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P	MGSY DEPARTMENT (ISK)
	JAMMU
DETAIL	ED PROJECT REPORT FOR CONSTRUCTION OF
	ROADS PROPOSED UNDER
	BHARAT NIRMAN
	IN BLOCK THATHRI
	DISTRICT DODA
	Name of the Scheme
	Joura Khurd to Shamdlain
	Length = 3.00 Kms
	PKG:-JK-04-286
	= 297.29 lass.
Cost :- 1	ls.345.32 Lacs
	Chief Engineer, PMGSY (JERREA)
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### TECHNICAL REPORT

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Name of State District Block Division Name of Scheme Length Jammu & Kashmir Doda Thathri PMGSY Division Thathri Joura Khurd to Shamdlain 3.00 Kms.

### Preliminary :

India has essentially a rural oriented economy with 74% of its population living in its villages. In the year 2000, it was estimated that about 3, 30,000 out of its 8, 25,000 villages and habitations were without any all weather road access. It was against this background of poor connectivity that the Prime minister announced a massive rural roads programme under the name "PMGSY" to provide a better connectivity for rural development by way of promoting access to economic and social services there by generating increased agricultural incomes and productive employment opportunities.

Joura Khurd to Shamdlain is one such road which has been proposed to be taken up for construction under PMGSY programme. This road is proposed to be taken up to connect the village Shamdlain having a target population of 268 souls.

### Authority & Plan Provision:

The road falls in core network of District Doda Block Thathri having code JK-14- L-038. The proposed road falls at S.No. \_\_\_\_\_ of CNCPL for Doda District.

# History Geography & Climate:

The road is "NEW CONSTRUCTION" Project. The people use locally made track presently to reach Shamdlain The people living in the area are mainly dependent on Agriculture produce, rearing of cattle live stock production & apiculture etc. The area has not been exploited due to nonavailability of proposed motor able link.

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The topography of the area is hilly having a cross country slope between 25-60%. At places it is more than 70% also. The terrain thus can be classified as mountainous. The Geological features of the area are combination of hard soil, clay shale & hard rock in stretches.

The area falls under Sub-Tropical temperature zone as per climate and annual rainfall in concerned. The ambient temperature ranges between  $30^{\circ}C$  to  $-5^{\circ}C$ .

### Necessity:

The project envisages the linking of Target habitation of village Shamdlain. The people of the area have represented for early taking up of this road so that at least all fair weather status road is made available to them.

The road is proposed to be executed using both machinery & labour.

### Road features:

The alignment of the route has been selected keeping in view the fact that maximum benefit reaches the scattered habitations of the village Shamdlain and also keeping in view the connectivity criteria for hilly areas. The alignment passes through the safe zone with minimum cross -drainage works. The route has been so selected that heavy cuttings are avoided.

The road passes through hilly terrain. The existing nature of soil classification varies in stretches and as such average classification km wise has been fixed.

### Environmental & Ecological Aspect:

While aligning the road it has been tried that minimum forest area / land is encountered. As the expected traffic to the area after construction of road shall be mainly public transportation with in permissible extent, there is no risk of increase in Air pollution/ Noise pollution in the area. Since no water sources are being encountered and those available are for from the proposed alignment, hence there shall be no adverse impact on quality of fresh water in the area during the construction process.

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After construction of road, the road side areas of forest shall get prone to clearing of road side vegetation for fire wood, grazing cultivation & development of new habitations which shall have to be controlled through proper law enforcement.

# Road land, road way, carriage way & other X-sectional element:

Since this road is proposed in village road category the formation width of road shall be 6.00 m in straight reaches & 7.00 m on horizontal curves. The carriage way width shall be 3.0 m. A kuccha drain 0.60 m X 0.60 m shall be constructed along the hill side for effective storm water drainage.

### <u>Traffic:</u>

The anticipated traffic on the road shall be 13 trucks/ Buses, 12 tractors/ mini buses, 25 cars, 10 two wheelers etc. The projected traffic after 10 years of completion of road shall be 70 commercial vehicles day. Road Design & specifications:

The road has been classified as village road & has to be constructed in mountainous terrain with following design parameters:

Juin		-	6 00 m
٠	Formation width	-	20 m
٠	Carriage way width	=	
•	Desian speed	=	20.0 Km/ Hr.
•	Stopping Sight distance	=	20.0 meters (min.)
•	Clear road way width		
-	on culverts & cause ways	=	6,00 m
•	Camber / cross fall	Ξ	3% Fair weather road
	specification		4% for shoulder
		-	7% to 10%
٠	Super elevation		Patwaan 15 m to 20m
٠	Minimum Radii of	=	Detween 15 m to Lom
	Horizontal curves		[Due to restricted availability of road land width]
•	Vertical gradient	=	Ruling gradient 5% with exceptional 6% in stretches
•	Minimum length of	=	15 M
	Vertical curves		
•	Hair pin bends	w =	Min. radius for inner curve = 14
	Asstt Executiv	e Engineer	Min. length of transition = 15 m
	PMGSY Sub That	Division	Min. design speed = 20 km /Hr.
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### Brief Specifications:

- Earthwork: The road is proposed to be constructed fully in cutting expect valley points. To improve geometrics of the road, walling shall be raised as per necessity at site. The ruling gradient has been proposed to be an average 5% to 6% with the exceptional gradient of 7% in some unavoidable stretches as per site conditions. The overall formation width has been proposed as 6.00 mtrs, including parapets & drains in straight reaches & average 6.50 mtrs on curves.
- Drainage X-ing works : For an effective drainage of storm water, flow of small nallahs, one meter dia Hume pipe NP<sub>3</sub> culverts & flush causeways have been proposed as per site conditions.
- 1.0 m dia Hume Pipe culvert : The drop wall, curtain wall & catch pit shall be constructed in M-15 grade concrete & approaches to be in semi-pucca specifications. Pipe shall be RCC NP3 specifications.
- RCC Culverts : The abutments of Culverts are proposed as per SP:20
   & shall be cast in M-15 grade concrete. The wing walls shall also be cast in M-15 grade.

The slab of culvert shall be laid in RCC M-25 grade nominal mix concrete as per design provided in SP-20. The approach walls shall be of semi-pucca Random Rubble Masonry.

• Walling: Retaining walls/ Breast walls shall be constructed as per locations identified in location chart in semi-pucca specifications. The horizontal & vertical bands shall be laid in R.R masonry 1:5 mix & panels with dry stone masonry with hard stones of approved quality & firmly

gripped with bond stone.

Cross Drainage works:

Asstt Executive Engineer

PMGSY Sub Division such a way that least The drainage of this road has been planned in such a way that least interference, with natural drainages is ensured. Most of the cross drainage structures have been proposed on natural drainage points in the form of 1.0 m dia Hume pipe culverts, 2.0 mtr span RCC Culverts, keeping in view the catchments area of these points as well as

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expected run off from the road. The general criteria adopted for drainage structures is

1.0 m dia Hume pipe for catchment area upto 10.0 Hectares 2.0 m RCC culvert for 25.0 to 50.0 Hectares 6.0 m Long Scupper for 101 to 125 Hectares.

### Materials, labour & Equipment:

The construction material viz cement, steel, crushed stone aggregate, sand & stone shall have to be brought from outside sources due to nonavailability of the material at site. The stone which shall be available from local blasting shall not be suitable for masonry work.

The material for construction to site shall be transferred in Trucks/ Tippers etc. From source to site of work as per detail mentioned in the carriage chart.

As the major component of the project is earthwork, shall be primarily done by machinery both skilled & unskilled labour required for concrete are masonry works is available locally & near by areas. The space for construction of housing facilities for labour is also available / can be arranged temporarily in the area.

As the work is proposed to be executed through contractors through National Bidding for full road length, the eligibility criteria fixed for contractors envisages deployment of sufficient machinery for execution.

### Rates:

The schedule of rates prepared on the basis of Standard Analysis Data book for construction of Rural Roads issued by NRRDA, New Delhi for the year 2008 for Jammu Region has been adopted for working out the estimates of the work.

## Construction Programming:

The work is proposed to be executed through Contractors and completion period specified is 18 months for works above 600.00 lacs. The construction schedule is subject to the availability of proprietary & forest land in time . Miscellaneous:

As the project envisages construction of new road through contractors in two phases, the necessary arrangements for temporary work sheds, water supply etc shall have to be done by the contractor. Regarding road side plantation, turfing for environmental protection, it shall be planned during the taking over of Phase-II of road i.g. construction of sub grade, base course &

wearing surface of the road.

Asstt Executive Engineer PMGSY SUD DIVISION Thainn

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### Estimated costs

The north estimated over of the project shall be <u>Bs. 227.29</u> Lace Availability of kinds

The innsi algorator pusses through put, land, The put, land shall be made available by the local punctanal as people had agreed to provide the land for construction of innsi.

### Certificante:

Cornical that this used is a constituent of core network and has not been inclusion in any other plan

affre Engineer. Assistant E PMGSY Sub-Division Thothri

Assit Executive Engander PMGSY Sub Division Thathn

Executive (Engineer PMGSY Division Thathri

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CAIDON CHART OF C.D WORK OF JOURA KHURD TO SHAMDLAIN ROAD UNDER BHARAT NIRMAN (PMGSY)

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		(11)	2.14	2 1411		Bridae
Km	RD	НР	2 Mtrs.	3 MU	Counner	2
		Culverts	Culvert	Culvert	Scupper	1
lst Km	0-200	1 No	-	-	-	-
	400-460	-	-	1 No	-	-
	600-625			1 No	-	-
	000 025					
	950.	1 No	-	-	-	-
	1000	1 110,				
and Var	200.250	1 1/0		-	-	-
2" <sup>d</sup> Km	200-250	INO	-			
	F40 F75			1 No	-	-
	540-575	-	-	1.110		
		4.1/-		-	-	-
	700-775	1 10	-			
					-	-
	800-825	1 NO	-			
					-	-
	850-875	INO				
				1 No		-
	900-950	-		1110		
		1 1		-	-	-
3 <sup>rd</sup> Km	0-50	1 IVO				
	70 400	1 1/0		-	-	-
	50-100	1 100				
	260 200	1 No		-	-	-
	200-300	INO				
	250 400	1 No			-	-
	350-400	1110				
	600 675	1 No		-	-	-
	000-075					
	700-775		-	1 No	-	-
	100-775					
(T + -1	-	11 Nos		05		
Total		11 1103				

II.P Culverts :- 11 Nos 3 Mtr Span Culvert :-05 Nos

Assistant Executive Engineer PMGSY Sub-Division Thathri

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i.No	Compit No	1 ength of read possing thro land	ugh forest	Proposal width of road	Aien In Heet
Road	Alignment	lon 2nd	FX	6.015	0:5%
l	36/Jai	1m 1st RD Asp - 1/100	5500	- المحمد المحمد المرجعة المرجعة المحمد ا المحمد المحمد	1+);
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Dum	ning sites	10m 15+ RD 450-415	L= 2.5 m.	N = Yerna	0.05 110
2	50/511		والمستعدية والمرارد وستست		
				6.70141	0.38 110

Eco – Class of proposal Forest land – VI Canopy Density of Forests in Compti <u>36</u>  $f_{ai} = 30^{\circ}$  *i*. 40°/. NPV of <u>0.38</u> ··· Heet. Forst land as per the quality and density of Forest crop (a) Rs <u>6.99</u> Jac per hectare – Rs <u>2.65</u> *Lats*.

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\*\*\*\* 61 DRAWING FOR CONG. OF BIWALL OF AV. HEIGHT = 2.55M. 0.45 ...... ÷ė, 3.0NG 1.50 2.60 DRY STONE, MAS. 0.60 0. 0. 10 10 PCC MIO 50 MM THICK COPING IN M-20 1-30 0.125 1950 ->1K STONE MASONRY IN 1., 70.64 1:6 CEMENT-MORTAR ROAD CICONG MAS 0.10 -108257 C.CONC. M-10 GRADE -10 SOMM THICK FLOORING IN M-20 Asstt Executive Engineer Asstt Executive Division PMGSY Sub Division D 5 2 D 9 ۵ Ex. ENGINEER D Jr. ENGINEER. 9 DIVISION ASSTT. Ex. PMGSY 2 TUNTHAT ENGINEER 2 12 Scameu with camS(

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DETAILED ESTIMATE FOR THE CONSTRUCTION OF BREAST WALL (2.55 MT. HEIGHT IN Road Joura Khurd to Shamdlain

S.No	Particulars of Items	Amount	
1.	Earthwork in excavation for structures as per drawing and technical specifications clause 305.1 including setting out construction of shoring & bracing, removal of stumps and other deleterious material and disposal up to a lead of 50Mtr. Dressing of sides and bottoms and back filling in trenches with excavated suitable material. Ordinary Soil 70% Ordinary Rock 20% Hard Rock 10%		
	$= 1 \times 10.0 \ (0.75 + 0.98) \times 1 = 8.65 \ Cum$	4813.	28
	$= 1 \times 10.0 \times (0.25 + 0.85) \times 0.82 = 4.51 \text{ Cum}$ $2  T = 13.26 \text{ Cum} \qquad @ 243.00$	3230.13	
2.	Providing / Laying for Plain /reinforced concrete in open foundation complete as per drawing and technical specifications clause 802,803, 1202 & 1203 PCC grade M-10 grade (1:3:6 nominal mix). 1 x 10.x 0.87 x 0.10 = 0.87 Cum		8
	Drain = $10 \times 0.10 \times 0.825 = 0.825$ cum T = 1.69 (20) (	6 <del>160.05</del>	0
З.	Stone Masonry in cement mortar for sub-structure complete as per drawing and technical specifications clause 702,704, 1202, 1204 in cement mortar 1:5 B.Band 1 x 10 $(0.66 + 0.77) \times 0.60 = 4.29$ Cum		
	T Band 1 x 10 x $(0.45+0.53)$ x 0.43 = 2.20 cum 2 V Band 4 x 0.45 x $(0.66+0.53)$ x 1.50 = 1.60 Cum		
	2	2727 ( 2 <del>4593</del> .60	1.05
4.	R.R Masonry laid dry for sub-structure complete as per drawing and technical specifications clause 702,704, 1202 & 1204 1 x 10 x <u>(0.45 + 0.87)</u> x 2.55 = 16.83 / Cum		
	2 $2$ $2$ $3$ $3$ $4$ $5$	12135. 1 <del>2314.66</del>	06.
5.	Providing / Laying Plain / reinforced cement concrete in Sub Structur complete as per drawing and technical specifications clause 802,804, 805, 800 807,1202 & 1204 PCC grade M-20 [1:2:4] Nominal mix	e 5,	
	$Drain = 10 \times 0.60 \times 0.05 = 0.30 Cum_{25}$ $Drain = 10 \times 0.60 \times 0.05 T = 0.52 Cum^{25} = 0.30 Cum_{25}$ $@ 4559.00/Cum$	· 2 513 <del>2370.16</del>	
6	Providing concrete for plain / reinforced concrete in open foundation complete as per drawings & Technical specifications Clause 802, 803, 1202 1203 (P.C.C Grade M-15 Nominal mix 1:2.5:5)	8 8 57(),	ch2 .
	$Drain Edge: 10.0 \times 0.225 \times 0.60 = 1.35$ $@ 3741.00 / Cum$	5057.10	
7.	Carriage of material by M.T from source to site of work incl. loading unloadin complete a) Carriage of sand 40 Km Qty. Vide item No. (2) 1.69 Cum @ 0.462 / Cum = 0.78 Cum (3) 8.09 Cum @ 0.35/ Cum = 2.83 Cum	y	
	(5) 0.525 Cum @ 0.45 /Cum = 0.23 Cum (6) 1.35 Cum @ 0.48 / Cum = 0.64 Cum $547$ <b>19</b> (6) 1.35 Cum @ 0.48 / Cum = 0.64 Cum	2499.84	- 85

b) Carriage of stone ogg. for an av. Distance of 40 Km from Crusher. Qty. Vide item No. (2) 1.69 Cum @ 0.924 / Cum = 1.56 Cum (5) 0.525 Cum @ 0.90 / cum = 1.21 Cum Total = 3.27 cum (6) 1.35 Cum @ 0.90 / cum = 1.21 Cum Total = 3.27 cum (6) 1.35 Cum @ 0.90 / cum = 1.21 Cum (4) = 8.74 Cum T = 16.83 Cum / 27 × 57 / 28 - 93 (4) = 8.74 Cum T = 16.83 Cum / 27 × 57 / 28 - 93 (4) Carriage of cement av. distance of 260 KM. from Jammu Qty vide item No. (2) 1.69 cum @ 0.250 MT / Cum = 0.422 MT (3) 8.09 Cum @ 0.33 MT / Cum = 0.173 MT (5) 0.525 Cum @ 0.33 MT / Cum = 0.173 MT (6) 1.35 Cum @ 0.275 MT / Cum = 0.371 MT T = 1.71 MT (6) 1.05 Cum @ 0.275 MT / Cum = 0.371 MT (7) Cum = 0.275 MT / Cum = 0.371 MT (7) Cum = 0.275 MT / Cum = 0.371 MT (8) Cost of 10.0 RM Length = 20 / 24430.	
Qty. Vide item No.       (2) 1.69 Cum @ 0.924 / Cum = 1.56 Cum         (5) 0.525 Cum @ 0.96 / Cum = 0.50 Cum       (6) 1.35 Cum @ 0.90 / cum = 1.21 Cum         Total = 3.27 cum       (83.14)         (6) 1.35 Cum @ 0.90 / cum = 1.21 Cum       (83.14)         Total = 3.27 cum       (9591.00/Cum         (6) 1.35 Cum @ 0.90 / cum = 1.21 Cum       (9591.00/Cum         (7) Carriage of RR Masonry / Stone (Av. 9Km)       (9591.00/Cum         Qty. vide item No. (3) = 8.09 Cum       (951.93)         (4) = 8.74 Cum       (95.14)         T = 16.83 Cum       (190.20/Cum         3201.01       (21.45)         (4) Carriage of cement av. distance of 260 KM. from Jammu       (190.20/Cum         Qty vide item No.       (2) 1.69 cum @ 0.250 MT / Cum = 0.422 MT         (3) 8.09 Cum @ 0.092 MT / Cum = 0.744 MT       (5) 0.525 Cum @ 0.33 MT/ Cum = 0.371 MT         (6) 1.35 Cum @ 0.275 MT/Cum = 0.371 MT       (150.5.00/MT         T = 1.71 MT       (21.605.00/MT         T = 1.71 MT       (21.605.00/MT         T = 1.71 MT       (21.602.00/MT	
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c) Carriage of RR Masonry / Stone (Av. 9Km) Qty. vide item No. (3) = 8.09 Cum (4) = 8.74 Cum T = 16.83 Cum $12.27 \times 52^{-1/2}$ @ 190.20/ Cum 3201.01 d) Carriage of cement av. distance of 260 KM. from Jammu Qty vide item No. (2) 1.69 cum @ 0.250 MT / Cum = 0.422 MT (3) 8.09 Cum @ 0.092 MT / Cum = 0.744 MT (5) 0.525 Cum @ 0.33 MT / Cum = 0.173 MT (6) 1.35 Cum @ 0.275 MT / Cum = 0.371 MT T = 1.71 MT T = 1.71 MT @ 1605.007/MT T = 1.71 MT Total Cost of 10.0 RM Length =	
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$7 \circ I L$ $Total Cost of 10.0 RM Length = 64430.$	55
Total Cost of 10.0 RM Length =	49.
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Cost per RM = Cost cost per RM = Cost cost cost cost cost cost cost cost c	4.0
6443.0	NV .

Executive Engineer PMGSY Division Thathri

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Asstt. Executive Engineer PMGSY Sub-Division Thathri ar,

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### BHARAT NIRMAN ( PMGS: \_\_\_\_\_\_\_ PACKAGE \_ SUMMERY

S. N Q	Name of Block	Name (	of Road	Type of Proposa	Proposed Length in Km	Cost of Povemen t	No.of CD Work	Cost of CD & Protection	Total Estímat e cost	Average cost Per/Km
	k Antonin Rowald an International Conternation (An Institution	From	her and a subset from any set of the subset		n a de l'arren fan inner alter de antinen alter antinen antinen ander de la seconda de la seconda de la second La seconda de la seconda de La seconda de la seconda de	Rs	5	Works Rs	Rs	Rs
1	2	3	4	5	6	7	8	9	10	11
1	Thathri	Joura Khurd	Shamdlian	New	3.00 Km	142.31	16	153.66	295.97	98.65

N-New connectivity U-Up gradation

Add for Survey preparation of DRP PMGSY logo & sign board = 1.32

Technical Scrutiny done by :

Grand Total = 297.29 Laws

Te 99.09 las/

Prepared by: Signature : Name : Designation

Manjeet Ding

Assistant Executive Engineer PMGSY Sub. Division Thathri

Scrutinized by : Signature Name : Raman Furi Designation: Superinteriding Engineer, Circle Batote.

Name .

Signature Name ; Designation :

ishwar Lai Bhagat Executive Engineer, MCSY Division, Thathri

Proforma C PRADILAN MANTRI GRAM SADAK YOJANA (PMGSY) CHECK LIST FOR P.LU. & S.T.A. (For Individual Road Works) To be filled by PIU Location : State J&K Package No.: JK04- 286 2 District : 3. Name of the Road: From Jourakhurd Total Length (Km): 3.00 To shand lian Δ In built yup area: Estimated Cost ( in lacs) : 297.29 5 In Open Area Average Cost: Item Total Cost Cost per Km (in lacs) Lacs Flexible Pavement Protection work: Other 6 Type of proposal: Total 297.29 New connectivity/Up gradation 99.09 - If the proposed road is a New Connectivity - Is the road a part of core network - If yes Through Route/ Link Route No. Name of the unconnected Target Habitation (s) (to be) Tcrosschecked with CN -6) L ٥ 3 5 Kemerge & Shamdlion Population sub served by the proposed road = (382 Does the proposed road lead upto the Habitation for which 110 268 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 Habitation to s) Another habitation having All-weather road b) Directly to an All weather road If (b) indicate the nature of road to which the proposed road icads If the proposal is for up gradation RR MDR SH NH is the road a part of the core network. N.A YES/NO is it associated Through Route or Not PCI Value YES/NO Age of the road YES/NO - Is it certified that there are no other unconnected Eligible Habitation in the district 7 d) Whether the proposed Road has desired carriage way width, Roadway width and Road Land Width (RLW) YES/NO b) Indicate the actual widths of the YES/NO In the Built Up Area (m) following for the proposed road In the Open Area a) Carriageway (m) b) Roadway 3.00 3.00 6.00 P.F c) Road Land Width 600 PA Varies 12.00 Index Map (not to scale) : Sheet attached

and the second

. hame of Road: Joura Khurd to Shamdlian **Utoss Section Details** a) Cross Section of the Existing Road Showing different component layers b) Cross Section of the proposed Road Showing different component layers (Should be as per Actual Provisions of DPR) N.A (The present proposal is upto fair weather statue only) 8. Rase year traffic Volume Auticipated Month & Year Traffic Volume Non Motorised Traffic Motorized Traffic Gycle Animal Consern Agriculture Tractor Auses Cycles Light commercial vehictes Cays Cars, Motorizes Trucks Planew Vehisle SWC Num Tratters Jeap, Van, two IJ OL DE ũ OL Ivee Three Whenia Day 1 CAY 2 Day 3 Ausrago ALIT in the year of Traffic Count o Base year Traffic AADT (T) = Growth rate adopted (%) = 6 10 Design Life = 10 years Mamber of Hervesting Sessons;= 2 ten of Dave In each Harvesting Season (1) = 120 days Characterive ESAL = Value of (n) assumed = 1 Traffic Category = Bub Grade CBR . (For Different Sections) = 8. Connege CER 1 Cost Details 10. Cost/Km Lacs Cost Lacs A General Custs Cost of preparation of OPR it Survey and preparation of OPR's Providing tracer cut and setting out

Name of the Road Five year Routine Maintenance Year Cost in lacs f[ost/Km Cost Cost 1 ÎI HI IV V Total Maintennece Cost 11. Whether the road has Geometrics as per Rural Manual RRM/ alest Circulars of NRRDA 12. Whether C.D. Works/ Protection Works are provided as per RIM/ Latest Circulars of NRRDA/ Respective Codes 13. Whether the Cost estimates area 14. Source and the Idail distances of Materials are as under: Material Lead Source Material Lead Source Distance Distance 9 Kins Earth Local Cement 260 Kms Jannu Mariam Emulsion . -Thathri 49 Kins Ditumen Aggregate Sand Thathri 49 Kms Steel Jammu 260 Kms Certified that information provided is true Prepared by Checked By Scrutinized by

Ex. Engineer **IGSY Sub Division** Thathri -A.E

ard stive Engineer **GSY** Division Non Thathri

Superintending Engineer PMGSY Circle

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Counter Signature of Co-ordinator STA

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	Data entries to be unified to Data by Control of the OMMIS:	) es/Ne
	(Data charles to be verified by STA before clicking the proposal)	
	Home proposal is for new connectivity	J.ev/No
	rave you satisfied yourself that the proposed road is a part of the Core Network	
	is the unconnected habitation (s) part of list of unconnected habitations as per CN-6	YON
	closs the Proposal ensure full connectivity to Target Habitation	123
	a) If No, the name of Unconnected Habitations upto which is connected.	YESTNO
	b) If such unconnected Habitation eligible Under PMGSY	YESTIN
	Are you satisfied with the following	resilve
	Chigineering Surveys (L section, X Section must be verified)	JYes/Nu
	Solv Material Investigation (CBR, Density, LL, PI, Gradation to be verified)	Yes/Ne
	rame Surveys/ listimation	1-5 No
	tay diautic Stodies	-Yes No
	Catchineral for structures with more than 2 Vents to be verified from topo sheet	
	Location and requirement of all CD Structures to be verified from L section.	
	PIU.	Yest Mir
	In case, sub grade CBR is less than 3, has Soil Stabilization etc. been proposed	Yes No
	(If not, specific Reasons given by PIU)	
	Is the design of the following elements as per Rural Road Manul Circulars of NRRDA:	
1	Alignment & Gennetrics	YE NO
	Location and type of CD works and	Yes No
	Side drains	Yes No
	Integration for Cross and Longitudinal Drainage Protection works	Yes No
	Is the design of flexible pavement as per IRC SP: 72-2007 and design of Rigid Pavement as per IRC SP:62-2004	Yer Ho
	Does the Estimation Conform to Standard Rule Analyse and SSR generated for the	Yas No
	current phase.	
i.	Does the proposal nave provisions for	
1	Perios r Logo Sign Boards and Information Board	20
÷	Kinylim Stones	Yusi No
1	Troffic Sign Basels (an assessed)	Yes No
с. Т	Frances gn poerds (es nocessary)	Yes: No
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	after detaited survey.	
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	STANDY BUSIA BORE DY:	
1	Signature Co-ordinator STA	
	R Markid	

Date

Name Dr. S.K. Supla.

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