

TECHNICAL REPORT

Name of work: -

A/A/A for const. of road from Narore to Kainthgali (L: 4.100 km) (under NABARD).

Authority: -

Hon'ble MLA Udhampur vide his No. PKG/MLA/U/810 Dated: 02/02/2017.

History & Necessity: -

The road takes from km 7th of PMGSY link road (Tirshi to Narore) which is connected with Gandala Tirshi road at km 5th.

The Tirshi Gandala road is connected to km 8th of Sambal Gandala road which takes off from km 65th of NH-1A.

The area covered by road is backward & remote corner of Tehsil Udhampur. The population is mainly farmers & mainly depend upon agriculture & daily produce.

The length of the proposed road is approx. 4100 mts & with the construction of the said road the villages like Tirshi, Narore, Gandala, Kainthgali, Pancheri will be benefited having a population of approx. 10000 souls.

By const. of this road the length from places like Mongri, Pancheri to Udhampur shall shorten by approx. 5 km.

Present status: - The proposed road is a new scheme.

Physical details: - It has been proposed to improve/ upgrade the said road as per the IRC classifications: -

1. Earth work shall be done with road width of 6.00 mtr.
2. Drainage crossings sufficient shall be provided i.e. H.P culverts and R.C.C Culverts for proper drainage of water.
3. Sufficient protection work has been proposed for improvement of geometrics.
4. Surfacing will be done in two layers i.e. WBM G-II.

Financial details: -

The estimated cost of project comes to Rs. 400.00 lacs.

Land: -

Land is available for improvement/ upgradation of road.

Technical specifications: -

In hilly Districts the single lane road is categorized as under: -

S. no.	Particulars	Road width
1.	Major Distt. Road	4.75 mtr.
2.	Other Distt. Road	4.75 mtr.
3.	Village roads	3.00 mtr.

The road in question falls under the category of village road and shall be constructed to road way width of 6.00 mtr. The const. of D- xings shall be done as per the norms and specifications of IRC.

Cost: -

The average cost of road per kilometre comes to Rs. 97.56 lacs.

Physical and Financial phasing: -

The project for const. of said road has taken for 4.10 kms and shall be completed by March 2020. The year- wise physical and financial phasing of project is as under: -

Year	Physical	Total Assistance	State share	NABARD Assistance	Escalation		Total escalation
					State share	NABARD share	
2017-18	Compl. Of earth work & part CD works	120	12.00	108.00	-	-	-
2018-19	Compl. Of part CD and protection works	160	16.00	144.00	-	-	-
2019-20	Compl. Of balance works upto BT.	120	12.00	108.00	-	-	-
	Total	400.00	40.00	360.00	-	-	-

Project implementation and management: -

The road project will be implemented by the State Public Works Deptt. through Chief Engineer, PWD Jammu Province and Deptt. has good network of construction i.e. Circle/ Division/ Sub- Division. The State level committee headed by Finance secretary would monitor the implementation of the project. Besides finance secretary, the committee will consists of Chief Engineer and representative of NABARD. The State level committee would review the progress of the project once in a quarter.

Operation and maintenance: -

The operation and maintenance of the road will be carried out by the state PWD separate funds are being provide by the State Govt.

Risk Factor and perception of Deptt: -

This const. of road is a labour and capital intensive work. The work is likely to be delayed as sufficient labour and agencies are not available.

Benefits and jurisdiction: -

The project envisages the const. of 4.10 km of road connecting to villages with about 10000 souls. The most of the area is backward and No. of families living below the poverty line. For working out the financial/ economic appraisal of the projects benefits have been identified and quantified as under: -

Increase in Agriculture productions: -

The farmers of these hilly areas grow crops like wheat, maize, rise pulses, vegetables and fruit in large quantities. By better and regular transportation due to const. it is expected that agriculture production will definitely increase considerably.

Saving in wastage: -

The const. of the road will facilitate convenient transportation of the marketable goods to the nearby Mandies/ Market resulting saving in wastage of goods besides movement of Security Personnel.

Saving in travel time: -

The average population of village linked with the road is about 10000 souls. Assuming 10% of the people are engaged in labour/ marketing activity. With the const. of this road it is executed that the travel time to be reduced by 5 minutes per km of 4.10 kms road length, with the probability of securing employment of 0.65 and Daily wager rate@ 300/-, the proportionate value of travel time per annum is quantified at 30.39 lacs.

Saving in vehicle operation cost: -

As per the survey conducted by the Deptt. The volume of traffic has been converted into standard passenger car units (PCUs). With the help of conversion factor is estimated as per details furnished as under: -

S. no.	Vehicle type	No./ day	Conversion factor	PCUs/ day
1.	Motorcycles/ Scooter	600	0.50	300
2.	Passenger car/ pick up van	250	1.0	250
3.	Agricultural Tractor/ LCV	150	1.0	150
4.	Bus/ truck	50	3.0	150
			Total	850

Assuming the vehicle operation cost Rs.2.50 lacs/ km at 2016-17 price, the annual saving in VOC may be quantified Rs.89.04 lacs.

Generation of Additional Employment: -

The const. of road will provide employment to skilled and un- skilled labours of the area as the people of the area work as labour and depend of the development activity of the area. During the implementation of three years period about 0.93 lacs men days are executed to be created. The maintenance of the road will result in generation employment opportunities to a No. of considerable man days per annum.

Non- quantifiable social benefits: -

Apart from the above benefits, the other social benefits of the project will also include improved accessibility for high schools, health centres, Degree College, marketing centres and district hospital at Udhampur.

- a. Certified that the site has been inspected and proposals seen at site.
- b. Certified that the proposed scheme is not included in the CNCPL/ CUPL of PMGSY.

Sd/-

(Govinder Singh)
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(Er. Mohammad Abdullah)
Executive Engineer
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Udhampur



ABSTRACT OF COST

Name of work: - Const. of road from Narore to Kainthgali (under NABARD).

1. Length of road = 4.100 kms
2. Specifications:
 - I) Roadway width = 6.00 mtr.
 - II) Carriageway width = 3.00 mtr.
3. Pavement: =(150) mm
4. Description:

S. no.	Particulars of items	Unit	Qty.	Rate	Amount (in lacs)
1.	Earthwork	As per detailed estimate enclosed			93.12
2.	Drainage crossings:				
a.	1.0 mtr Dia H.P Culvert	No.	10	4.99	49.90
b.	2.0 mtr span RCC Culvert	No.	04	10.50	42.00
c.	3.0 mtr span RCC Culvert	No.	02	15.72	31.44
d.	Pucca drain	Rmt.	530	3075	16.30
3.	Walling:				
a.	Semi pucca R/ wall (3.0 mtr. ht.)	Rmt.	300	20726	62.17
b.	Semi pucca B/ Wall	Rmt.	400	13066	52.26
4.	Pavement				
a.	WBM G-II 150 mm in two layer 4100x3+10%	Sqm	13530	305	41.26
Total					388.45
Add 3% for contingencies & quality control					11.65
Grand Total					400.10
Say Rs. 400.00 lacs					

Sd/-
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