

**Government of Union Territory of Jammu and Kashmir**  
**OFFICE OF THE CHIEF ENGINEER PMGSY JKRRDA JAMMU**  
Phone No.: 0191-2470284, Fax No. : 0191-2479335  
E-mail.: [cepmgsyjammu@gmail.com](mailto:cepmgsyjammu@gmail.com)

M/s Puran Chand & Sons Contractor & Builders,  
R/o H.No 369 Shakti Nagar,  
Jammu

e-mail- [puran2943@gmail.com](mailto:puran2943@gmail.com)  
Phone No. 9622023882

No: - CEJ/PMGSY/ 12575-84

Dated:- 14-12-2020

Subject: - Notice to Proceed with the work.

Ref:- Letter of acceptance issued vide this office CEJ/PMGSY/12008-17 Dated:-09-12-2020.

Dear Sir,

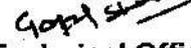
Pursuant to your furnishing the requisite performance Security in the shape of FDR as stipulated in ITB Clause 30.1 and signing of the contract for the following work :-

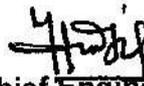
S. No	Name of Scheme	Allotted Cost (Rs in Lacs)		
		Const. Part	Maint.Part	Total
1	Construction of Road from L024 Malhar to Marhoon (Stage-I), Phase X, Package No JK07-136, Block Lohai Malhar, District Kathua (Length = 18.433 Kms)	954.21	-	954.21
	Total	954.21	-	954.21

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.

  
Head Draftsman

  
Technical Officer

  
Chief Engineer,  
PMGSY (JKRRDA)  
Jammu

**Copy to the:-**

1. Chief Executive Officer JKRRDA /Principal Secretary to Govt. PW(R&B) Deptt. Civil Secretariat Jammu for information.
2. Development Commissioner (Works) PW(R&B) Department Civil Secretariat Jammu 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 Kathua for information and necessary action. The balance performance security of 2.5% be recovered from the contractor's running bills as per clause No. 30.1 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 payment shall be made for a completed stretch where all the components of advertised items including cross drainage and protection works are complete in all respects.
8. Head Draftsman for information.
9. Master file.

P-17024/10/2014-RC (FMS No.338486)

Government of India  
Ministry of Rural Development  
Department of Rural Development  
Rural Connectivity Division

Krishibhawan, New Delhi

Dated the 3<sup>rd</sup> August, 2016

To

Shri Rohit Kansal,  
Commissioner & Secretary,  
Public Works Department (R&B),  
Government of Jammu & Kashmir,  
Civil Secretariate, Jammu  
JAMMU & KASHMIR

**Subject: Clearance to the project proposals under PMGSY-I (Batch-I, 2016-17) to the State of Jammu & Kashmir**

Sir,

I am directed to refer to the project proposals sent by State Government of Jammu & Kashmir under PMGSY-I considered in Empowered Committee meeting held on 17<sup>th</sup> June, 2016. 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, 2016-17) as per the details given below:

Item	New Connectivity		Upgradation	Bridges	Total
	Stage-I	Stage-II			
Value (Rs in Crores)	1474.35	479.34	837.36	51.27	2842.32*
No. of Works	303	124	86	29	513 roads 29 bridges
Length (in Km)	1935.88	796.96	787.10	1217.50 mtrs	3519.94 Km Roads 1217.50 m Bridges
Average cost per km/m	76.16	60.15	106.39	4.21/mtr	
No of Habitations	11 of 1000+ 25 of 500+ 383 of 250+ 176 of <250				11 of 1000+ 25 of 500+ 383 of 250+ 176 of <250
* MoRD Share: Rs 2558.09 crore State Share: Rs 284.23 crore					

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

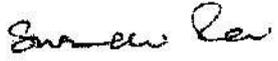
- i. The benefitted habitations against each of the New Connectivity and Upgradation roads would be mapped on OMMAS.
- ii. After due scrutiny, the State would furnish a Certificate that the cost saving measures, relevant to the location have been incorporated in the DPRs.
- iii. Deposit of 100% of State share of the year 2015-16 and part of State share of the year 2016-17 in SRRDA's account.
- iv. Deposit of required maintenance fund in SRRDA's maintenance fund account.

3. State is also advised to speed up the pace of works and complete the following activities before coming for release of funds under Batch-I, 2016-17.

4. This issues with the approval of Competent Authority.

Yours faithfully

Encl: District-wise abstract and Road-list

  
(Sursbhi Rai)  
Deputy Secretary (RC)

Copy to: PS to MRD/PS to MoS (RD)/PPS to SRD/PPS to AS/PPS to AS&FA/PPS to JS(RC)/All Directors of NRRDA

**Pradhan Mantri Gram Sadak Yojana**  
Road List for attachment with Sanction Letter

Sr.	Core Network No.	Name of Road / Bridge	Category (N/U)	New Technology	Road (Kms) / Bridge (Mtrs) Length	Carriage Way Width	Stage Const.	CD Work (Nos)	MoRD Cost (Rs Lacs)	State Cost (Rs Lacs)	Total Cost (Rs Lacs)	Maint. Cost (Rs Lacs)	Hubs (1000+, 500+, 250+, <250, Total)
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>Block- Lehi Malhar</b>													
284	L028	L028-KOHAG TO LAHRI	New	--	5.500	3.000	Stage I	29	436.71	48.52	485.23	0.00	(0, 0, 5, 5, 10)
285	L031	L031-MAHAN TO BANJAL	New	--	23.817	3.000	Stage I	100	1,386.41	154.05	1,540.45	0.00	(0, 0, 5, 5, 10)
286	L021	L021-DHAR TO KORKHANA	New	--	2.308	3.000	Stage I	9	183.87	20.65	206.52	0.00	(0, 0, 1, 1, 2)
287	L024	L024-MALHAR TO MARHOON	New	--	18.433	3.000	Stage I	71	1,175.97	130.66	1,306.63	0.00	(0, 0, 2, 11, 13)
288	L034	L034-DHAMAN TO GALLI	New	--	2.500	3.000	Stage I	10	105.07	11.67	116.74	0.00	(0, 0, 1, 2, 3)
289	L026	L026-BLOCK BOUNDARY SUKRALLA NACHHEDI ROAD TO MORIAN	New	--	14.000	3.000	Stage I	78	1,341.37	149.04	1,490.41	0.00	(0, 0, 4, 3, 7)
290	T02	T02-BLOCK BOUNDARY BILLAWAR TO KATLI	Upgarde	--	8.750	3.000	Complete	26	863.94	95.99	959.93	76.80	(1, 0, 2, 3, 6)
291	L027	L027-KADETAR TO BAGGEN	New	--	4.000	3.000	Stage I	25	316.75	35.70	351.95	0.00	(0, 0, 1, 1, 2)
292	T03	T03-GHATT TO NACHHEDI	Upgarde	--	13.300	3.000	Complete	34	1,191.56	132.43	1,323.96	105.91	(0, 1, 0, 5, 6)
293	L040	L040-KOHAG TO BHATODI	New	--	14.600	3.000	Stage I	67	1,069.63	118.85	1,188.48	0.00	(0, 1, 0, 0, 1)
<b>Block Lehi Malhar Total</b>					107.208			449	8,073.27	897.03	8,970.30	182.71	(1, 2, 21, 36, 40)
<b>District Kathua Total</b>					547.037			2,353	36,169.89	4,018.89	40,188.78	459.34	(1, 4, 126, 170, 301)
<b>District- Kupwara</b>													
<b>Block- Kalaroos</b>													
294	L037	Chuntiwari Doban	New	--	4.500	3.000	Stage I	32	292.46	32.50	324.96	0.00	(0, 0, 1, 0, 1)
295	L028	L028-Kalarooch Lashtiyal	Upgarde	--	1.500	3.750	Complete	16	175.93	19.55	195.48	13.64	(1, 0, 0, 0, 1)
296	L040	L040-Dabbal to Miral Behak	New	--	2.500	3.000	Stage I	27	125.45	14.38	143.83	0.00	(0, 0, 1, 0, 1)
<b>Block Kalaroos Total</b>					8.500			75	597.84	66.43	664.27	13.64	(1, 0, 2, 0, 3)



**GOVERNMENT OF JAMMU AND KASHMIR**



**PMGSY DEPARTMENT (J&K)**  
**JAMMU**

**DETAILED PROJECT REPORT FOR CONSTRUCTION OF  
ROAD PROPOSED UNDER**

***BHARAT NIRMAN (STAGE-I)***

**IN BLOCK LOHAI MALHAR  
DISTRICT KATHUA**

***Name of the Scheme***

***Malhar to Marhoon***

***Length = 18.433 Kms***

***PKG:- JK07-136***

***1157.5162***  
**Cost :- Rs. 1315.095 Lacs**

**Chief Engineer,  
PMGSY (JKRRDA)**

## Introduction

### 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 Malhar to Marhoon, is a link road with Code **JK07- L024** in Lohai Malhar block of Kathua District. This road directly connects the habitations of Charoga (JK07080022), Faral (JK07080043), Gaglu (JK07080046), Ghorl (JK07080053), Kanori (JK07080067), Marhoon (JK07080094), Palai (JK07080104), Parol (JK07080107), Salla (JK07080123), Salla (JK07080136), Tawa (JK07080140), Thathru (JK07080144), Sathia (JK07080150) & Taua (JK07080151) with populations of 212, 61, 48, 84, 200, 295, 337, 74, 107, 164, 107, 208, 128 & 153 respectively. Thus this link road serves the total population of 2178.

## Geography

Road is in hilly terrain

### Climatic Condition

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

### 1.5 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: Lohai Malhar  
Road Name: Malhar to Marhoon  
Road Code: JK07-L024  
Package No: JK07- 136  
Road Length: 18.433 Km  
Start Point: Malhar (32°42'27.89" N 75°40'21.14"E)  
End Point: Marhoon (32°39'49.29 N 75°35'48.25 E)

S.No.	Habitation benefited	Population benefited		Chaniage	
		Direct	Indirect	From	To
1	Charoga ,	212	-		
2	Faral ,	61	-		
3	Gaglu ,	-	48		
4	Ghuri ,	-	84		
5	Kanori ,	200	-		
6	Marhoon ✓	295	-		
7	Palai ✓	337	-		
8	Parol	-	74		
9	Salla ✓	-	107		
10	Salla ✓	164	-		
11	Tawa ✓	107	-		
12	Thathru ,	208	-		
13	Sathia ,	-	128		
14	Taua ✓	-	153		

## 7. Adopted Geometric Design Standards

### 7.1 General

The geometric design standards for this project conform to PMGSY guidelines and the guidelines as stated in IRC-SP 20:2002. Recommended design standards vis-à-vis the standards followed for this road are described below.

### 7.2 Terrain

The classification of terrain was selected from plain/rolling/hilly/steep classification for which following criteria will be applicable.

Terrain classification	Cross slope of the country	
	Mountainous	25-60%

### 7.3 Design Speed

The proposed design speed along this project road will be as per the following table:

Road classification	Mountainous terrain	
	Ruling	Min.
Rural Roads (ODR and VR)	25	20

### 7.4 Right of Way (ROW)

The requirement of ROW for this road is as follows (as specified in IRC-SP 20:2002):

Road classification	Mountainous and Steep Terrain			
	Open Area		Built-up Area	
	Normal	Range	Normal	Range
Rural roads (ODR and VR)	12	12	12	9

### 7.5 Roadway Width

Roadway width for this road is given below:

Terrain Classification	Roadway Width (m)
Mountainous	6.0

### 7.6 Carriageway Width

The width of carriageway for this project road is 3.00m.

### 7.7 Shoulders

It is proposed to have 1.2 m wide shoulder as the case may be on both sides.

### 7.8 Roadway width at cross-drainage structures

The roadway width at culvert locations for this road is 6.0 m being a mountainous terrain

### 7.9 Sight Distance

The safe stopping sight distance is applicable in the geometric design. The sight distance values for this road as per IRC recommendations are presented below:

## 10.5 Hydraulic calculation for Culvert

The design discharge was calculated by the rational method considering peak runoff from catchment using the formula,

$$Q = 0.028 \times P \times A \times I_c$$

Where P = Coefficient of Run Off for the catchments characteristics, A = Catchments Area in Hectares & I<sub>c</sub> = Rainfall Intensity

Causeways and submersible bridges – Design to be done as per SP-20 and SP-82:2005.

Table 10.2 Proposed Culverts

S.No	Location	Type of CD structure
1	25	SLAB 1.50 M ✓
2	250	SLAB 1.50 M ✓
3	500	SLAB 1.50 M ✓
4	625	HPC 1000 MM ✓
5	775	HPC 1000 MM ✓
6	950	CAUSEWAY 10.0 M ✓
7	1050	HPC 1000 MM ✓
8	1180	HPC 1000 MM ✓
9	1425	HPC 1000 MM ✓
10	1600	HPC 1000 MM ✓
11	1760	HPC 1000 MM ✓
12	1900	HPC 1000 MM ✓
13	2000	HPC 1000 MM ✓
14	2150	HPC 1000 MM ✓
15	2425	SLAB 6.0 M ✓
16	2675	SCUPPER 30.0 M ✓
17	2975	HPC 1000 MM ✓
18	3150	HPC 1000 MM ✓
19	3225	SLAB 1.50 M ✓
20	3550	SLAB 3.0 M ✓
21	3650	HPC 1000 MM ✓
22	3900	HPC 1000 MM ✓
23	4075	BRIDGE 15.0 M ✓
24	4150	HPC 1000 MM ✓
25	4300	HPC 1000 MM ✓
26	4475	HPC 1000 MM ✓
27	4825	HPC 1000 MM ✓
28	5100	SLAB 3.0 M ✓
29	5260	HPC 1000 MM ✓
30	5475	HPC 1000 MM ✓
31	5750	BRIDGE 15.0 M ✓
32	5860	HPC 1000 MM ✓
33	6050	HPC 1000 MM ✓

34	6225	HPC 1000 MM ✓
35	6600	SLAB 6.0 M ✓
36	7170	SLAB 3.0 M ✓
37	7400	HPC 1000 MM ✓
38	7700	SLAB 6.0 M ✓
39	7850	SLAB 3.0 M ✓
40	7950	HPC 1000 MM ✓
41	8200	HPC 1000 MM ✓
42	8550	HPC 1000 MM ✓
43	8700	HPC 1000 MM ✓
44	8900	HPC 1000 MM ✓
45	9075	HPC 1000 MM ✓
46	9675	SLAB 3.0 M ✓
47	9950	SLAB 1.50 M ✓
48	10140	SLAB 3.0 M ✓
49	10700	SLAB 3.0 M ✓
50	10950	HPC 1000 MM ✓
51	11050	SLAB 3.0 M ✓
52	11425	SLAB 1.50 M ✓
53	11680	HPC 1000 MM ✓
54	12000	HPC 1000 MM ✓
55	13000	SLAB 1.50 M ✓
56	13125	BRIDGE 15.0 M ✓
57	13775	SLAB 6.0 M ✓
58	13875	SLAB 3.0 M ✓
59	14175	HPC 1000 MM ✓
60	14250	HPC 1000 MM ✓
61	14400	SLAB 1.50 M ✓
62	14750	SLAB 3.0 M ✓
63	15000	HPC 1000 MM ✓
64	15150	HPC 1000 MM ✓
65	15425	SLAB 6.0 M ✓
66	15575	SLAB 1.50 M ✓
67	16475	HPC 1000 MM ✓
68	17000	HPC 1000 MM ✓
69	17140	SLAB 1.50 M ✓
70	17425	HPC 1000 MM ✓
71	18125	HPC 1000 MM ✓

HPC = 41  
 1.5M = 10  
 3.0M = 10  
 6.0M = 05  
 15M Bridge = 02  
 10M Bridge = 01  
 10M CW = 01  
 30M Scupper = 01

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)
	A. Construction Activities					
1	16262350	E/W in Cutting Ordinary Soil 115	CUM	141411.748	106	149.896
2	9474585	Soft Rock 201	CUM	47137.249	183	86.261
3	16468073	Hard Rock 343	CUM	47137.249	307	144.711
4	407696	Earthwork in filling 58	CUM	7029.155	56	3.936
5	423.11	Bitumenious Layer X	Sqm	--	--	
6		Pucca Drain X	RMT	13140	--	
7	180182	(3.0+4.00)mtr R/Wall 15372	RMT	1175	18523.2	217.650
8	741.28	2.00 mtr B/Wall 6915	RMT	1075	6314	67.870
9	92.66	1000 mm Ø HP Culvert 2.26	Nos	41	2262.11	92.660
	67.2	1.50 mtr Span RCC Culvert 6.72	Nos	10	6065.51	60.600
10	111.66	3 mtr Span RCC Culvert 11.16	Nos	10	10279.03	102.700
11	128.1	6 mtr Span RCC Culvert 25.82	Nos	5	23912.20	119.550
12	10.21	10 mtr Long Causeway	Nos	1	9.41	9.410
13	29.66	30 mtr Long Scupper	Nos	1	27.78	27.780
14	142.36	18 mtr Bridge 71.18	Nos	32	6954.65	208.620
15	42.99	Add Cost of Logo sign boards, survey & setting out 10m		1	43.46	3.000
16	625.06					3.50
				Total		1315.095

Total = 1306.63 Lacs.

1157.51 Lacs

is 62590 lac/km

@ 74.478/lm

(15) 10mtr. span RCC Bridge = 42.99 lac

C.T = 1372.87 lacs.

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

**CHECKLIST**

Name of the Proposal MALHAR TO MARHOON

Division BILLAWAR FOREST DIVISION User Agency PMGSY DIVISION 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.	Yes
	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)	Yes
	ii) Approval of the project by the competent authority	Yes

Divisional Forest Officer

  
User Agency

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

The District Development Commissioner,  
Kathua.

No:-EE/PMGSY/B/122-35  
Dated:-28-04-2021

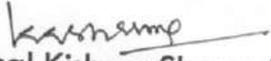
Sub:- Issuance of Forest Rights Act (FRA) Certificate, and Minimum Demand of Forest Land Certificate for Forest Land coming under the alignment for construction of road from Malhar to Marhoon Part-I, Stage-I, Pkg No:-JK07-136, Phase-X, Block:- Lohai Malhar district Kathua.

Sir,

With reference to the above mentioned subject, it is submitted that this division is constructing a road namely Malhar to Marhoon Part-I under Package No:-Jk07-136, Stage-I, Length:-12.975 Kms. There is a requirement of Forest Land for the construction of said road.

Therefore, it is requested to your good self to issue Forest Right Act (FRA) Certificate and Minimum Demand of Forest Land Certificate of above said road. On receipt of these certificates, online submission of forest clearance proposal will be done.

Yours faithfully

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

Copy to the:-

- 1) Chief Engineer, PMGSY (JKRRDA), Jammu for favour of information please.
- 2) Superintending Engineer, PMGSY Jammu Circle, Jammu for favour of information please.
- 3) AEE, PMGSY Sub-Division, Billawar for information and follow up action.

JOINT INSPECTION REPORT OF MALHAR TO MARHOON PART 1 , LENGTH =  
12.975 Kms.

A Joint inspection of road from Malhar to Marhoon length 12.975Kms was done by the representatives of PMGSY department and Forest department on 08-03-2021 and 09-03-2021. Out of total length of 12.975 Kms, length involved in Forest is 9.730 Kms. 11 dumping points were proposed in the forest area. Thus total forest area involved is 6.938 Ha including dumping points.

*Mad.*  
AEE

*Kasham*  
Executive Engineer  
PMGSY Division  
Billawar

*[Signature]*  
Range Forest Officer  
Billawar Forest Range  
Billawar

## **BRIEF PROJECT NOTE**

Name of the Project :- Construction of road from Malhar to Marhoon Part-I, Stage-1<sup>st</sup>), Pkg No:-Jk07-136, Block Lohai Malhar, District Kathua in PMGSY Division, Billawar.

The road project from Malhar to Marhoon Part-I is sanctioned under PMGSY. The revised length of the road is 12.975 Kms and it takes off from Dhar to Korkhana 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, water supply, agriculture, education, banking facilities will also improve and upgrade with the road development.

The road from Malhar to Marhoon Part-I is a link road in Lohai Malhar block of Kathua District. The road directly connects the habitations of Charoga, Faral, Gaglu, Kanori and Marhoon which will benefit a total population of 1095 souls, as per census 2011 under PMGSY Core Network.

There shall be compensatory afforestation on 13.876 Hect. 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.

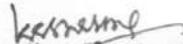
### **Mitigation measures by provision for Cross Drainage works and Protection Works.**

#### **Drainage Crossing:**

- |                 |          |
|-----------------|----------|
| 1. HP Culverts  | = 41 Nos |
| 2. RCC Culverts | = 25 Nos |
| 3. Scupper      | = 02 Nos |
| 4. Bridges      | = 03 Nos |

#### **Protection Works:**

- |                      |            |
|----------------------|------------|
| 1. Semi Pucca R/wall | = 2200 RMT |
| 2. B/Wall            | = 3500 RMT |

  
Executive Engineer  
PMGSY Division  
Billawar