

GOVERNMENT OF JAMMU AND KASHMIR



PMGSY DEPARTMENT (J&K)
JAMMU

DETAILED 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 Lacs.

Cost :- Rs. 345.32 Lacs

Chief Engineer,
PMGSY (J&K)

Per
Assst. Executive Engineer
PMGSY Sub-Division
Thathri

TECHNICAL REPORT

25
38

Name of State : Jammu & Kashmir
District : Doda
Block : Thathri
Division : PMGSY Division Thathri
Name of Scheme : Jaura Khurd to Shamdlain
Length : 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.

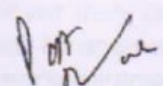
Jaura Khurd to Shamdlain is one such road which has been proposed to be taken up for construction under PMGSY programme. This road is proposed to be taken up to connect the village Shamdlain having a target population of 268 souls.

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 non-availability 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^o C to -5^o 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.

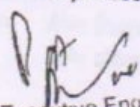
Road features:

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.

Traffic:

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:

- Formation width = 6.00 m
- Carriage way width = 3.0 m
- Design 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 specification = 3% Fair weather road
4% for shoulder
- Super elevation = 7% to 10%
- Minimum Radii of = Between 15 m to 20m
- Horizontal curves [Due to restricted availability of road land width]
- Vertical gradient = Ruling gradient 5% with exceptional 6% in stretches
- Minimum length of Vertical curves = 15 M
- Hair pin bends = Min. radius for inner curve = 14 m

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Min. length of transition = 15 m
Min. design speed = 20 km /Hr.

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 NP₃ 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:

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Machil

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

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 non-availability 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:

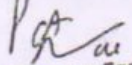
The schedule of rates prepared on the basis of Standard Analysis Data book for construction of Rural Roads issued by NRRDA, New Delhi for the year 2008 for Jammu Region has been adopted for working out the estimates of the work.

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.e. construction of sub grade, base course & wearing surface of the road.


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Thathli

Useful finds:

Any finds such as relics of antiquity, coins, fossils or other articles of value shall be promptly delivered to authorized functionary of the J&K Govt. free of cost and shall remain the property of the Government.

Estimated cost:


The total estimated cost of the project shall be Rs. 227.29 Lacs

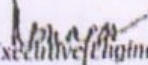
Availability of land:


The road alignment passes through pvt. land. The pvt. land shall be made available by the local panchayat as people had agreed to provide the land for construction of road.

Certificate:

Certified that this road is a constituent of core network and has not been included in any other plan


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PMGSY Sub-Division
Thathri


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AVN. 11/11/11

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

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Km	RD	HP Culverts	2 Mtrs. Culvert	3 Mtr Culvert	Scupper	Bridge
1st Km	0-200	1 No	-	-	-	-
	400-460	-	-	1 No	-	-
	600-625	-	-	1 No	-	-
	950-1000	1 No.	-	-	-	-
2nd Km	200-250	1 No	-	-	-	-
	540-575	-	-	1 No	-	-
	700-775	1 No	-	-	-	-
	800-825	1 No	-	-	-	-
	850-875	1 No	-	-	-	-
	900-950	-	-	1 No	-	-
3rd Km	0-50	1 No	-	-	-	-
	50-100	1 No	-	-	-	-
	260-300	1 No	-	-	-	-
	350-400	1 No	-	-	-	-
	600-675	1 No	-	-	-	-
	700-775	-	-	1 No	-	-
Total		11 Nos		05		

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

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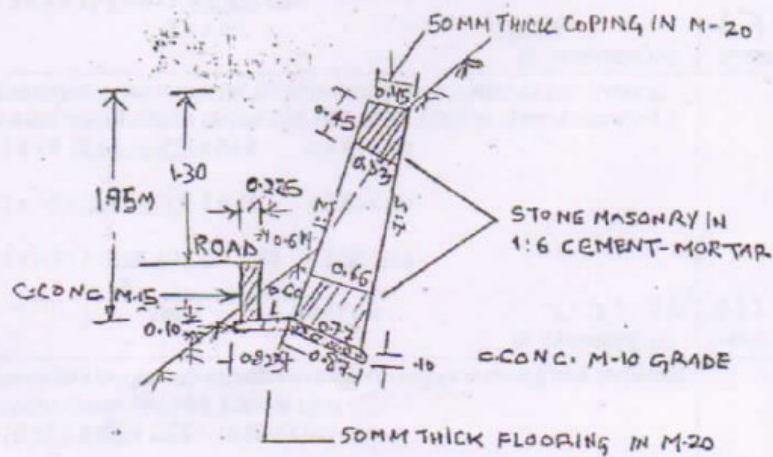
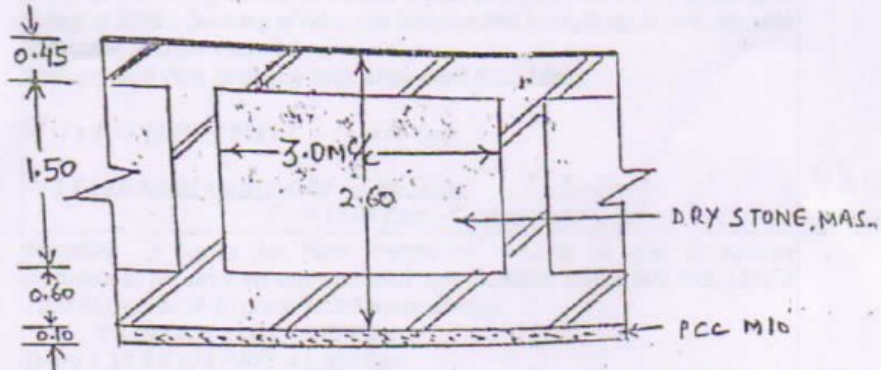
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DRAWING FOR CONST. OF BIWALL OF AV.

37

HEIGHT = 2.55M.



Pet
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PMGSY Sub Division
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Jr. ENGINEER.

ASST. EX.
ENGINEER

Ex. ENGINEER
PMGSY DIVISION
THATHRI

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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.	<p>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.</p> <p>Ordinary Soil 70% Ordinary Rock 20%, Hard Rock 10%</p> <p>$= 1 \times 10.0 \frac{(0.75+0.98)}{2} \times 1 = 8.65 \text{ Cum}$</p> <p>$= 1 \times 10.0 \times \frac{(0.25+0.85)}{2} \times 0.82 = 4.51 \text{ Cum}$</p> <p>$T = 13.26 \text{ Cum}$ @ 243.00</p>	<p>4813.38</p> <p>3230.13</p>
2.	<p>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).</p> <p>$1 \times 10.0 \times 0.87 \times 0.10 = 0.87 \text{ Cum}$</p> <p>Drain = $10 \times 0.10 \times 0.825 = 0.825 \text{ Cum}$</p> <p>$T = 1.69$</p> <p>@ 3645.00/Cum.</p>	<p>6793.8</p> <p>6160.05</p>
3.	<p>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 $1 \times 10 \frac{(0.66+0.77)}{2} \times 0.60 = 4.29 \text{ Cum}$</p> <p>T Band $1 \times 10 \times \frac{(0.45+0.53)}{2} \times 0.45 = 2.20 \text{ Cum}$</p> <p>V Band $4 \times 0.45 \times \frac{(0.66+0.53)}{2} \times 1.50 = 1.50 \text{ Cum}$</p> <p>Total = 8.09 Cum</p> <p>@ 3040.00/Cum</p>	<p>24274.05</p> <p>24593.60</p>
4.	<p>R.R Masonry laid dry for sub-structure complete as per drawing and technical specifications clause 702,704, 1202 & 1204</p> <p>$1 \times 10 \times \frac{(0.45+0.87)}{2} \times 2.55 = 16.83 / \text{Cum}$</p> <p>Deduct Pacca Masonry vide item (3) = (-) 8.09 Cum</p> <p>Net = 8.74 Cum</p> <p>@ 1409.00/Cum</p>	<p>12135.06</p> <p>12314.66</p>
5.	<p>Providing / Laying Plain / reinforced cement concrete 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] Nominal mix</p> <p>$1 \times 10 \times 0.45 \times 0.05 = 0.225 \text{ Cum}$</p> <p>Drain = $10 \times 0.60 \times 0.05 = 0.30 \text{ Cum}$</p> <p>$T = 0.52 \text{ Cum}$</p> <p>@ 4550.00/Cum</p>	<p>2579.72</p> <p>2370.16</p>
6	<p>Providing concrete for plain / reinforced concrete in open foundations complete as per drawings & Technical specifications Clause 802, 803, 1202 & 1203 (P.C.C Grade M-15 Nominal mix 1:2.5:5)</p> <p>Drain Edge : $10.0 \times 0.225 \times 0.60 = 1.35$</p> <p>@ 3241.00 / Cum</p>	<p>5562.00</p> <p>5057.10</p>
7.	<p>Carriage of material by M.T from source to site of work incl. loading unloading complete</p> <p>a) Carriage of sand 40 Km</p> <p>Qty. Vide item No.</p> <p>(2) 1.69 Cum @ 0.462 / Cum = 0.78 Cum</p> <p>(3) 8.09 Cum @ 0.35/ Cum = 2.83 Cum</p> <p>(5) 0.525 Cum @ 0.45 /Cum = 0.23 Cum</p> <p>(6) 1.35 Cum @ 0.48 / Cum = 0.64 Cum</p> <p>Total = 4.48 Cum</p> <p>@ 550.00/ Cum</p>	<p>2451.85</p> <p>2499.84</p>

38

60

<p>b) Carriage of stone egg. 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 @ 0.96 / Cum = 0.50 Cum (6) 1.35 Cum @ 0.90 / cum = <u>1.21 Cum</u> Total = 3.27 cum</p>	<p style="text-align: right;">(39)</p> <p style="text-align: right;">683.14 · 2233.86 @ 691.00 / Cum 2259.57</p>
<p>c) Carriage of RR Masonry / Stone (Av. 9Km) Qty. vide item No. (3) = 8.09 Cum (4) = 8.74 Cum T = 16.83 Cum $12.87 \times 50 \%$</p>	<p style="text-align: right;">286.93 · 3692.78 @ 190.20 / Cum 3201.06</p>
<p>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 = <u>0.371 MT</u> T = 1.71 MT</p>	<p style="text-align: right;">1527.87 · 2612.65 @ 1605.00 / MT 2744.35</p>
<p style="text-align: right;">Total Cost of 10.0 RM Length =</p>	<p style="text-align: right;">70149.16 64430.59</p>
<p style="text-align: right;">Cost per RM =</p>	<p style="text-align: right;">7014.916 6443.00</p>

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Thathri

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**BHARAT NIRMAL / PMGSY
PACKAGE SUMMARY**

S. No	Name of Block	Name of Road	Type of Proposa	Proposed Length in Km	Cost of Pavement	No. of CD Work	Cost of CD & Protection Works	Total Estimate cost	Average cost Per Km
1	2	From 3 TO 4	5	6	7	8	9	10	11
1	Thathri	Jaura Khurd Shamallian	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 Lacs

Grand Total = 297.29 Lacs

12.99.09 Lacs

Prepared by: Signature : *[Signature]*
Name : **Manjeet Singh**
Designation : Assistant Executive Engineer
PMGSY Sub. Division Thathri

Signature : *[Signature]*
Name : **Ishwar Lal Bhogal**
Designation : Executive Engineer,
PMGSY Division, Thathri

Scrutinized by: Signature : *[Signature]*
Name : **Ramdev Pahi**
Designation : Superintending Engineer,
Circle Bafote.

Technical Scrutiny done by : *[Signature]*
Name : **[Name]**
Designation : **[Designation]**

for the proposed road
a) Cartingway
the Bank Up Area (m)
In the Open Area

40

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY) CHECK LIST FOR P.L.U. & S.T.A.

(For Individual Road Works)

To be filled by PIU

1 Location : State: J&K District :
2 Package No.: JK04-286
3 Name of the Road: From Jaurakhard To Shamdlian
4 Total Length (Km): 3.00 In built up area: In Open Area
5 Estimated Cost (in lacs): 297.29

Average Cost:		
Item	Total Cost (in lacs)	Cost per Km Lacs
Flexible Pavement		
Protection work		
Other		
Total	297.29	99.09

6 Type of proposal:

- 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 crosschecked with CN-6)

Population sub served by the proposed road = $\frac{382}{114} \times \frac{268}{268}$

- Does the proposed road lead upto the Habitation for which 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

a) 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 leads

N.A

RR

MDR

SH

NH

YES/ NO

YES/ NO

YES/ NO

- If the proposal is for up gradation

- Is the road a part of the core network

- Is it associated Through Route or Not

- PCI Value

- Age of the road

- Is it certified that there are no other unconnected Eligible Habitation in the district

7. a) Whether the proposed Road has desired carriage way width, Roadway width and Road Land Width (RLW)

b) Indicate the actual widths of the following for the proposed road

a) Carriageway

b) Roadway

c) Road Land Width

In the Built Up Area (m)	In the Open Area (m)
3.00	3.00
6.00	6.00
Varies	12.00

YES/ NO

YES/ NO

Index Map (not to scale): Sheet attached

Name of the Road

1. Five year Routine Maintenance

Year	Cost in lacs	% Cost	Cost/Km
I			
II			
III			
IV			
V			
Total Maintenance Cost			

11. Whether the road has Geometrics as per Rural Manual RRM/ Latest Circulars of NRRDA

12. Whether C.D. Works/ Protection Works are provided as per RRM/ Latest Circulars of NRRDA/ Respective Codes

13. Whether the Cost estimates area

14. Source and the lead distances of Materials are as under:

Material	Source	Lead Distance	Material	Source	Lead Distance
Earth	Local	9 Kms	Cement	Jarenu	260 Kms
Murum	-	-	Emulsion	-	-
Aggregate	Thathri	49 Kms	Bitumen	-	-
Sand	Thathri	49 Kms	Steel	Jammu	260 Kms

Certified that information provided is true

Prepared by

Checked By

Scrutinized by

Assit. Ex. Engineer
PMGSY Sub Division
Thathri

Executive Engineer
PMGSY Division
Thathri

Superintending Engineer
PMGSY Circle
Bilote

Counter Signature of
Co-ordinator STA

Pavement Components
Description of layer

	Thickness in mm	Quantity	Cost (in lacs)	Cost/km (in lacs)
Earth Work - in Excavation/ Cutting				
Earth Work - in Filling (Embankment)		794/0	142.31	47.43
Subgrade (if provided separately)				
Shoulders (if not considered in the Earthwork)				
Granular Sub base				
Soil + Aggregate Mix				
WBM Gr-II				
WBM Gr-II				
C. Bituminous Layers				
Prime Coat				
Track Coat				
OGPC				
Seal Coat				
MPM/BBM				
Surface Dressing				
D. Cement Concrete Road				
Pavement Quality Concrete (M30)				
E. C/D Works				

No. of Existing CD Works
Do they require any improvement - specify the nature of improvement proposed
If yes, there Number and Cost of improvement

No

Location-Chaining (Similar Type of CD's may be grouped together)	Type of CD & their Nos.		Total Length of Bridge/ Culvert	Cost in lacs
	Type	No.		
1	1.0 m dia Hume pipe culvert	11		23.43
2	3mtrs span culvert	05		48.60
3	6 mtrs long scupper			
Total Cost of Proposed CD Works				72.03

Protection Works: (R/W 3m x 45, 4m x 175, E/W = 300, D/W = 430m)		Cost in (lacs)	Cost/ Km (lacs)
C. Purca Side Drain (if Provided):		75.28	25.09
Length = <u>crater 32 nos</u>			
F. Road Logo, other Road Furniture		6.35	2.11
I. Any other Provision (Please Specify)		1.32	
Total Cost of the Project (Lacs)		297.29 lacs	ie 99.09 lacs

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Name of the Road

1. Five year Routine Maintenance

Year	Cost in lacs	% Cost	Cost/Km
I			
II			
III			
IV			
V			
Total Maintenance Cost			

11. Whether the road has Geometrics as per Rural Manual RRM/ Latest Circulars of NRRDA

12. Whether C.D. Works/ Protection Works are provided as per RRM/ Latest Circulars of NRRDA/ Respective Codes

13. Whether the Cost estimates are

14. Source and the lead distances of Materials are as under:

Material	Source	Lead Distance	Material	Source	Lead Distance
Earth	Local	9 Kms	Cement	Jammu	260 Kms
Murum	-	-	Emulsion	-	-
Aggregate	Thathri	49 Kms	Bitumen	-	-
Sand	Thathri	49 Kms	Steel	Jammu	260 Kms

Certified that information provided is true

Prepared by

Checked By

Scrutinized by

Asst. Ex. Engineer
PMGSY Sub Division
Thathri

Executive Engineer
PMGSY Division
Thathri

Superintending Engineer
PMGSY Circle
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Counter Signature of
Co-ordinator STA

To be filled by State Technical Agency	
Name of the STA: <u>G. E. T. J. A. W. A. L.</u>	
Name of Road: <u>Jaura Khurd to Shamlan</u>	
15.	Is the Proposed Road entered on the OMMS: (Data entries to be verified by STA before clicking the proposal)
	Yes/No
16.	If the Proposal is for new connectivity
	Yes/No
	Have 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
	Does the Proposal ensure full connectivity to Target Habitation
	a) If No, the name of Unconnected Habitations upto which is connected.
	b) If such unconnected Habitation eligible Under PMGSY
17.	Are you satisfied with the following
	Engineering Surveys (L section, X Section must be verified)
	Soil/Material Investigation (CBR, Density, LL, PI, Gradation to be verified)
	Traffic Surveys/ Estimation
	Hydraulic Studies
	(Catchment 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.
	In case, Traffic is project beyond T 4 Category are you satisfied with reason given by PIU.
19.	In case, sub grade CBR is less than 3, has Soil Stabilization etc. been proposed
	(If not, specific Reasons given by PIU)
20.	Is the design of the following elements as per Rural Road Manul/ Circulars of NRRDA:
	Alignment & Geometrics
	Location and type of CD works and
	Side drains
	Integration for Cross and Longitudinal Drainage Protection works
21.	Is the design of flexible pavement as per IRC SP: 72-2007 and design of Rigid
	Pavement as per IRC SP-62-2004
22.	Does the Estimation Conform to Standard Rate Analyse and SSR generated for the
	current phase.
23.	Does the proposal have provisions for
	PMGSY Logo Sign Boards and Information Board
	Km/Hm Stones
	Guard Stones (where necessary)
	Traffic Sign Boards (as necessary)
24.	Specific Remarks, if any by STA

Stage - I -
 Length of said road as per Core Network = 4.0 km, however,
 PIU has proposed a length of 2.0 km to reach Target habitation
 after detailed survey.

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 at STA done by:

Signature	Co-ordinator STA:
Name	<u>[Signature]</u>
Date	Signature <u>29.11.2015</u>
	Name <u>Dr. S. K. Gupta</u>