core network | Yes/No |
| Is it associated through route or not | yes/no |
| PCI value | |
| Age of road | |
| Is it certified that there are no other unconnected habitations in the district | No |
| a) Whether the proposed road has the desired carriage way width, roadway width and road land width (RLW) | Yes |

7

| Indicate the actual widths adopted for the proposed road | In the Built Area | In the open area |
|---|---|---|
| i) Carriage way | 3.75 | 3.75 |
| ii) Roadway | 6.00 | 6.00 |
| iii) Road lane width | Varies | 12.0 m |

8

| Base year traffic volume | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|
| Bus/Truck | LCV/MINIBUS | Cars/Vans/Jeeps | Three Wheelers | Two wheelers | Cycle Rikshaw | cycles | Bullock cart | Motorized | non-motorized |
| 4 | 9 | 20 | 0 | 50 | 0 | 3 | 0 | 92 | 3 |

ESAL= ? 134121.

Growth rate adopted(%) 6% Project Traffic: CVPD 19

9

| Sub Grade CBR | | | | | |
|---|---|---|---|---|---|
| Chainage | .400km | 2.200km | 4.425km | 7.000km | |
| Design CBR | 4.60% | 5.00% | 5.20% | 5.10% | |

10 COST DETAILS

A. Pavement Component

| | | P | Thickness in (mm) | Quantity | Cost in Lacs | Total Rs in lacs | Cost/Km |
|---|---|---|---|---|---|---|---|
| 1 | Earth Work in Cutting | Excavation in All Kinds Of Soil | Cum | 26009.26 | 29.91 | | |
| | | Excavation in Ordinary Rock | Cum | ~~10837~~ ~~8009.75~~ 10502 | 17.43 | | |
| | | Excavation in Hard Rock | Cum | ~~8410.75~~ | 29.74 | ~~87.31~~ | |
| | Filling in Embankment | Extra for Carriages of excavated material | Cum | ~~45000.00~~ | ~~2.74~~ | | 76.73 |
| | | Filling in Embankment | Cum | 4715.75 | 7.50 | | |
| 2 | Protection Work | Retaining wall (4m height) | RM | ~~400~~ 390 | 105.57 | | |
| | | Retaining wall (3m height) | RM | 1100 | 128.81 | | |
| | | Breast wall (2.50m height) | RM | ~~700~~ 1200 | 61.09 | ~~335.34~~ | |
| | | Crated wall | RM | 700 ~~840~~ | 7.43 | | 309.63 |
| | | Parapet | Each | 600 | 7.43 | | |
| | Drain | Pucca Drain | RM | 1200 ~~400~~ | 10.68 | ~~31.84~~ | 29.05 |
| | | Pucca Drain with Slab | RM | ~~300~~ 200 | 21.13 | | |
| 3 | CD Works | Hume Pipe Culvert 1000 mm dia | No | 5 | 10.08 | | |
| | | 3m span Culvert | No | 1 | 10.27 | | |
| | | 6 m long Scupper | No | 17 | 83.77 | | |
| | | 2m span culvert | No | 1 | 7.17 | ~~289.95~~ | |
| | | 6m Span Culvert | ~~No~~ | ~~1~~ | ~~22.48~~ | | 114.33 |
| | | Laying of slab of Existing Scupper | No | 3 | 3.04 | | |
| | | Compaction of Original Ground Supporting Sub-Grade | Cum | 8773.326 | 3.07 | | |
| | | Providing and Laying GSB 300mm thick. | Cum | 8773.33 | 112.85 | | |
| | | Providing and Laying WMM 75mm thick. | Cum | 2087.64 | 49.33 | | |
| | | Providing and Laying BM. | Cum | 1391.7348 | 127.41 | | |
| | | Providing and applying Primer Coat. | Sqm | 27835.38 | 14.49 | | |
| | | Providing and applying Tack Coat. | Cum | 27835.38 | 5.11 | ~~898.59~~ | |
| | | Providing and applying Tack Coat(Over BM ) | Sqm | 27835.38 | 4.25 | | 378.15 |
| | | Providing and Laying OGPC. | Sqm | 27835.38 | 50.58 | | |
| | | Providing and Laying Seal Coat. | Sqm | 27835.38 | 17.77 | | |
| | | Making of Earthen Shoulders. | Cum | 4902.09 | 13.73 | | |
| 5 | Others | Road logo and other road furniture | . | . | 2.23 | 2.79 | |
| | | Provision for Preparation of DPR,CBR Tests , Painting of Boards ,Lines, Dashes, Arrows etc. as per Technical Specification Clause 1702. | . | . | 0.56 | | |
| | | | | Total For Construction Part:- | | ~~1442.86~~ 910.68 | ~~162.26~~ 130.09 |

| | | Maintenance Cost | | %age of | Cost in Lacs | | Cost/Km |
|---|---|---|---|---|---|---|---|
| 7 | Maintenance Cost | Maintenance Cost Ist year | 10.92 | 1.20% | ~~12.71~~ | | |
| | | Maintenance Cost 2nd Year | 16.39 | ~~4.00%~~ | ~~20.57~~ | 109.28 | |
| | | Maintenance Cost 3rd Year | 21.85 | 2.40% | 27.43 | ~~437.14~~ | 19.59 |
| | | Maintenance Cost 4th Year | 27.32 | 3.00% | 34.28 | | |
| | | Maintenance Cost 5th Year | 32.78 | 3.60% | 41.14 | | |
| | | Total for Maintenance Part:- | | 12.00% | 137.14 | | |
| | | Grand Total Construction + Maintenance Part) :- | | | ~~1579.00~~ 1019.96 | | ~~182.85~~ 145.70 |

| | | | |
|---|---|---|---|
| 11 | In case of hill roads, the formation and cutting may be filled against Earth work and sub grade preparation. | | |
| 12 | Whether the road has geometrics as per rural roads manual (RRM) | Add 6th yr R. cost = 72.68 Lac | Yes/No |
| 13 | Whether CD works / Protection works are provided as per RRM | | Yes/No |
| 14 | Whether the cost estimates are per standard data analysis and SSR | GT = 1092.56 Lac | Yes/No |

Grand Total (Rs in Lacs) 1279.94

Certified that information provided is true

Assistant Executive Engineer

Executive Engineer
PMGSY Division
Mahore

Superintending Engineer
PMGSY Circle
Udhampur/Reasi

Superintending Engineer
PMGSY Circle Udhampur/Reasi
Reasi

Signature by Co Ordinator S.T.A

To be filled by S.T.A
Name of the S.T.A: SCET Jammu

| | | |
|---|---|---|
| 15 | Is the proposed road entered on the OMMS | ~~Yes~~ / No |
| 16 | If the proposal is for new connectivity | |
| | Have you satisfied your self that the proposed road is a part of the core network | Yes / No |
| | Is the unconnected habitation(s) part of list of unconnected habitation as per CN-6 | Yes / No |
| | Does the proposal ensure full connectivity of the larger habitation | Yes / No |
| 17 | Are u satisfied with the following | |
| | Engineering survey | Yes / No |
| | Soil / Material investigation | Yes / No |
| | Traffic survey / Estimation | Yes / No |
| | Hydraulic Studies | Yes / No |
| 18 | In case, traffic is projected beyond 45CVPD, are you satisfied with the reason given | Yes / No T-4 |
| 19 | In case, sub grade CBR is less than 3, has soil stabilization etc. been proposed | Yes / No N/A |
| 20 | Is the design of the following elements as per roads manual | |
| | Alignment & Geometrics | Yes / No |
| | Pavement Designs | Yes / No |