

OFFICE OF THE EXECUTIVE ENGINEER PWD (R&B) DIVISION
SAMBA

The Superintending Engineer,
PWD (R&B) Jammu-Kathua Circle,
Jammu.

No.- 2930-36
Dated:- 1/8/2013

Subject: - Sanctioning of Schemes under NABARD in respect of District Samba.
Ref:- Chief Engineer PW(R&B) Department Jammu's No. CE/plg/11969-70 dated: 19-09-2013.

Sir,

Kindly refer Chief Engineer PW(R&B) Department Jammu's above referred letter addressed to your office copy to this office as well enclosed find herewith the fresh AAA for the schemes proposed under NABARD as per annexure enclosed herewith.

The fresh application for accord of administrative approval have been framed on latest SSR-2012 in-vogue as per the directions issued by the Joint Director (plg) Public Work Department vide his NO. PW(R&B)/plan/AAA/2013/114 dated: 17-09-2013.

It is requested that the AAA may kindly be got accorded along with the allocation of funds so that these schemes are taken up in hand.

Further the AAA's already submitted may kindly be treated as cancelled.

Your faithfully

Encl: (list enclosed)


(Ali Hussain Hakla)
Executive Engineer,
PWD (R&B) Division
Samba

Copy to the :

- 1/ District Development Commissioner Samba for favour of information please.
- 2/ Chief Engineer PW(R&B) Department Jammu for favour of information please.
- 3-5/ Asstt. Executive Engineer PWD(R&B) Sub-Division Samba 1st/Vijaypur/Bari Brahmana for information.
- 6/ HD

S.No	Vehicle Type	No/Day	Conversion Factor	PCUS/Day
1	Bus/ Truck	8	3.00	24.00
2	Car/Jeep	16	1.00	16.00
3	Tractor	28	1.50	42.00
4	Motor Cycle	36	0.50	18.00
5	Animal Drawn	13	4.00	52.00
6	Cycle	48	0.50	24.00
7	Mataador	4	1.00	4.00
			TOTAL :-	180.00

Assuming the saving in VOC @ Rs. 7/- per Km/ vehicle at current prices, the annual saving in VOC may be quantified at Rs. $7.00 \times 180 \times 365$ or Rs. 4.60 Lacs.

GENERATION OF ADDITIONAL EMPLOYMENT :-

The up-gradation of the roadway will provide employment to the skilled and unskilled labour as the people of the area work as labour 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 centres besides creating other employment avenue.

Sd/-

Asstt. Executive Engineer
PWD (R&B) Sub Division
Samba 1st

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Executive Engineer
PWD (R&B) Division
Samba

- a/ It is certified that we have inspected the site and are satisfied with the proposals kept in the project report. It is certified that the proposals are strictly devised and designed as per relevant codes IRC/BIS (Indian Roads Congress/Bureau of Indian Standard & Sound Engineering practice) and most suitable under site conditions.
- b/ It is certified that land acquisition is no problem.
- c/ It is certified that no forest land is involved.
- d/ The proposed scheme is not including in CNCPL/CUPL of PMGSY

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Executive Engineer
PWD (R&B) Division
Samba

Superintending Engineer
PWD (R&B) Jammu-Kathua Circle
Jammu

DETAILS OF INDIVIDUAL PROJECT

Strengthening/New roads/re-construction

NAME OF SCHEME:- **FRESH** AAA for Construction of link road from Chilla Danga to Kathar Brahmana.

Technical Data:-

1/	Length of road	=	2.70 Kms
2/	Specifications		
	(a) Road Way	=	5.50 Mtrs
	(b) Carriage Way	=	3.00 Mtrs
3/	Pavement	=	240mm
4/	Description	=	This road takes off from Chilla Danga to Kathar Brahmana. The total length of the road is 2.70 Km. The alignment of road is crossing along the road in plain terrain. The villages being connected are village Chilla Danga, Nalwa, Gujran and Kathar etc having a population of about 2500 souls. The population to be connected mostly belongs to Schedule Caste and Schedule Tribe community.

COST ABSTRACT

S. No	Items	Quantity	Rate	Amount Rs. In Lacs
1.	Earthwork			
	a) Cutting	39208.00 cum	297/cum	116.45
2.	Drainage Crossings			
	i/ 0.90M dia HP culvert	10 Nos	1.62Lacs/each	16.20
	ii/ 2.0 M Span RCC Culvert	4 Nos.	9.20 Lacs/each	36.80
	iii/ 3.00 M Span RCC Culvert	2 Nos.	10.41 Lacs/each	20.82
	iv/ 10 Mtr. Span RCC Bridge	1 No	4.00 Lacs/RM	40.00
3	Walling			
	i/ Retaining Wall	200 Mtr.	18272/RM	36.54
	ii/ Crates	50 Nos.	13908/Each	6.95
3.	Pavement			
	(a) 150mm WBM in two layers	11505.00 Sqm	210/Sqm	17.86
	(b) 75mm WDM	11505.00 Sqm	112/Sqm	9.52
	(c) 20mm thick premix carpet	11505.00 Sqm	292/Sqm	24.83
TOTAL				325.97
Add 1% for Quality Control				3.26
Total				329.23
Add 2% w.e. & contingencies Add 5% escalation				9.6746.46
Total				345.69
Add 11.50% Service Tax				39.75
GRAND TOTAL				385.44

SAY Rs 385.44-Lacs

339.10-Lacs

7 = 339.10

Sd/-

Asstt. Executive Engineer
PWD (R&B) Sub Division
Samba 1st

Executive Engineer
PWD (R&B) Division
Samba

NEFITS 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 reconstruction 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/mandies in Samba, Vijaypur & Jammu, thus resulting in the economic up-liftment 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 mandi/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 20% of the population is engaged in marketing activity and assuming average time saved per Km/day after reconstruction of this road upto B.T specification as 10 Min/Km, the saving in travel time can be calculated as under :-

Time saved per person/Km = 10 Min

Total time saved for 20% of 5000 person for 1 year = $2.70 \times 0.20 \times 5000 \times 365 = 985500$ Min

Duration of average working day = 8 hours or 480 min

Average Mandays gained/Km = 985500 divided by $480 = 2053$ days

Average Mandays gained for 2.70 Km = 5443 days

Assuming the av. Employment potential in the area at 30% and av. Wage rate at Rs. 300/day, the saving in travel time can be quantified at $5443 \times 0.30 \times 300 =$ Rs. 4.90 lacs

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:-

(Contd. Page 5th)

REQUIREMENTS :-

- (a) EARTHWORK :- The road formation shall be achieved by way of cutting hill slopes with proper road gradient.
- (b) SUB BASE COURSE :- 150mm thick WBM grade-II will be provided in two layers consisting of broken nallah stone aggregate of 63mm to 45mm size well compacted with 80-100 KN Power Road Roller and the voids filled with 11.2mm size screening conforming to clause 404 of MOST specifications 1995.
- (c) BASE COURSE :- 75mm thick WBM grade-III will be laid over sub base course, consisting of broken nallah stone aggregate of 224mm to 53mm size well compacted with 80-100 KN road roller and voids filled with 11.2mm screening conforming to clause 404 of MOST specifications.
- (d) PREMIX CARPETING :- 20mm thick premix carpet shall be laid with hot mix plant and paver finisher conforming to clause 509 of MOST specifications as wearing course covered with premix seal coat (Type B) including rolling with 80-100 KN roller conforming to clause 513 of MOST specification 1995.
- (e) HUME PIPE CULVERT :- 10 Nos. 0.90 Mtr dia H.P Culvert shall be provided to drain off the surface water drop and curtain wall shall be constructed in M10 grade concrete catch pits of M10 grade concrete shall be proposed.
- (f) R.C.C CULVERT: 4 Nos 2.00 m span and 2 Nos. 3.00 m span RCC Culverts and 1 No. 10mtr. Span RCC Bridge shall be provided over the Nallah. The abutments shall be constructed in M10 mix with 40mm nominal stone aggregate . RCC slab shall be laid in M20 grade of concrete as per design calculation.

(Contd. Page 3rd)

- (g) RETAINING WALLS:- It is proposed to construct R/walls in semi-pucca stone 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 AND COST:-

The total cost of the project is ^{339.10}Rs. 385.44 Lacs and shall be completed in 03 Years

FINANCIAL DETAIL:-

The estimate cost of the project is ^{339.10}Rs. 385.44 Lacs out of which 90% shall be funded by NABARD in a phased manner and balance by the J&K State Govt.

FINANCIAL PHASING :-

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

2013-14	=	30%	=	Rs. 115.63 Lacs	102.73
2014-15	=	40%	=	Rs. 154.18 Lacs	135.67
2015-16	=	30%	=	Rs. 115.63 Lacs	101.73

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.

(Contd. Page 4th)

TECHNICAL REPORT

NAME OF SCHEME:- ~~FRESH~~ AAA for Construction of link road from Chilla Danga to Kathar Brahmana. (UNDER NABARD).

AUTHORITY:- As per the instructions of the Hon'ble Member Parliament Sh. Madan Lal Sharma.

PROJECT PROFILE:-

This road takes off from Chilla Danga to Kathar Brahmana. The present status of this road is kaccha track and total length of the road is 2.70 kms. The villages being connected by the construction of this road are Chilla Danga, Nalce, Gujran and Kathar etc and people of the Samba Town. This road shall give benefit to a population of about 5000 Souls. The population to be connected mostly belongs to Schedule Caste and Schedule Tribe community. The people of these villages face a lot of difficulties to reach Chilla Danga to Kathar and other parts of District for attending their day to day work. There has been a persistent demand of the people of the area to construct this road upto BT specifications. By the construction of this road, the Socio-economic condition of the inhabitants shall improve and also improve their living standard. Accordingly the project report has been prepared as desired by the Hon'ble Member Parliament Sh. Madan Lal Sharma.

Keeping in view all the above cited facts it is felt necessary for construction of this road and complete it in shortest possible time. The state government is contributing Rs 38.54 lacs and an amount of Rs 346.90 lacs as Financial Assistance from NABARD is sought to complete the scheme.

PROPOSALS:-

It has been proposed to construct this road upto B.T specification. The road shall be constructed by way of earthwork in cutting having 10 Nos. H.P Culvert, 6 Nos. RCC Culvert and 1 No. 10mtr. Span RCC Bridge to drain off the nallah and surface water. The road shall be constructed as a village road with formation width of 5.50 Mtr and carriage way width of 3.00 Mtr.

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