GOVERNMENT OF JAMMU AND KASHMIR

PMGSY DEPARTMENT (J&K)
JAMMU

DETAILED PROJECT REPORT FOR CONSTRUCTION OF

ROADS PROPOSED UNDER

BHARAT NIRMAN

STAGE- (I&II) Up-Gradation (Combine)

IN BLOCK BHALLESSA

DISTRICT DODA

Name of the Scheme

CHANGA TO SOTI

Length = 6.00 Kms

Cost Rs:=778.94 Lacs

PKG:- JK04- 636

Chief Engineer,
PMGSY (JKRRDA)

Technical Report

Name of the Road: - **Changa To Soti**
Length of the Road:- **6.00 Kms**
Block:- **Bhalessa**
Package No Stage I **JK04-** 636
Terrian :- **Hilly & Snow Bound.**

Introduction: - There is a difference between "Urban Indian & Rural Bharat" villages have not been able to keep pace in the path of progress & development. A critical link on this path is national network of all weather roads in the rural areas.

There is great close link between rural connectivity and growth be it in the area of trade, employment, education or healthcare. States having poor connectivity are also, the states that reflect poor Socio-Economic indices.

While over the past five decades the length of rural roads has been increasing but there are still more than 50% habitations which remain unconnected.

For the first time in India a programme had been launched in December 2001, that is dedicated only to the construction of rural roads known as Pradhan Mantri Gram Sadak Yojana (PMGSY). This programme consider connectivity to every unconnected habitation with a population more than 250 through all weather roads in hilly states, desert & tribal areas.

PMGSY is a programme with vision clarity of purpose professionalism, transparency and accountability. A programme to transform lines of rural people through roads would bring growth, employment and a great change. A programme that would enable millions to cross the poverty line. A programme that is bridging the gap between Urban & Rural Bharat.

Our state has launched massive road network under PMGSY.

The flexible pavement of the road which is a part of present scope of work has been designed for stage II on the basis of CBR of the Sub base and traffic growth rate of 6% per year for the design life of 10 years. As per recommendations contained in SP:72

Provisions of retaining walls, Breast Walls, Pucca Drain and all other item of work which were not covered or beyond the scope of Stage-I have been kept in the DPR of Stage –II

Proposals and specifications: - Following are the proposal and their specifications.

GSB (Granular Sub Base) :- It is proposed to lay and compact well graded material on prepared sub grade in accordance with the requirements, with the help of vibratory road roller of minimum 80-100 Kms static weight. The material shall be laid in one or more layers as sub base or lower sub base (termed as sub base here-in-after) as necessary according to lines, grade, as per drawings. Also the material shall be laid on the prepared sub grade on the design based on IRC-SP-72-2007 and the material comprises of natural sand, moorum, Gravel,

crushed stones, crushed slag, brick metal, Kankar, or combination thereafter depending upon the grading requirement. The material shall pass 100% through 75mm IS sieve and 55-75% through 26.5mm IS sieve. The material when tested according to IS 2720 (Part-5) shall have liquid limit and plasticity index not more than 25 & 6% respectively. The wet aggregate impact value shall not exceed 50.

The rolling shall commence at the lower edge and proceed towards the upper edge longitudinally for portion having unidirectional cross fall and super elevation and shall commence at edge and progress towards the centre for the portion having cross fall on both sides

Water Bound Macadam (WBM) Grade III:- (a). It is proposed to lay one layers of WBM III 75mm thick of crushed or broken stone aggregates with grading 63 to 45 mm and compacted with the help of 3 wheeled power roller 80-100 Kn capacity or vibratory roller of 80-100 KN static weight at the speed of 5 Km per hour.

Impact value and flakiness index of the material shall be less than 40 and 25 respectively. Also water absorption of the aggregate shall not exceed 2%.

b. Screening: - Screening to fill voids in the coarse aggregates shall generally consists of same material as the coarse aggregates. Liquid limit and plasticity index of such material shall be less than 20 and 6% respectively and fraction passing 75 micron IS sieve does not exceed 10%.
The quantity of screening of size 13.2mm for WBM grade-III 63mm to 45mm size (75mm thickness) shall be 0.21 cum to 0.15 cum/10 sqm.

B. **Binding Material:-** Binding material to be used for Water Bound Macadam shall comprise of a suitable material having a plasticity index value less than 6 for Sub base/base course and 4 to 10 for surfacing course as determined in accordance with is; 2720 (part 5). Quality of material for 75mm compacted thickness of WBM will be 0.6 – 0.09m^3/10m^2 and for 100mm compacted thickness 0.08-0.10m^3/10m^2.

3. Bituminous Macadam :-

a. **Prime Coat:-** Prime coat with bitumen emulsion (SS-I) sprayed @ 0.70-1.80Kg/m2 on prepared surface of granular base using Mechanical means
as per Technical specifications clause 502.

b. **Tack coat:-** tack coat with bitumen emulsion (RS-I) using emulsion distributor at the rate of 0.20-0.25kg/sqm. On the prepared bituminous surface as per clause 503.

c. 20 mm premix carpet using bitumen Emulsion:- The work shall consist of laying of 20mm thick open graded premix with hot mix plant & rolling with ordinary roller

(8.0 -10.0t) using bitumen as binder @14.6kg/$10m^2$ and aggregate (13.2mm and 11.20mm size) @ $0.27m^3/10m^2$ ($0.18m^3 + 1.09m^3$)

d. **seal coat:- Type B:-** The work shall consist of laying of a seal coat for sealing the voids in bituminous surface laid to specific levels, grade and cross falls (camber) using bitumen @6.8kg/$10m^2$ and aggregate shall be sand or grit @$0.06m^3/10m^2$ the aggregate shall pass 2.36mm sieve and be retained on 180micron sieve.

4. **Protection work:-** Semi pucca retaining wall and breast wall, parapet edge wall and drain wherever necessary and which are not covered in stage I shall be constructed to retain the edge of the road and stabilize the uphill slope.

Cost and Time Period:- Cost of the Project is **Rs.862.11 Lacs** and shall be completed in 09 months.

Asstt Ex.Engineer
PMGSY SUB DIV . Gandoh

Ex. Engineer
PMGSY DIV.THATHRI

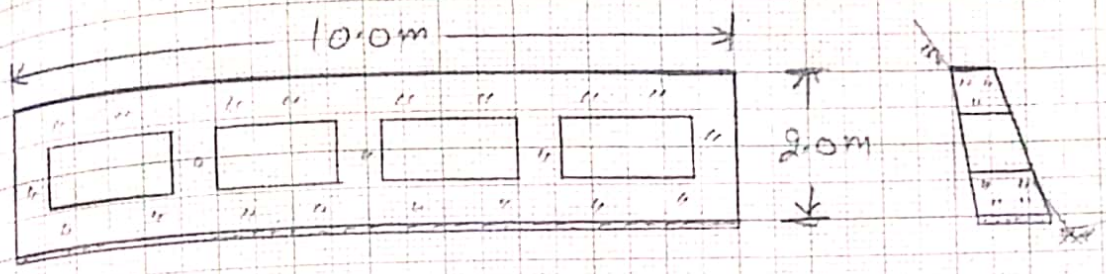
Typical Estimate for construction of Semi Pacca B/Wall of Average Ht. 2.0Mtr

Sr.	Description	Quantity	Rates	Quantity
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 50 Mtr Dressing of sides and bottoms and back filling in trenches with excavated suitable material Ordinary soil 70%, Ordinary rock 20% Hard Rock 10% 1X 10 X 0.5X1.0X2.0 = 12.50 M3 Total = 12.50cum.	12.5	363	4537.5
2	Providing/Laying concrete for Plain/reinforced cement concrete in open foundation complete as per drawing and technical specifications clause 802, 803, 1202 & 1203 PCC grade M-10 (1:3:6) Nominal mix. 1x10.00x1.0x0.10 =1.0M3	1.00	4020	4020
3	Stone masonry in cement mortar for sub structure, complete as per drawing and technical specifications clause 702, 704, 1202, 1204 in cement mortar 1:6 Bottom Band 1x10.00x(1.0+0.90)/2x0.60 = 5.70 M3 Top Band 1x 10.00x (0.70+0.60)/2 x0.60 = 3.90M3 Vertical Band 5x 0.60x(0.70+0.90)/2 x0.80 = 1.92M3 Total = 11.52 M3	11.52	3523	40584.96
4	R.R Masonry laid dry for sub-structure complete as per drawing and technical specification clause 702, 704, 1202, 1204 1x 10 x (0.45 +1.0x 2.50)/2 = 18.12/M3 Deduct Pucca Masonry Qty vide item No.(3) = (-) 11.52M3 Net Qty. = 6.60M3	6.60	2365	15609
5	Providing/laying plain/reinforced cement conc. In Sub structure complete as per drawing and technical specifications clause 802, 804, 805, 806, 807, 1202 & 1204 PCC grade M-20 (1:2:4) B/Wall 1x10.00 x 0.45x 0.05 = 0.225M3	0.225	4690	1055.25
6	Carriage of material by MT from source to site of work incl. loading unloading complete. (A) Carriage of Sand Qty vide item No.(2) 1.0m3 @ 0.462/m3 = 0.46 m3 (3) 11.52m3 @0.35/m3 = 4.03m3 (5) 0.2255m3@0.45/m3 =0.10m3 Total = 4.59 m3	4.59	499.34	2291.94765
B	Carriage Stone Aggregates Qty vide item No. (2) 1.69M3 @ 0.924/m3 = 1.56 m3 (5) 0.525 M3 @ 0.96/ m3 = 0.50 m3 Total = 3.34 m3	3.34	501.10	1673.66732
C	Carriage of cement Qty vide item No. (2) 1.0m3 @ 0.250MT/m3 = 0.25MT (3) 11.52 m3 @ 0.092MT/m3 = 1.05MT (5) 0.225 m3@ 0.33MT/m3 = 0.07MT Total = 1.37MT	1.37	1428.59	1957.1683
D	Carriage of stone Qty vide item No. ((3)+(4)) = 18.12 M^3	18.12	225.00	4076.92752
		Total		75806.42
		Cost Per Rm Length		7580.64

Assistant Executive Engineer,
PMGSY Sub-Division,
Bhellassa

Executive Engineer,
PMGSY Division
Thathri

Typical Drawing for Construction Of 2.0m Height B/Wall



Assistant Executive Engineer
PMGSY Sub.Division
Gandoh

Executive Engineer
PMGSY Division
Thathri

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

Package Summary

STATE : JAMMU AND KASHMIR

DISTRICT: DODA

Package NO: JK04-636

S. NO.	Name of Block	Name of road		Type of proposal N/U	Proposed length (Km)	Earth work (Rs in lacs)	Cost of Pavement (Rs in lacs)	No. of CD works Nos.	Cost of CD Works R/walls, B/walls (Rs in lacs)	Miscellaneous (Rs in lacs) with maintenance	Total Estimated Cost (Rs. in lacs)	Average Cost/Km (Rs in lacs)
1	Bhallessa	Changa	Soti	Stage-I & II	6.00	65.58	324.13	17	196.42	8.47	594.60	99.10

Add for road safety & traffic sign boards	=	3.15
Add for preparation of D.P.R	=	0.25
Add for Inauguration / CBR Test	=	0
Add for 5year routine maintenance	=	82.06

N= New connectivity U= Up-gradation

Prepared by: -
Signature
Name Mr Qasim
Designation Junior Engineer

Technical scrutiny done by :-
Signature
Name
Designation

Checked by: -
Signature
Name Akhtar Hussain Shah.
Designation AEE.

Co-Ordinator STA:-
Signature
Name
Designation

Scrutinized by:
Signature
Name Pervaiz Ahmed Zargar.
Designation XEN.

Rcg MS Mir & Rcg Fatima

Assistant Executive Engineer
(PMGSY) Sub-Division
Bhallessa

Executive Engineer
PMGSY Division
Thathri.

Superintending Engineer
PMGSY Circle
Batote.

RAYAZ AHMAD MIR

Proforma C

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY -II)

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

(For Individual Road Works)

To be filled by PIU.

State: Jammu & Kashmir District : Doda Block Bhallessa

JK 04-637

From Changa To Soti

6 In Built up area - 4 Km In Open Area - 2 Km

A	B	C
	B	

Year of completion Design Traffic (CVPD/ ESAL)

Yes	NO

Cost sharing pattern for this road	Normal Area	Special Area
Item	Total Cost in Rs.	Average Cost per Km.
Flexible Pavement	389.71	64.95
Rigid Pavement		
Others (CD Works, Protective works & Misc Items)	204.89	34.15
Cost due to higher specification such as carriage way width, Higher Axle load , Hard		
Total Project Cost	594.60	99.10
MoRD Share	535.14	
State Share	59.46	

T - or MRL-

Name of Habitation	Population	Overall Weightage
Chanti Pain	396	2.64
Chanti Bala	842	5.61
Total weight	8.25	
	1.38	

	Yes	No

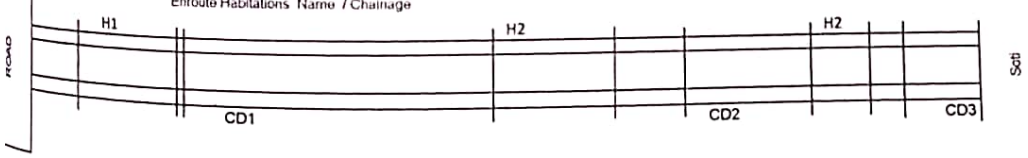
	MDR	SH	NH

	1
	1
	Yes / No

	carriage way		Roadway width		Road land width	
	yes	No	yes	No	yes	No

	In the Built Up Area (m)	In the Open Area (m)
i) Carriageway	3.00	3.00
ii) Roadway	6.00	6.00
iii) Road Land Width	12.00	12.00

Enroute Habitations Name / Chainage



... change To Soil
... ails
... of The Existing road showing different component layers.

Item	Thickness

... of The Proposed road showing different component layers
... as per Actual Provisions of DPR)

Item	Thickness
OGPC	20MM
BM	50MM
WBM	75MM
GSB	150MM

... traffic volume
... Year of Traffic Volume Count =

	Cars, Jeep, Van, Three Wheelers	Motorised two wheelers	Light Commercial Vehicle	Trucks L	Trucks U	Trucks OL	Agricultural Tractors Trailers L	Agricultural Tractors Trailers U	Agricultural Tractors Trailers OL	Buses L	Buses U	Buses OL	Cycles	Cycle Ricks Rawa	Animal Drawn Vechicle SWC	Animal Drawn Vechicle Num. Tyred
		80	34	8			20			34						
	24	89	35	7			22			35						
...	25	88	34	6			23			34						
...	26	89	35	7			23			35						
...	25															

7 day count required in case design is done with IRC 37:2001

... passenger car unit, PCU)
... Details in case degisn is done as per SP IRC 72:2015
... year of Traffic Count = 70
... rate adopted (%) = 6%
... life = 10 Years
... of Harvesting Seasons = 2
... Days in Each Harvesting Season (T) = 75 Days
... assumed = 10

Base Year Traffic AADT (T) = 5

Cumulative ESAL = 100405 m

Traffic Category = T4

... Details in case degisn is done as per IRC 37-2001 /IRC 37 :2012

... initial traffic in the year of completion of construction in terms of the number of commercial vehicles per day
... distribution factor
... damage factor
... design life in years
... rate adopted %
... cumulative number of standard axles to be catered for the design in terms of msa

CVPD

... CBR (for Different Sections) =

...	0-1000	1000-2000	2000-3000	3000-4000	4000-5000	5000-6000
... CBR	6.90%	7.80%	6.70%	6.60%	6.90%	6.60%

... of upgradation proposal
... Components

Description of layer	Thickness in mm	Quantity	Rate Rs	Cost Rs.	Cost/ km (Rs)
... Excavation Cutting		45834.34		65.58	10.93
... Filling (Embankment)					
... provided seperately)/ Treated subgrade					
... considered in the Earthwork)		4762.00	36	1.66	0.28
...ice	150mm	3317.80	699	23.19	3.87
... la					
	75mm	1517.72	1310	19.88	3.31
... designed by IRC 37) ... Layers	50mm	1015.88	7906	80.30	13.38
		20317.60	54.45	11.06	1.84
		20317.60	18	3.66	0.61
...BC (SDBC / BC if designed by IRC 37)		20317.60	161	32.71	5.45
		20317.5	61	12.39	2.07
... Aggregates		855.00	307	2.62	0.44
...B		3842.36	–	17.46	2.91
		3317.80	1011.26	33.56	5.59
...		5960.79	1436.59	85.63	14.27

Total cost of Flexible pavement				389.71
Concrete Road IRCSP 62:2004	IRC 58			
Total Cost of Concrete Pavement				

...Chainage (Similar Type of CD's may be grouped together)	Type of CD & their Nos	Total Length of Culvert	Cost in Rs.(in lacs)
...ing CD (requiring repair)			
...proposed CD (including cpmplete replacement of existing CDs)	Home Pipes & 09	–	18.18
	R.C.Culverts & 02	6.00	16.09
	Scupper & 03	18.00	3.22
Total Cost of CD works in lacs			37.49

...works	Chainage From	Chainage To	Length(m)	Cost in Rs	Average cost / km
	0.00	6000	140	27.59	4.60
...ing wall	0.00	6000	80	6.06	1.01
...t wall	0.00	6000	90	2.89	0.48
...ers Wall	0.00	6000	1200	44.65	7.44
Total cost of protection works				81.19	13.53

	Chainage From	Chainage To	Length(m)	Cost in Rs	Average cost /km
...e Drains (If Provided)	0.00	6000	5000	77.74	12.96
Total cost of side drains works					

	Number	Cost in Rs	Average cost /km
...other Road Furniture including Road safety signs		3.15	0.53
Number of Boards		0.45	0.08
Total cost of road furniture		3.60	0.60
...Provisions (Please Specify)		4.87	0.81
Total Cost of the Project (Rs)		594.60	99.10

	Year	Cost in lakhs	% Cost	Cost /km
...r Routine Maintenance	I	2.97	0.50%	0.50
...ed as per provision of Operation Manual	II	4.16	0.70%	0.69
	III	7.14	1.20%	1.19
	IV	8.92	1.50%	1.49
	V	10.11	1.70%	1.68
	Renewal coat after 5 years	48.76		8.13
	Total Maintenance Cost	82.06		13.68
Maintenance after renewal coat	I			
	II			
	III			
	IV			
	V			
	Total Maintenance Cost			
G/ Total of maintenance				

	Yes	NO
...the road has Geometrics as per Rural Roads Manual RRM / Latest Circulars of NRRDA.		
	Yes	No
...CD works / Protection works are provided as per RRM / Latest Circulars of NRRDA/ Respective Codes of IRC.		

	Vetted at NRRDA Yes	Vetted at NRRDA No	Year
...Estimation Conform to Standard Rate Analysis and SSR generated for the current Phase			

...s and the Lead distances of Materials are as under

Material	Source	Lead Distance (Km)	Material	Source	Lead Distance
Earth			Cement	Jammu	249
Murrum (Subgrade)			Emulsion		
Aggregate	Thathri	53	Bitumen	Jammu	249
Sand	Thathri	53	Steel	Jammu	249

...at Information provided is true

Checked By	Technical Scrutiny at STA done by:

Counter Signatures of Co-ordinator STA :

Proforma –C

Pradhan Mantri Gram Sadak yojana (PMGSY)

Check list for P.I.U. & S.T.A

(For Individual Road Works)

To be filled by PIU

Location :- State :- Jammu & Kashmir ,District :- Doda, Block:- Bhallessa			
Package No:- JK 04 - 636			
Name of Road:- Changa to Soti			
Length (Km)	Total=6.0 Km	In Built up area : 4.00Km	In Open area : 8.575 Km

Estimated Cost:- ~~741.51~~ 62826 ~~778.94~~

Item	Average Cost: Total Cost in Rs.	Average Cost: Cost per Km in Lacs
Earth work cutting	65.58 ~~74.1330~~	10.93 ~~12.3555~~
Flexible Pavement	324.47 ~~338.48~~	54.08 ~~56.41~~
Protection work	196.42 ~~291.66~~ ~~304.55~~	~~48.61~~ ~~32.74~~ ~~50.76~~
Others ~~48.78~~	~~59.79~~ ~~61.77~~	6.96 ~~9.96~~ ~~10.30~~
Total	~~778.94~~	~~129.82~~
	~~741.51~~ 628.26	~~123.58~~ 104.71

Type of Proposal:- New connectivity				
If the proposed Road is a new Connectivity-				
Is the road a part of core network Yes				
Yes, Through/Link Route Number				
List of Habitations connected enroute				
List of Habitations connected enroute				
Population sub served by the proposed road.				
Does the proposed road lead up to the Habitation for which it is supposed to provide connectivity (In other words are you sure				Yes
Does the proposed road connect the unconnected Habitation to habitation having all-weather road. (Connected Status). Other road. Nature of road to which the proposed road leads.			Another / Directly to an All / If (b), indicate	(b) RR MDR SH NH
If the proposal is for up gradation Is the road a part of the core network. Is it associated Through Route or not CBR value Type of the road				N.A.
I certified that there are no other Unconnected Habitations in the District				No

A) **Whether the Proposed Road** has the desired carriageway width, adway width and road land width (RLW). **Indicate the actual widths** adopted for the proposed road.		Yes
a) Carriageway	In the Built Up Area (m)	In the Open Area (m)
b) Roadway	3.00	3.00
c) Road Land Width	7.50/6.00	7.50/6.00
	varies	12.00

Base year traffic volume

Month & year traffic volume.

Motorized Traffic													Non-Motorized Traffice			
	Cars, Jeep, Van, Three Wheelers	Motorized Three Wheelers	Light Commercial Vehicle	Trucks			Agriculture Tractor Trallors			Buses			Cycles	Cycle Ricksha	Animal drawn vehicle	
				L	U	OL	L	U	OL	L	U	OL			SWC	Num Type
Da																
Da 2				NEW CONNECTIVITY.												
Da 3																
Av	15	0	26	6	6	0	2	2	0	4	4	0	0	0	0	0

AADT in the year of traffic count = 70
Growth rate adopted (%) = 6%
Design life = 10 years
No. of Harvesting seasons = 2
No. of days in each Harvesting Season (t) = 75 Days
Value of (n) assumed = 1
(50000 to 300000)

Base year traffic AADT (T) = 5

Cumulative ESAL = 46.67
Traffic Category= T5 (ESAL applications

Sub grade CBR (For different sections)

Chainage	1	2	3	4	5	6		
Design CBR (%)	6.9%	7.8%	6.7%	6.5%	8.9%	8.6%		

Cost Details				
General Cost.		Cost	Cost. Rs. in Lacs	Cost/Km
Preparation of DPR			0.25	0.042
Pavement Components				
Description of the layer	Thickness	Quantity	Cost (Rs.)	Cost/Km
Earth work in excavation/cutting.	-	~~30556.23~~ ~~28165.85~~	~~35.13~~ ~~32.3907275~~	~~5.39845~~ 5.85
Ordinary Rock	- 1092.94	~~8730.35~~	~~17.5480035~~ 17.93	~~2.92467~~ 3.65
Hard Rock	- 2182.59	~~6755.55~~	~~23.1715365~~ 21.93 7.48	~~3.86192~~ 1.24
Extra Lead @5% of total Quantity	-	2182.59	1.022761	0.17046
			74.1330	
Sub Grade	150mm	4752.00	1.66	0.28
GSB	150 mm 3331.13	~~3520.13~~	~~24.61~~ 23.28	~~4.10~~ 3.88
WMM + Aggregate Mix	-	0 1523.81	0.00	0.00
DBM-III	75mm	~~1665.56~~	~~21.82~~ 19.96	~~3.64~~ 3.33
BM	50 mm	~~1110.38~~ 1015.88	~~87.78~~ 80.30	~~14.63~~ 13.38
Bituminous Layers				
Prime Coat	-	20317.50	11.06	1.84
Tack Coat	-	20317.50	3.66	0.61
SDBC (20mm thick)	-	20317.50	32.71	5.45
Seal Coat	-	20317.50	12.39	2.07
Berm filling	-	855.00	2.62	0.44
Carriages of Aggregates	-	~~4145.95~~ 3850.17	~~18.84~~ 17.49	~~3.14~~ 2.91
Carriage of GSB	-	~~3520.13~~ 3331.13	~~35.60~~ 33.69	~~5.93~~ 5.61
Carriage of bituminous	- 5960.79	~~5967.63~~	~~85.73~~ 85.63	~~14.29~~ 14.27
CD Works		Total	~~338.48~~ 324.47	
1 me Pipe Culverts	~~11~~ 9.	202051.41	~~22.23~~ 18.18	3.70
RC Culverts	~~3~~ 2	804276.62	~~24.13~~ 16.09	4.02
Scupper	3	107464.69	3.22	0.54
Protection Work.				
Retaining Wall 4.0 M height	~~350~~ 100	18117	~~63.41~~ 18.12	~~10.57~~ 3.02
Retaining Wall 6.0 M height	~~200~~ 40	23666.20	~~47.33~~ 9.47	~~7.89~~ 1.58
Breast Wall	~~250~~ 80	7580.64	~~18.95~~ 6.06	~~3.16~~ 1.01
Pucca Drain	5000	1554.71	77.74	12.96
Crates Wall	15	19269.29	2.89	0.48
Parapets	1000	4465	44.65 196.4	7.44
	Total		~~304.55~~ ~~291.66~~	~~50.76~~ 48.61
Road Safety & Traffic Sign Boards		6.0kms	3.15	0.52 32.74

Logo, Other Road furniture , Road safety & traffic sign boards					
y & Preperation of DPR & Miscellenous				0	0.00
l Testing				4.5	0.75
oving of Consolidated slips.					0.00
ign Consultancy				0.12	
ision for inauguration ceremony =				0.45	0.00
SY Logo Sign Boards				~~12.00~~	~~2.00~~
Other Provisions. Afforestation @ 2.00 lacs / km				~~737.63~~	~~122.94~~
ost of Project =				~~702.48~~ 595.99	~~117.07~~ 99.16
f the Road = Changa to Soti					
Five Year Routine Maintenance					
ge –I& II Combine	~~702.48~~ ~~737.63~~ 595.99	Year	Cost in lacs	% of const. cost	Cost/Km
		I	~~3.69~~ ~~2.95~~ 2.51	0.50%	~~0.61~~ 0.59
Total	~~737.63~~	II 4.16	~~5.16~~ ~~4.92~~	0.70%	~~0.86~~ 0.82
	~~702.48~~ 595.99	III 7.14	~~8.85~~ 8.43	1.20%	~~1.48~~ 1.40
		IV 8.93	~~11.06~~ 10.53	1.50%	~~1.84~~ 1.76
		V. 10.12	~~12.54~~ 11.94	1.70%	~~2.09~~ 1.99
		Total.	~~41.31~~ ~~39.32~~ 33.32	5.60%	~~6.88~~ ~~6.55~~ 5.55
er the road has Geometrics as per Rural Roads Manual (RRM)/ Latest rs of NRRDA.				yes	
er CD Works / Protection works are provided as per RRM/ Latest rs of NRRDA/Respective codes.				yes	
er the Cost estimates are as per standard data analysis and S.S.R				yes	

Sources and the Lead Distance of Materials are as under.

ials	Sourses	Lead Distance (In Km)
	Thathri	45 BT, 3km Gravel & 5km Kachha
ate (20MM & Down)	Thathri	39 BT, 3 km Gravel & 5 km Kachha
	Local	0 km BT, 3km Gravel & 7 Km Kachha
nt	Jammu	241 BT, 3 km Gravel & 5.km Kachha
in	Jammu	241 BT, 3 km Gravel & 5.km Kachha
	Shalimar	69 BT,3 km Gravel & 5 km Kachha

ied that information provided is true

red By	Checked by	Scrutinized by
stant Executive Engineer (MGSY) Sub-Division Bhallessa	Executive Engineer PMGSY Division Thathri.	Superintending Engineer PMGSY Circle Batote.

To be filled by S.T.A

Name of the STA NIT SRINAGAR J&K

Road :- Changa to Soti JK04-636

Is the proposed road entered on the OMMS	Yes / No
If the proposal is for new connectivity	U/G
Have you satisfied yourself 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 target habitation a) If No, the name of unconnected Habitation upto which it is connected. b) If such Unconnected Habitation eligible under PMGSY	Yes / No
Are you satisfied with the following	
Engineering Survey (L-section, X-section must be verified)	Yes / No
Soil / Material Investigation (CBR, Density,LL,P1, Gradation to be verified)	Yes / No
Traffic Surveys / Estimation	Yes / No
Hydraulic Studies (Catchment for structures with more than 2 Vents to be verified from tope sheet Location and requirement of all CD structures to be verified from L section)	Yes / No
In case, traffic is projected beyond T4 category, are you satisfied with the reason given by PIU	Yes / No
In case, sub grade CBR is less than 3, has soil stabilization etc. been proposed (if not, specific reason given by PIU)	Yes / No
Is the design of the following elements as per Roads Manual/Circulars of NRRDA	Yes / No
Alignment & Geometric	Yes / No
Pavement Design	Yes / No
CD Works and protection Measures	Yes / No
Side Drains	Yes / No
Integration for cross and longitudinal drainage	
Is the design of Flexible Pavement as per IRC SP 72-2007 and design of Rigid Pavement as per IRC SP 62-2004	N-A-
Does the estimation confirm to standard rate analysis and SSR generated for the current phase.	Yes / No

Does the proposal have provision for	
PMGSY Logo Sign Boards	Yes / No
Km / Hm stones	Yes / No
Guard Stones (where necessary)	Yes / No
Traffic Sign Board (as necessary)	Yes / No

Specific remarks, if any by STA

D.P.R is for U/G of an existing rural road from the CUPL mid. creating a carriageway width of 3.75m with necessary pavement strengthening & other measures like C.D's /p. works wherever needed.

Certified that the Design and Estimation for the proposed road work are based on the data and SSR provided by PIU Engineers. The proposal after final correction is entered on the OMMS. The proposal may be considered for clearance

Technical Scrutiny
Done by

By MS Mir
&
By FA Mir

Signature
Name
Designation

Coordinator
S.T.A.

FAYAZ AHMED MIR
Associate Prof. at NIT Srinagar
Coordinator State Technical Agency
For PMGSY Kashmir (J & K)

Signature
Name
Designation