

## PROJECT REPORT

- Name of Work: Construction of Link road from CRF road Km 18/550 to Mohalla Gagiyan W.No 06 Lathoong/Kallar Kattal, Tehsil Surankote, District Poonch .
- Authority: - Representation of the Pyt.Lathoong and Pyt. Upper Kallar Kattal duly endorsed by the District Development Commissioner Poonch vide letter No:-Nil, dated 11/12/2019 and recommendation from Sh.Nazir Hussain Chairperson Block Development Council Surankote vide his No Nil, Dated 19-08-2020.
- Project Profile:- The CRF Buffliaz Phagla Km 18<sup>th</sup> RD550 to Mohalla Gagiyan is located at a distance of 9.00 KMs from Surankote on right side of Surankote Poonch road .The proposed road shall take off from the 18<sup>th</sup> Km RD500 of Buffliaz Phagla road(CRF) road having length is 1.50 KMs and it shall meet at Mohalla Gagiyan connecting the village Mohalla Gagiyan ,Lathoong,Kallar Kattal,Doba etc & surrounding small hamlets spread over in large area .By construction of this road about 5000 souls shall be benefited.

The inhabitants of the area earn their livelihood mainly by growing crops, vegetables and diary products. The area is rich in growing vegetables/ crops and are carried to nearby area of Tehsil Surankote & then to Poonch town. This makes the road even more important for the farmer of the area making then to do their business better and improve their living standard. By Construction of this road shall provide better transport facility to the resident of the area. The living condition of the people shall change drastically and backward class and poor down trodden people will get tremendous uplift.

Keeping in view all the above cited facts it is felt necessary to construct the road under NABARD Loan Assistance and complete in shortest possible time. The UT Government is contributing Rs.24.07 lacs and an amount of Rs.216.65 lacs Financial Assistance from NABARD is sought to complete the Scheme.

### PROPOSALS & SPECIFICATIONS :-

- (a) **EARTHWORK** :- Prior to commencement of earthwork, the site shall be cleared off vegetation such as trees, roots, under growth grass and rubbish falling with excavation and fill lines. After the site has been cleared, the limits of excavation shall be set out, true to the lines, curves, slopes, grades and section shown on drawings, with the helps of pegs, stone bujree, lime etc. The earthwork in cutting excavation shall be conforming to the lines, grades, sides slopes and levels. The surplus excavated soil shall be disposed off from the road limits and dressed properly to slopes.
- (b) **SUB BASE COURSE (WBM GRADE-II) 150MM THICKNESS IN TWO LAYERS** :- This course shall be WBM with thickness 150mm and shall be laid over raised compacted portions of the road with nallah broken stones 63mm to 45mm size and screening 13.2mm conforming to IRC/ clause 404 of MOST specification 1995.
- (c) **BASE COURSE (WBM GRADE-III) 75MM THICK** :- Base course shall be laid as WBM over the sub base with broken nallah stones of size 53mm to 22.4mm thick screening 11.2mm of grading type B conforming to clause 404 of MOST specification 1995

(d) **PREMIX CARPETING** :- 25mm thick open graded premix carpet with specified graded crushed aggregate for wearing course including loading of aggregate with F.E loader, heating binder and aggregates in hot mix plant (40 to 60 1PH) transporting the mixed material to the site of the work and laying with paver finish as per 509 MORT & H specification.

(e) **DRAINAGE CROSSING** :- 1 No 3.0Mtr Span RCC Culvert, 1 No 6.0Mtr Span RCC Culvert and 4 No 0.90 dia HP culvert shall be constructed at adequate places as per the necessity at site. The abutments shall be constructed in M-10 grade of concrete over a layer of mud mat in M-7.5 grade RCC slab shall be laid in M-20 grade of concrete as per design calculation. The wing walls and drop/ curtain wall shall be constructed in M-10 grade concrete. 0.90 Mtr dia hump pipe culverts shall be provided for the smooth flow of drain water. Drop and curtain walls of culverts shall be constructed in M-10 grade concrete. For smooth flow of rain water through the culverts, catch pits of size 1.5M x 1.5M shall be constructed on up stream side in M-10 grade concrete.

(f) **RETAINING WALLS AND BREAST WALLS** :- It is proposed to construct R/walls and B/Walls in semi-pucca store masonry. The Pucca band shall be provided in cement sand mortar 1:6 50mm thick coping with construction joints in M-15 grade concrete shall be provided over the walls.

#### **TIME & COST :-**

The estimated cost of the scheme is **Rs.240.72 Lacs** and shall be completed within a period of **03 Years**.

#### **FINANCIAL DETAIL :-**

The estimate cost of the project is Rs.240.72 Lacs out of which 90% shall be funded by NABARD in a phased manner and balance by the J&K UT Govt.

#### **FINANCIAL PHASING :-**

The year wise financial phasing of the project is as under :-

2020-21	30%
2021-22	40%
2022-23	30%

#### **PROJECT IMPLEMENTATION AND MANAGEMENT :-**

The project will be executed by the R&B wing of the Public Works Department which is well equipped with the technical staff headed by the Chief Engineer at provincial level, Superintending Engineer at the District level, Executive Engineer at the Divisional level and assisted by the Assistant Executive Engineer at the Sub Division level.

#### **OPERATION AND MAINTENANCE :-**

The operation and maintenance of the project will be carried by the R&B Department on annual basis. Separate funds under Non-Plan are available for the said purpose.

#### **RISK FACTOR AND PERCEPTION OF DEPARTMENT :-**

The construction of the road is a labour and capital intensive work. The non-availability of labour through out the year might create some delay in the completion of the project within the stipulated time but otherwise sufficient labour is available throughout the year and when needed plenty of machinery available with the State Mechanical Department and can be arranged.



### BENEFITS AND JUSTIFICATION :-

The constructed road will go a long way in improving socio-economic condition of the inhabitants. Agriculture and cattle farming is the prime activity in the area, will get a major thrust after the construction of the road. The inhabitants of the area will be benefited directly as well as indirectly from this project.

### INCREASE IN AGRICULTURAL PRODUCTION :-

With the construction of this road there shall be smooth inflow of agriculture inputs, pesticides to these villages with the help of agriculture technocrats who will have a smooth and easy access to these areas connected by this road there shall be boost in the production of the agriculture products which can be easily taken to the nearby markets in Surankote area, thus resulting in the economic upliftment of these people.

### SAVING IN WASTAGE :-

With the construction of this road convenient transportation shall be provided to the marketable goods/agriculture products to the nearby Poonch/market resulting in saving in wastage of these goods.

### SAVING IN TRAVEL TIME :-

The population of the benefited villages is about 5000 souls. Assuming that only 5% of the population is engaged in marketing activity and assuming average time saved per Km/day after construction of this road upto B.T specification as 10 Min/Km

### SAVING IN VEHICLE OPERATING COST :-

Based on the assumed traffic intensity on this road, the saving in vehicle operating cost (VOC) can be quantified as under :-

S.No	Vehicle Type	No/Day	Conversion Factor	PCUS/Day
1.	Bus	5	3.00	15
2.	Truck	30	3.00	90
3.	Car/Jeep	210	1.0	210
4.	Tractor	40	1.0	40
5.	Motor Cycle	200	0.50	100
6.	Animal Drawn	00	4.0	00
7.	Cycle	40	0.50	20
8.	Metadoor	10	1.0	10
			TOTAL :-	485.00

Assuming the saving in VOC @ Rs. 7/- per Km/vehicle at current prices, the annual saving in VOC may be quantified at Rs.  $7.00 \times 1.50 \times 485 \times 365 = \text{Rs. } 18.58 \text{ Lacs}$ .

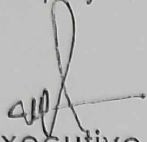
### GENERATION OF ADDITIONAL EMPLOYMENT :-

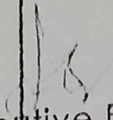
The construction of the roadway will provide employment to the skilled and unskilled labour as the people of the area work as labourer and depend on the development activity in the area.

NON-QUANTIFIABLE SOCIAL BENEFITS :-

Apart from the quantifiable social benefits the other social benefits of the project will also include improved accessibility to village school, health centers besides creating other employment avenue.

CERTIFICATE : It is certified that we have inspected the site and are satisfied with the proposals kept in the project report strictly devised & designed as per the relevant IRC code & Bureau Indian Standard & sound Engineering practice. There is no land acquisition / forest land problem involved in the project

  
Asstt. Executive Engineer  
PWD (R&B) Sub - Division  
Surankote

  
Executive Engineer  
PWD (R&B) Division  
Poonch

Superintending Engineer  
PWD (R&B) Circle  
Rajouri -Poonch