

**Government of Jammu & Kashmir**  
**OFFICE OF THE CHIEF ENGINEER PMGSY (JKRRDA) JAMMU**

A.H. Wani Infratech Pvt. Ltd.,  
Shop No. 4, Block A Makka Masjid Complex,  
Near Makka Masjid, Bathinda, Jammu

No: - CEJ/PMGSY/ 7696-7705

e-mail :- asgernadeem@gmail.com  
Phone No:- 9797604545

30  
Dated:- 07-2019

**Subject: - Notice to Proceed with the work.**

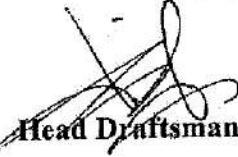
**Reference: - Letter of acceptance issued vide this office No: CEJ/PMGSY/7495-7505**

**Dated:- 26-07-2019**

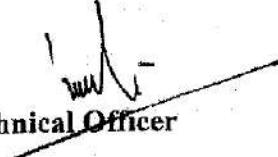
**Dear Sir,**

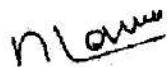
Pursuant to your furnishing the requisite performance Security in the shape of BG as stipulated in ITB Clause 32.1 and signing of the contract for i) Construction of road from Riar to Baggan, Package No:-JK07-155, Stage-I, Regular PMGSY (Batch-I, 2018-19), Block Lohai Malhar, District Kathua (Length = 7.000 Kms) ii) Construction and Maintenance of road from Riar to Baggan, Package No:- JK07-221, Stage-II, Regular PMGSY (Batch-I, 2018-19), Block Lohai Malhar, District Kathua (Length = 7.000 Kms) you are hereby instructed to proceed with the execution of the said work in accordance with the contract documents, viz. rate structure, agreement etc.

All the terms and conditions of this contract shall be same as indicated in the bidding document for the work and same shall be binding upon the contractor.

  
D.M

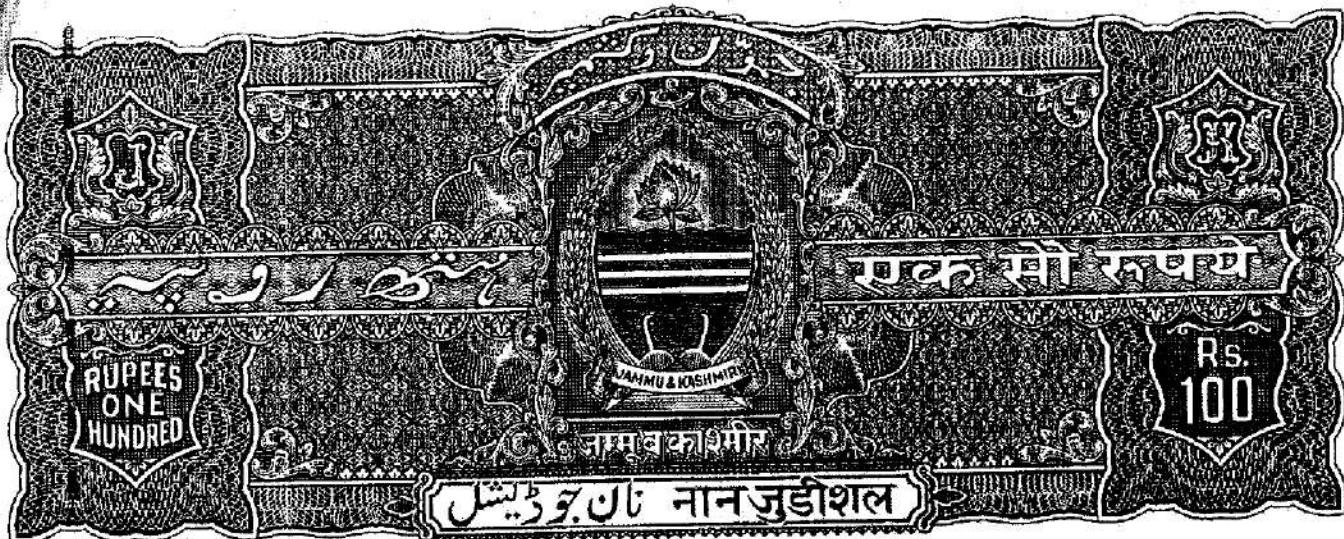
Head Draftsman

  
Technical Officer

  
Chief Engineer  
PMGSY (JKRRDA)  
Jammu

**Copy to the:-**

1. Chief Executive Officer JKRRDA /Commissioner Secretary to Govt. PW(R&B) Deptt. Civil Secretariat Srinagar for information.
2. Development Commissioner (Works) PW(R&B) Department Civil Secretariat Srinagar for information.
3. SQC PMGSY (JKRRDA) Jammu for information.
4. I.T Nodal Officer J&K State for information.
5. Superintending Engineer PMGSY Circle Jammu for information.
6. Technical Officer to Chief Engineer PMGSY JKRRDA Jammu for information.
7. Executive Engineer PMGSY (JKRRDA) Division Billawar for information and necessary action. The balance performance security of 2.5% be recovered from the contractor running bills as per clause No. 32.1 of ITB of S.B.D. List of Key equipment for road work, field labs & names of technical personnel as per clause 4.4(B) of SBD is annexed. The PIU shall ensure complete adherence to the relevant clauses. The payment of each base course/Sub Base course shall be made on formation/compaction of berms.
8. Head Draftsman for information.
9. Master file.



H 103710

**Agreement No: -511/CE/PMGSY/J of 2019-20**

This Agreement, made the 30/8 day of July 2019 between Chief Engineer PMGSY (JKRRDA) Jammu (herein after called "the Employer") of the one part, and A.H. Wani Infratech Pvt. Ltd., Shop No. 4, Block A Makka Masjid Complex, Near Makka Masjid, Bathindi, Jammu after called "the Contractor" of the other part). Whereas the Employer is desirous that the Contractor execute the work namely i) Construction of road from Riar to Baggan, Package No:-JK07-155, Stage-I, Regular PMGSY (Batch-I, 2018-19), Block Lohai Malhar, District Kathua (Length = 7.000 Kms) ii) Construction and Maintenance of road from Riar to Baggan, Package No:- JK07-221, Stage-II, Regular PMGSY (Batch-I, 2018-19), Block Lohai Malhar, District Kathua (Length = 7.000 Kms) and the Employer has accepted the bid of the Contractor for the execution and completion of work and the remedying of any defects therein at a cost of Rs. 690.12 Lacs (Rupees Six Crores Ninety Lacs Twelve Thousand only) including GST with the following breakup:-

- 1) Construction part:-Rs. 660.98 Lacs (Rupees Six Crores Sixty Lacs Ninety Eight Thousand only)
- 2) Maintenance part:- Rs. 29.14 Lacs (Rupees Twenty Nine Lacs Fourteen Thousand only)
- 3) Total: - Rs. 690.12 Lacs (Rupees Six Crores Ninety Lacs Twelve Thousand only)

Schedule Date of Start: - To be reckoned w.e.f 15<sup>th</sup> day of issuance of NTP

Period of Completion :- 18 months

**NOW THIS AGREEMENT WITNESSETH as follows:-**

1. In this Agreement, words and expression shall same meanings as are respectively assigned to them in the conditions of contract herein after referred to, and they shall be deemed to form and be read and construed as part of this Agreement.
2. In consideration of the payment to be made by the Employer to the Contractor as hereinafter mention, the contractor hereby covenants with the Employer to execute and complete the works and remedy any defects therein in conformity in all aspects with the provision of the Contract.
3. The Employer hereby covenants to pay the Contractor in consideration of the execution and completion of the works and the remedying the defects within the Contract Price or such other sum as may become payable under the provisions of the contract at the times and in the manner prescribed by the contract.
4. The contractor shall be responsible for any discrepancy observed/come into the notice of the Department in the documents produced by him along with his bidding documents, at any stage, he shall be solely responsible for the consequences to be arisen out of it. On observing the discrepancy the contract shall be terminated without waiting for the explanation of the contractor and action as warranted under clause No. 52.2 (g) of the Standard Bidding Document, which forms part of this agreement, shall be taken against the contractor.
5. The following documents shall be deemed to form and be read and construed as part of this Agreement viz:
  1. Contract Data;
  2. Special Conditions of contract and general Conditions of contract;

**CONTRACTOR**

*Nadeem*

**WITNESS**

*Wani*

*Wani*  
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:

- 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

It is proposed to construct the road to fair weather status i.e., Stage-I in the initial Stage and then upgrade to an all weather road i.e. which can be travelled in all seasons with at the most 15 days traffic disruption in one year, but not more than 24 hours at a stretch 6 times a year.

### 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 centers, 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 Riar to Baggan (Balance Portion), is a link road with Code JK07-L025 in Lohai Malhar block of Kathua District. This road directly connects the habitations of Baggan (JK07080003), Froll (JK07080044), Makonda (JK07080089), Pakhondi (JK07080108) & Sihara (JK07080134) with populations of 650, 173, 147, 160 & 117 respectively. Thus this link road serves the total population of 1247.

1.4 **Geography**

Road is in hilly terrain

1.5 **Climatic Condition**

In summer day temperature rises to max. 44 and in winter night temperature fall to min of 0 0C

1.6 **The Sub-Project Road**

The road passes through Mountainous terrain

Road is in both cutting and filling and passes through Mountainous area.

District:

Kathua

Block:

Billawar

Road Name:

Riar to Baggan (Balance Portion)

Road Code:

Package No:

Road Length:

7.00 Km

Start Point:

Riar (32°39'56.94"N 75°40'27.95"E)

End Point:

Baggan (Balance Portion) (32°40'22.48"N 75°39'1.66"E)

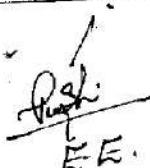
S.No.	Habitation benefited	Population benefited		Chaniage	
		Direct	Indirect	From	To
1	Baggan	650	-		
2	Froll	-	173		
3	Makhonda	147	-		
4	Pakhondi	160	-		
5	Sihara	-	117		

### 3 Abstract of Cost

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

S.No	S.No as per MORD SDB for Rural Roads	Description	Unit	Qty	Rate (Rs)	Amount (Rs)
<b>A. Construction Activities</b>						
1	E/W in Cutting Ordinary Soil	CUM	59898.38	115-106	68.88	46.44
2	Soft Rock	CUM	35939.03	28-183	72.24	48.16
3	Hard Rock	CUM	23959.35	343-367	82.18	41.09
4	Earthwork in Filling	CUM	3111.75	58	1.8	2.10
5	Bitumenous Layer	Sqm	--	--		187.49
6	Rucca Drain	RMT	730	1557.4	11.37	X
7	3.00 mtr R/Wall	RMT	650	11776	93.33	76.59
8	2.00 mtr B/Wall	RMT	375	14358.8	102.28	
9	1 mtr HP Culvert	Nos	25	6863.7	25.74	
10	1.50 mtr Span RCC Culvert	Nos	188	5.62	56.15	44.96
11	2 mtr Span RCC Culvert	Nos	6	7.00	41.98	✓
12	3 mtr Span RCC Culvert	Nos	1	9.45	9.45	✓
13	6 mtr Span RCC Culvert	Nos	1	22.12	22.12	✓
14	10 mtr Causeway	Nos	2	8.58	17.15	✓
	15mtr Long Scupper	Nos	5	10.54	52.70	✓
	Add Cost of Logo sign boards				1.29	✓
	Add Cost for Preparation of DPR				0.10	0.06
					<b>Total</b>	<b>610.23</b>
						570.84 10.15
						533.23

  
AEC

  
E.E.

JOINT INSPECTION REPORT.

Today on 10-09-2020, representatives of PMGSY department along with the officials of Forest Dep't. jointly inspected the road from Rrai to Baggan, length = 7.00 kms, Part-II, Block:- Baggan, Dist. Kathua.

During joint inspection, it was found that the forest area involved in the project is 0.505 hectare. which includes ~~one~~ <sup>Two</sup> dumping points. The total length of the road is 7.00 kms and width is 6m. ~~2.00~~ m. dumping points have been proposed.

MB  
B P BCR

  
Range Forest Officer  
Billawar Forest Range  
Billawar

Asst. Executive Engineer  
PMGSY Sub Division  
Billawar

Pratik  
AE

Mishlal  
AE

Purnalata  
AE

# JOINT INSPECTION REPORT

Today on 01-12-2020, a representative of PMGSY Department, Revenue Department and Forest Department jointly inspected the road from Riar to Baggan (Part-II) having a length of 7.00 Kms, Pkg No:-JK07-155, Block:- Lohai Malhar, District Kathua.

During joint inspection it was found that the following RD's were involved in the Forest area:-

S. No.	RD	Length (In Mtr)	Khasra No.
1	2.525-2.775	250	505 Min
2	3.375-3.650	275	505 Min
3	4.300-4.450	150	511 Min
4	4.825-5.074	250	517 Min

Total Forest area involved is 0.855 Hect. which include three dumping points

Mohd. Jitendra  
AE

JK  
JK Baggan  
Jeevan Singh Bhatwari

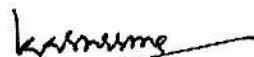
Kashyap  
Executive Engineer,  
PMGSY Division  
Billaigarh

CERTIFICATE

NO VIOLATION OF FOREST (CONSERVATION) ACT, 1980 / GUIDELINE UNDER IT – CERTIFICATE  
OF PROJECT AUTHORITY

This is to certify that no work has started in the forest land Village Baggan Upper District Kathua, Forest Division Billawar for the construction of road from Riar to Baggan (Part II) in the Union Territory Jammu and Kashmir.

This is also to be certified that the provisions of Forest Conservation Act, 1980 and guidelines has not been violated for the construction of road from Riar to Baggan (Part II) in the Union Territory Jammu and Kashmir at Baggan Upper District Kathua, Forest Division Billawar.

  
(Er. Kamal Kishore Sharma)  
Executive Engineer  
PMGSY Division  
Billawar.

**UNDERTAKING**

**(UNQUALIFIED COMMITMENT FROM THE PROJECT OFFICIAL TO BEAR THE COST OF  
EXPLOITATION AND THE COST OF COMPENSATORY AFFORESTATION)**

It is to state that Executive Engineer PMGSY Division Billawar is hereby agree to defray the cost of exploitation if any and Compensatory Afforestation as would be communicated by the Department of Forest, Environment and Wildlife Management, Government of Jammu and Kashmir for the diversion of 0.855 Ha forest land for non-forest use in the construction of road from Riar to Baggan (Part II).

*K. K. Sharma*  
(Er. Kamal Kishore Sharma)

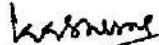
Executive Engineer  
PMGSY Division  
Billawar.

**UNDERTAKING**

**(UNQUALIFIED COMMITMENT FROM THE PROJECT OFFICIAL TO BEAR THE COST OF NET PRESENT VALUE)**

It is to state that Executive Engineer PMGSY Division Billawar who is the project authority hereby agree to defray the cost of Net Present Value (NPV) as per rule in force or as would be communicated by the Department of Forest, Environment and Wildlife Management, Government of Jammu and Kashmir for the diversion of 0.855 Ha forest land for non-forest use in the construction of road from Riar to Baggan (Part II) under PMGSY.

Executive Engineer PMGSY Division Billawar hereby gives an additional undertaking to pay the amount of Differential NPV only in case of any upward revision of rates of NPV (as per report of the Expert Committee constituted by the Supreme Court).

  
(Er. Kamal Kishore Sharma)  
Executive Engineer  
PMGSY Division  
  
Billawar.

**OFFICE OF THE EXECUTIVE ENGINEER PMGSY DIVISION**  
**BILLAWAR**

**MINIMUM DEMAND OF FOREST AREA**

*Certified that all other alternative for the proposed road have been explored and the demand for required identified forest land is 0.855 Ha. which falls in Village Baggan Upper. The demand for the Forest Land is minimum required for the construction of road from Riar to Baggan (Part-II), Pkg No:-JK07-155 in the Union Territory of Jammu & Kashmir is the barest minimum demand.*

*K. Sharma*  
(Er. Kamal Kishore Sharma)  
Executive Engineer  
PMGSY Division  
Billawar

File No. P-17024/1/2017-RC(part) (358786)

Government of India

Ministry of Rural Development

Department of Rural Development

Krishi Bhavan, New Delhi

Dated the 13<sup>th</sup> June, 2018

To,

The Secretary / Commissioner,  
Public Works (R&B) Department,  
Government of Jammu & Kashmir,  
Civil Secretariat, Jammu-180001,  
Jammu & Kashmir.

PHASE - XII

**Sub: Clearance to the project proposals of Jammu & Kashmir for 703 roads and 73 Bridges under Regular PMGSY (Batch-I, 2018-19):-reg.**

Sir,

I am directed to refer to the project proposals submitted by State Government of Jammu & Kashmir under PMGSY-I (Batch-I, 2018-19) considered in Empowered Committee meeting held on 7th May, 2018. On the basis of the recommendations of the Committee and the compliance report submitted by the State, the Ministry hereby accords approval for the proposals considered by the Committee for the State of Jammu & Kashmir under PMGSY-I (Batch-I, 2018-19) as per the details given below:

Items	New Connectivity roads			Up-gradation roads	LSBs	Total
	Stage I	Complete construction	Stage II			
Value in Rs Crore	24.18	176.18	1647.00	1728.33	117.81	3693.4968*
No. of works	6	31	409	257	73	703 roads 73 Bridges
Length in Km	31.35	167.16	2,752.57	1,870.44	3,084.00	4,821.31 km roads 3,084 m Bridges
Average cost per Km (Rs. In Lakh s)	77.62	105.40	59.83	92.40	3.82/m	
Habitations benefitted	6 of 1000+ 8 of 500+ 21 of 250+ 4 cluster of <250+					6 of 1000+ 8 of 500+ 21 of 250+ 4 cluster of <250+

\*MoRD share : Rs. 3,324.1458 Crores , State share : Rs. 369.3509 Crores

The above clearance is accorded subject to the condition that tenders will be issued by the State only after complying with the following issues and intimating the written compliance to NRRDA:

- i. State should propose 16.94 Km using new materials /IRC Accredited materials as per new technology initiative guidelines in next batch of proposal to compensate this balance length.
- ii. State should get at-least one sample DPR of each of the new technology adopted in this batch, before tendering of works.
- iii. State should enter into Memorandum of Understanding (MoU) between NRRDA, Technology Provider and SRRDA for the roads sanctioned using new materials /IRC Accredited materials as per new technology initiative guidelines.
- iv. State should get appropriate number of samples tested for stabilization of base and sub base courses for determining the dose of stabilizer for required strength, before award of work, from STA laboratories/State Government approved laboratories having such facility.
- v. State must ensure that the payment for execution of those roads where the Stabilized sub bases or bases are provided is made only after verification of target UCS strength of stabilized layer achieved after 7 days based on cores taken from the pavement as per MoRD specifications.
- vi. Design of Bridges should be done based on hydraulic particulars and soil exploration test results and if required changes in BOQs should be carried out before according technical sanction. All such details should be shared with NRRDA/Ministry before tendering.
- vii. In case of four roads (JK05-166, JK07-115, JK07-130 & JK14-704), the State should provide, the Geo-tagged clear photographs indicating location of each habitation as part of cluster and only after verification of the same at NRRDA, these roads can be bided. For MoRD/NRRDA.

3. The OMMAS based road list along with the district abstract is enclosed.
4. This issues with the approval of Competent Authority.

Enclosure: As above.

Yours faithfully

*Surabhi Rai*

(Dr. Surabhi RAI)  
Deputy Secretary (RD)  
MoRD, Government of India

मानव संसाधन विभाग/Ministry of Rural Development  
भारत सरकार/Government of India  
परिवर्तन एवं विकास बोर्ड/Ministry of Panchayati Raj, New Delhi

Copy to: PS to Hon'ble Minister (RD)/ PS to Hon'ble MoS (RD)/PPS to Secretary (RD)/PPS to SS&FA(RD), PPS to AS(RD), PPS to JS(RC).

Copy also to: All Director of NRRDA, New Delhi.

**Predhan Mantri Gram Sadak Yojana**  
Phase XII

No.	Unit/1 Name	Programming Unit	Block Name	Package No.	Sanctioned Year	Work Type	Road Name / Bridge Name	Connectivity	Name of Benefited Habitations	Core-Network Road Name	Core-Network Road Name	Highway name	Sanction Cost	State Cost	Road Length (Kms)	Bridge Length (Mtrs)		
1	Anantnag	DPIU of Anantnag Achabal		JK6134	2018 - 2019	ROAD	T12-Chechi Brinity To Kawargam	Upgrade	Bon Tonu [ 174420], Brinity [ 211550], Chechi Brinity to Kawargam	Bon Tonu [ 174420], Brinity [ 211550], Chechi Brinity to Kawargam	Bon Tonu [ 174420], Brinity [ 211550], Chechi Brinity to Kawargam	Kawargam	1,26,95	126,90	13,200	0,000		
2	Anantnag	DPIU of Anantnag Achabal		JK0334	2018 - 2019	ROAD	LG33-Peth Dangam to Gander	Upgrade	Gander [ 45493], Kanai [ 49540], Lantian [ 618212]	Peth Dangam to Gander	Peth Dangam to Gander	Chinchipora [ 741410]	497.02	470,70	5,000	0,000		
3	Anantnag	DPIU of Anantnag Achabal		JK0142	2018 - 2019	ROAD	LG37-HM 16 Km 242 To Monward	Upgrade	Monward [ 714100]	NH 12 Km 242 to Monward	NH 12 Km 242 to Monward	Monward [ 714100]	498,00	44,80	5,000	0,000		
4	Anantnag	DPIU of Anantnag Achabal		JK0136	2018 - 2019	ROAD	LG37-1 Shewant to Isason	Upgrade	ASOC [ 470569], Isason [ 436218]	Talwan to Isason	Talwan to Isason	ASOC [ 470569], Isason [ 436218]	1,106.47	101.95	15,000	0,000		
5	Anantnag	DPIU of Anantnag Achabal		JK0127	2018 - 2019	ROAD	LG39-Kotli Anantnag to Arthpora	Upgrade	Arthpora [ 661187], Newmuth	Rohu to Arthpora	Rohu to Arthpora	Arthpora [ 661187]	613.13	61.31	5,200	0,000		
6	Anantnag	DPIU of Anantnag Brong		JK0135	2018 - 2019	ROAD	LG38-Sat Pangan	Upgrade	Arthpora [ 661187], Rohu [ 924487]	Arthpora [ 661187]	Arthpora [ 661187]	Arthpora [ 661187]	385.24	38.52	3,000	0,000		
7	Anantnag	DPIU of Anantnag Brong		JK0132	2018 - 2019	ROAD	LG40-Gulshan Kharif	New	Kharif [ 562227]	Gulshan Kharif	Gulshan Kharif	Kharif [ 562227]	17.31	17.74	3,150	0,000		
8	Anantnag	DPIU of Anantnag Brong		JK0135	2018 - 2019	ROAD	LG38-1970 Rd 1200 to Shabard	New	Shabard [ 995667]	LG38 RD 1200 to Shabard	LG38 RD 1200 to Shabard	Shabard [ 995667]	216.07	21.61	4,300	0,000		
9	Anantnag	DPIU of Anantnag Brong		JK0137	2018 - 2019	ROAD	LG38-1970 to Kaward	New	Kaward [ 684492]	LG38 to Kaward	LG38 to Kaward	Kaward [ 684492]	122.14	12.21	2,300	0,000		
10	Anantnag	DPIU of Anantnag Brong		JK0138	2018 - 2019	ROAD	LG39-Vello to Bon Kha	New	Bon Kha [ 185337]	Vello to Bon Kha	Vello to Bon Kha	Bon Kha [ 185337]	71.47	7.15	1,500	0,000		
11	Anantnag	DPIU of Anantnag Brong		JK0139	2018 - 2019	ROAD	LG39-Kharpur Km 6 Rd 500 of LG85	New	Kharpur [ 551533], Zamgor [ 112181]	Zamgor	Zamgor	Kharpur [ 551533], Zamgor [ 112181]	206.78	20.06	3,250	0,000		
12	Anantnag	DPIU of Anantnag Brong		JK0134	2018 - 2019	ROAD	LG39-Pangan To Kethal	New	Kethal [ 585526]	Pangan To Kethal	Pangan To Kethal	Kethal [ 585526]	51.331 ( 329), Zangar [ 112181] ( 100)	51.331 ( 329), Zangar [ 112181] ( 100)	192.39	19.24	3,250	0,000
13	Anantnag	DPIU of Anantnag Brong		JK0136	2018 - 2019	ROAD	LG39-Chechi To Taspore Bachhawad	New	Taspore Bachhawad [ 1114905]	Goddal to Taspore Bachhawad	Goddal to Taspore Bachhawad	Taspore Bachhawad [ 1114905]	282	32.01	33.20	6,000	0,000	
14	Anantnag	DPIU of Anantnag Brong		JK0136	2018 - 2019	ROAD	LG39-Wandwalgam	New	Nipora [ 705628]	Wandwalgam Nipora	Wandwalgam Nipora	Nipora [ 705628]	92.84	9.28	1,500	0,000		
15	Anantnag	DPIU of Anantnag Brong		JK0120	2018 - 2019	ROAD	LG36-Ton To Gorpore	New	Gorpore [ 374743]	Ton To Gorpore	Ton To Gorpore	Gorpore [ 374743]	200.61	20.06	1,750	0,000		
16	Anantnag	DPIU of Anantnag Brong		JK0127	2018 - 2019	ROAD	LG36-Khalkha Kandoli	New	Kandoli [ 501811]	Khalkha Kandoli	Khalkha Kandoli	Kandoli [ 501811]	205.45	20.55	1,800	0,000		
17	Anantnag	DPIU of Anantnag Brong		JK0138	2018 - 2019	ROAD	LG36-Kachwani To Dama	New	Dama [ 246435]	Kachwani to Dama	Kachwani to Dama	Kachwani [ 246435]	220.01	22.00	4,075	0,000		
18	Anantnag	DPIU of Anantnag Brong		JK0139	2018 - 2019	ROAD	LG37-Kavaya Magam To Pati Magam	New	Pati Magam [ 807861]	Takya Magam to Pati Magam	Takya Magam to Pati Magam	Pati Magam [ 807861]	775.96	77.60	1,800	0,000		
19	Anantnag	DPIU of Anantnag Brong		JK0135	2018 - 2019	ROAD	LG37-Wardhal To Giebun	New	GEBUM [ 353175]	Wardhal To Giebun	Wardhal To Giebun	GEBUM [ 353175]	163.26	16.33	3,200	0,000		

Phase X

412 KATHUA DPLU of Kathua Hiranganj JK07250 2018 - 2019 ROAD IN ESTATE 2018-19

(To be uploaded as additional  
Document in Part-I)

CHECKLIST

Name of the Proposal RIAR TO BAGGAN - PART - IIInd.

Division BILLAWAR FOREST DIVISION User Agency PMGSY DIV. BILLAWAR

S.no	Particulars	Document Enclosed (Yes/No)
1	Register online through the portal "parivesh.nic.in"	Yes
2	Fill the Form-A- Part-I (extent of proposed area for diversion to be preferably in two digits after decimal)	Yes
3	Upload authorization letter to the person submitting application on PARIVESH portal by the competent authority of the user agency. ID Card, PAN Card etc not to be uploaded	Yes
4	Upload coloured Survey of India Toposheet Map of the project site / forest land to be diverted, or any suitable map with legend authenticated by the representative of DFO (Territorial) and Project Authority	Yes
5	Upload KML file of the forest land to be diverted under the project. KML of Non-Forest Land (NFL) in different shade to be uploaded if necessary	Yes
6	Upload Geo-reference map showing GPS Coordinates of the forest land proposed for diversion	Yes
7	Upload Justification for locating the project on forest land	Yes
8	Upload original copy of the communication addressed to the concerned Deputy Commissioner for recognition and vesting of forest rights in accordance with the provisions of the Scheduled Tribes and Other Traditional Forest Dwellers (Recognition of Forest Rights) Act, 2006 (2 of 2007) for the entire forest land indicated in the proposal	Yes
9	Additional documents: i) Brief Project Note (covering the main features of the proposal, particularly, its implication on environment/forest and mitigation measures like construction of retaining/breast walls and number of people to be benefited from the project) ii) Approval of the project by the competent authority	Yes Yes

Divisional Forest Officer

*Karanpal*  
User Agency  
Executive Engineer  
PMGSY Division  
Billawar

## BRIEF PROJECT NOTE

NAME OF THE PROJECT:- CONSTRUCTION OF ROAD FROM RIAR TO BAGGAN PART II. STAGE I ST . PKG NO JK07-155. BLOCK LOHAI MALHAR IN PMGSY DIVISION BILLAWAR.

The road project from RIAR TO BAGGAN PART-II is sanctioned under PMGSY. The total length of the road is 7.00 KM. and it takes off from RIAR TO BAGGAN PART-I ROAD. The proposed road will benefit the economy by providing access to basic services to the population. the road will provide access to medical services to the population especially to the underprivileged and vulnerable. Health, sanitation, watersupply, agriculture, education, banking facilities, will also improve and upgrade with the road development.

The project road RIAR TO BAGGAN PART-II is a link road in Lohai Malhar block of Kathua Distt. The road directly connects the habitations of BAGGAN, FROLI, MAKONDA, PAKHONDI, SIHARA which will benefits a total population of 1247 souls as per census 2011 under pmgsy core network.

There shall be compensatory afforestation on 1.71 Ha of land in Billawar forest Division over the years it will lead to benefits of inhabitants by providing timber, fuel and fodder in the area.

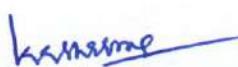
### Mitigation measures by provision for Cross Drainage works and Protection works

Drainage crossings:

1. HP CULVERTS =25 NOS.
2. RCC CULVERTS = 16 NOS.
3. SCUPPER =2 NOS.

Protection Works :-

1. Semi Pucca R/wall = 650RMT
2. B/Wall = 375 RMT

  
 Executive Engineer  
 PMGSY Division  
 Billawar

STATEMENT SHOWING THE DETAIL OF MUCK DISPOSAL PLAN OF ROAD FROM RIAR TO BAGGAN PART-II

STATEMENT SHOWING THE DETAIL OF MUCK DISPOSAL PLAN OF ROAD FROM RIAR TO BAGGAN PART-II						
S.NO	RD	LENGTH OF ROAD IN FOREST (M)	WIDTH OF ROAD(M)	QUANTITY OF MUCK GENERATED (M3)	QUANTITY OF MUCK TO BE USED IN ROAD CONSTRUCTION(30% STONE +30% MUCK )(M3)	QUANTITY OF MUCK TO BE DUMPED (M3)
1	2/525-2/775	250	6	2250	1350	900
2	3/375-3/650	275	6	2475	1485	990
3	4/300-4/450	150	6	1350	810	540
4	4/825-5/075	250	5	2250	1350	900
<b>Total</b>				<b>8325</b>	<b>4995</b>	<b>3330</b>

THUS, 4395 M<sup>3</sup> QUANTITY OF MUCK PRODUCED WILL BE USED FOR FILLING BEHIND THE RETAINING WALLS AND STONES FROM CUTTING WILL BE STACKED AND REUSED FOR R/WALL AND BREAST WALL. REST 3330 M<sup>3</sup> WILL BE DUMPED AT DUMPING SITES SHOWN IN MUCK DISPOSAL PLAN FOR WHICH AN AREA OF 0.30 HA HAS BEEN PROPOSED. GABBION WALL STRUCTURE WILL BE CONSTRUCTED AT THE BORDER OF PROPOSED MUCK DUMPING SITE SO THAT IT CANNOT BE SPREAD IN ANOTHER AREA.

*Kennam*  
Executive Engineer  
PMGSD Division  
Billawar

**Executive Engineer  
PMGSY Division  
Billawar**

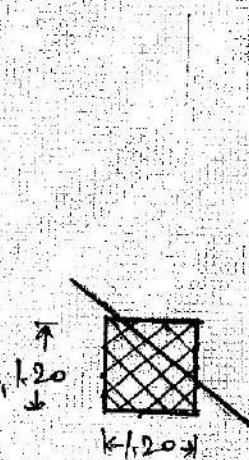
STATEMENT SHOWING THE DETAILS OF DISPOSAL OF MUCK/ DEBRIS ON RIAR TO BAGGAN IN BLOCK BAGGAN DISTT KATHUA

S NO.	Location of Dumping Place	length, width and height of dumping place	Quantity of muck to be Disposed (M3)	Height of dump expected (M)	Remarks
1	2/775	40X25X3	900	3	
2	3/650	40X25X3	990	3	
3	5/0	40X25X4	1440	4	
<b>Total</b>			<b>3330</b>		

*Karan Singh*  
Executive Engineer  
PMGSY Division  
Billawar

*✓ - ne*

# X section of coated well



$$\text{Area} = \left( \frac{0.40 + 1.05}{2} \right) \times 1.20 = 1.09 \text{ m}^2$$

AB  
ASSISTANT EXECUTIVE ENGINEER  
PMGSY SUB DIVISION  
BILAWAR

Kishan  
Executive Engineer  
PMGSY Division  
Bilawar

**TYPICAL ESTIMATE FOR LAYING OF WIRE CRATES FOR THE CONSTRUCTION OF ROAD FROM  
RIAK TO BAGGAN - PART - II**

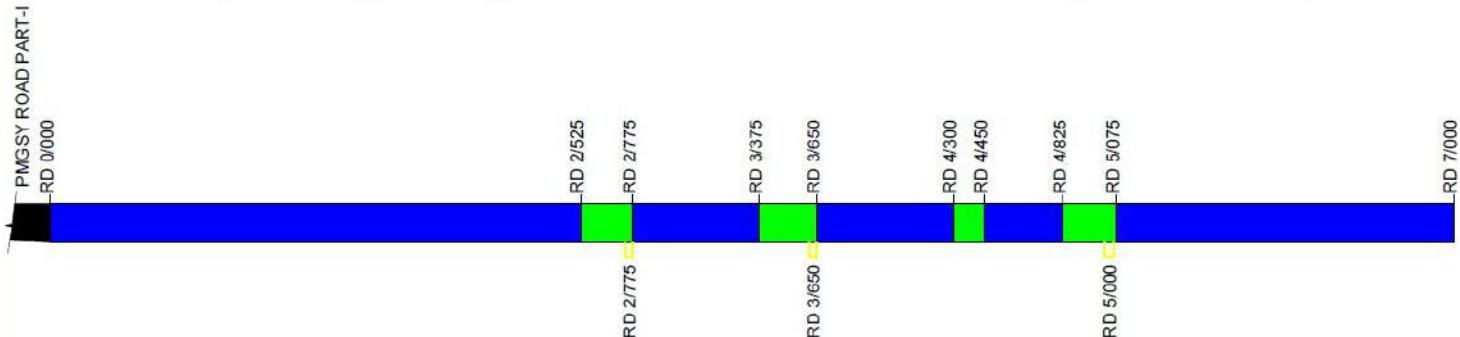
S. No.	Particulars	Amount
1	Earth work in excavation for structures as per drawing & Technical specifications clause - 305.1 including setting out, constt. of shoting and bracing, removal of stumps and other deleterious material and disposal upto lead of 50mtr. dressing of sides and bottom and back filling in trenches with excavation suitable material Soil 70% Soft Rock 20% and Hard Rock 10%. $= 1 \times 6.0 \times 1.09 \text{ m}^2 = 6.54 \text{ m}^3$ Rs. 363/ m <sup>3</sup>	Rs. 2374/-
2.	Providing and laying of boulder apron laid in wire crates with 4mm dia G.I. wire confirming to IS: 280 and is IS: 4826 in 100 x 100mm mesh (woven diagonally) including 10% extra for laps and joints laid with stone boulders weight not less than 25 Kg each as per drawing and Technical classification clause-1301 $1 \times 6.0 \times 1.20 \times 1.20 = 8.64 \text{ m}^3$ @ Rs.1715.00/ m <sup>3</sup>	Rs. 14817/-
3.	Carriage of the following material by M.T. including loading, unloading & stacking complete at site. (i) Stone for an average distance of 26 Kms. Qty. vide item No.2 = 8.64 m <sup>3</sup> @ Rs.426.25 /m <sup>3</sup>	Rs.3683/- <u>Total = Rs.20874/-</u>

Say Rs. =3479/-Rmt

*Arif Shar*

*K. Shar*  
Executive Engineer  
PMGSY Division  
Bilawal

**LAYOUT PLAN FOR CONSTRUCTION OF ROAD FROM RIAR TO BAGGAN PART-II, UNDER PACKAGE NO. JK07-155,  
STAGE-I & II, PHASE-XII, LENGTH=7.000KM PMGSY DIVISION BILLAWAR, DISTRICT KATHUA.**



**FOREST AREA DETAILS**

		LENGTH X WIDTH	AREA
RD 2/525	TO	2/775	250M X 6M
RD 3/375	TO	3/650	275M X 6M
RD 4/300	TO	4/450	150M X 6M
RD 4/825	TO	5/075	250M X 6M
		TOTAL -A	<u>5550 M<sup>2</sup></u>

**DUMPING AREA DETAILS**

RD 2/775	40M X 25M	1000 M <sup>2</sup>
RD 3/650	40M X 25M	1000 M <sup>2</sup>
RD 5/000	40M X 25M	1000 M <sup>2</sup>
	TOTAL -B	<u>3000 M<sup>2</sup></u>

TOTAL AREA= A+B = 5550 M<sup>2</sup> + 3000 M<sup>2</sup> = 8550 M<sup>2</sup> OR 0.855 HECTARES

*K. V. N. Singh*  
Executive Engineer  
PMGSY Division  
Billawar

**LEGEND:-**

1. FOREST LAND (6 M WIDE)	
2. STATE / PRIVATE LAND	
3. OTHER ROAD	
4. DUMPING POINT (40M X 25M)	