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GOVT OF JAMMU & KASHMIR



I&K RURAL ROADS DEVELOPMENT AGENCY
(BHARAT NIRMAN)

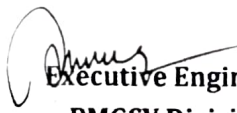


PRADHAN MANTRI
RASHTRIY SAMADAK YOJANA

UPGRADATION OF ROAD FROM KOTHAR TO PONTAL

DISTRICT JAMMU (J&K STATE)

BLOCK	:	DANSAL
PACKAGE NO	:	JK05-210
LENGTH	:	8.00 KM
ESTIMATED COST	:	Rs. 682.60 Lacs.
FIVE YEAR MAINTENANCE COST	:	Rs. 81.91 Lacs.
SIXTH YEAR RENEWAL COST	:	Rs. 76.17 Lacs.


Executive Engineer
PMGSY Division
Jammu


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Introduction

A. Part I - PROGRAMME OBJECTIVES AND GUIDING PRINCIPLES

A.1 Rural Road Connectivity, and its sustained availability, is a key component of Rural Development as it assures continuing access to economic and social services and thereby generates sustained increase in agricultural incomes and productive employment opportunities. It is also as a result, a vital ingredient in ensuring sustainable poverty reduction which demands a permanent rural connectivity, encompassing a high level of quality of construction followed by continuous post-construction maintenance of the road asset and in fact of the entire network.

A.2 With the objective of providing rural connectivity, Government of India had launched the Pradhan Mantri Gram Sadak Yojana (referred as PMGSY-I hereinafter) on 25th December, 2000 to provide all-weather access to eligible unconnected habitations as a strategy for poverty alleviation. However, as the programme unfolded, a dire need to consolidate the entire rural roads network by upgradation of selected Through Routes and some Major Rural Links (MRLs) was felt and accordingly a new intervention has been evolved, namely PMGSY-II.

B. Objectives of PMGSY-II.

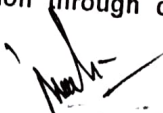
B.1 Need for consolidation of Rural Roads Network:

Under PMGSY-I, out of the targets fixed under new connectivity as well as upgradation over 70% of the projects have been sanctioned and a large proportion have been completed. However the roads, both taken under the PMGSY - I as well as other schemes for rural roads, have not received the desired attention on the maintenance front for a number of reasons, including low contracting capacity, poor maintenance practices, inadequate feeling of ownership of the newly created roads at State level etc. This has led to erosion of assets created under various programmes and the sustainability of assets created has not been ensured.

The need for maintenance and consolidation of existing rural roads network has been stressed at various fora, such as XII Finance Commission, XIII Finance Commission and the Working Group on Rural Roads for 12th Five Year Plan. In this backdrop, the need for consolidation of the existing network was felt, to ensure that it fulfills the primary objective of connectivity for the local community and enables economical transportation of goods and for services to provide better livelihood opportunities as a part of poverty reduction strategy. This is now proposed through a programme called PMGSY-II.

B.2 Objectives of PMGSY - II:

PMGSY-II envisages consolidation of the existing Rural Road Network to improve its overall efficiency as a provider of transportation services for people, goods and services. It aims to cover upgradation of existing selected rural roads based on their economic potential and their role in facilitating the growth of rural market centres and rural hubs. Development of growth centres and rural hubs are critical to the overall strategy of facilitating poverty alleviation through creation of rural infrastructure. Growth


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centres/rural hubs would provide markets, banking and other service facilities enabling creation of self-employment and livelihood opportunities on an ongoing basis.

A 'Growth Centre' can be defined as an area of relatively centralized population, providing rural socio-economic services not only for the area but in a 'catchment' area with a radius of several kilometers. It would generally be a T-junction of a rural road with a Through Route or a meeting point of two rural roads. A 'Rural Hub' is a large Growth Centre, characterized by the fact that it is connected to more than one Through Route (e.g. a T-junction or a crossing) thus giving it a higher potential. These Growth Centres and Rural Hubs help to ensure easy access to raw materials, labour inputs etc. for off-farm activities and bring the benefits of economic growth to the rural hinterland, including white goods, and passenger transport vehicles, as well as electricity, telecom, internet and other communication infrastructure etc.

The selection of routes would be with the objective of identification of rural Growth Centers and other critical Rural Hubs and other rural places of importance (growth poles, rural markets, tourist places, education and health centres etc.)

The initiative of PMGSY-II will also act as a catalyst for livelihood based programmes, including 'Aajeevika' launched during the 12th Five year Plan period, by recognizing growth centres/rural hubs as catalysts and facilitating their connectivity to the hinterland.


1.4 Climatic Condition

This area falls in subtropical temperature region, having average minimum temperature of 22 °C & maximum temperature of 45 °C, however extreme minimum temperature falls to 2 °C. The climate is moderate to cold in winter and dry in summer. Rainfall depends upon the monsoons but local rains are also encountered.

1.5 The Sub-Project Road

The road passes through rolling/hilly terrain.

District:	JAMMU
Block:	DANSAL
Road Name:	KOTHAR TO PONTAL
Link Code:	L0 60
Package No:	JK05-2/0
Road Length:	8.00 Km
Start Point:	32.774003, 75.134113
End Point:	32.816485, 75.215411


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ABSTRACT OF COST

102

THE ROAD :- KOTHAR TO PONTAL
BLOCK :- Damsal
DISTRICT :- JAMMU

Package No. : JK04
Length of road : 8.05 km

Items	Quantity	Unit	Rate	Amount (Rs. in Lacs)
Earth Work in filling	13884.23	Cum	58	7.93
Earth Work in Cutting	39539.97	Cum	155	61.33
Construction of (Trench cutting)	1272.98	Cum	373.30	4.75
G.B.GR-II	5092.34	Cum	823.06	41.73
Carriage	5092.34	cum	717.38	36.53
WBM Grade-I	2339.29	cum	1017.00	23.79
Stone aggregate	2105.34	cum	717.38	15.10
Screening	491.25	cum	717.38	3.52
Dust	187.14	cum	578.42	1.08
WBM Grade-III	2439.81	cum	938.00	22.83
Stone aggregate	2195.83	cum	717.38	15.75
Screening	512.38	cum	717.38	3.68
Dust	195.19	cum	578.42	1.13
Primer Coat	31901.25	Sqm.	51.00	16.27
Carriage / Bitumen	27.12	M.T	533.55	0.15
Tack Coat	31901.25	Sqm.	18.00	5.74
Carriage / Bitumen	8.81	M.T	425.90	0.04
20mm thick Premix	31901.25	Sqm.	154.00	49.13
Carriage / Bitumen	48.58	M.T	425.90	0.20
Stone aggregate	881.33	cum	422.38	3.74
Seal Coat	31901.25	Sqm.	59.00	18.82
Carriage / Bitumen	21.89	MT	425.90	0.09
Sand	191.41	Cum	429.73	0.82
CC Pavement for 300 m Length	191.25	Cum	7338.08	14.03
Berm Fillings	1436.28	cum	280.00	4.13
Scarifying existing bituminous surface	800.00	Sqm.	11.00	0.09
RETAINING WALL				
3.00 Mtr. Height	250	rmt.	12879	44.20
4.00 Mtr. Height	300	rmt.	15787	47.36
6.00 Mtr. Height	105.60	rmt.	30238	31.75
RCC CULVERT				
1.5 m Span	8.00	No.	811588	65.70
2 m Span	2.00	No.	823855	16.50
3 m Span	2.00	No.	990762	19.82
6 m Span	1.00	No.	1887098	18.83
Vented Causeway 15m length	15.00	rmt.	177151	26.57
Breast Wall	600	rmt.	8038	48.43
Concrete Edge Wall	800	rmt.	5118	40.92
Pucca Drain	800	rmt.	1393	25.59
Parapet	300	nos.	1725	5.17
Crated Wires	40.00	nos.	23535	9.41
1.0 Mtr. Dia H. P. Culvert.	10.00	nos.	2582	25.82
Crash Barriers	6000.00	mtr	6000.00	60.00
			Total	1017.42
Road Safety, Traffic Sign Board and informatory logo boards				2.50
5 Year Maintenance Cost				122.51
OGPC including Tack coat & Seal Coat as 6th year Renewal Coat				76.17
Preparation of DPR, Survey & CBR Testing	8.00	Km	12000.00	96.00
			Total	1219.55

Asstt. Executive Engineer
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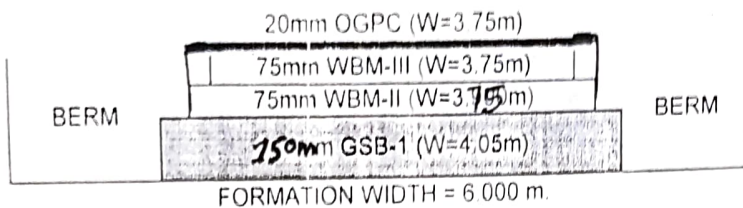
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Pavement : 337.59 lacs
CD : 141.02 | 341.71
PMGSY : 200.69 | 3.3
STN : (2.5+0.8) 3.3
682.60
51.91
682.60

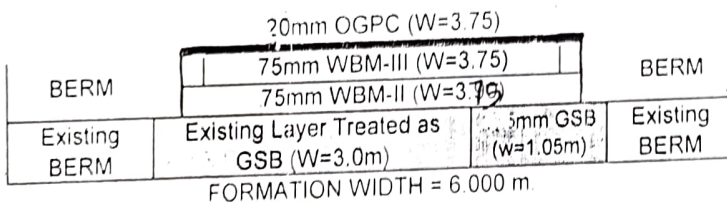
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Pavement Drawings

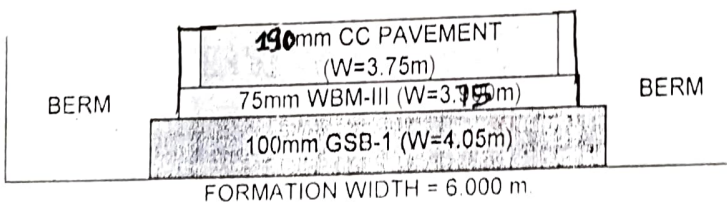
Name of the Road :- *Upgradation of road from Kothar to Ponthal*
BLOCK :- *Damoh* PACKAGE No. :- JKO5
DISTRICT :- JAMMU Length of Road :- *2.0 KM*



FLEXIBLE PAVEMENT DETAIL AT REGRADED/ DAMAGED STRETCHES



FLEXIBLE PAVEMENT DETAIL AT WIDENED STRETCHES



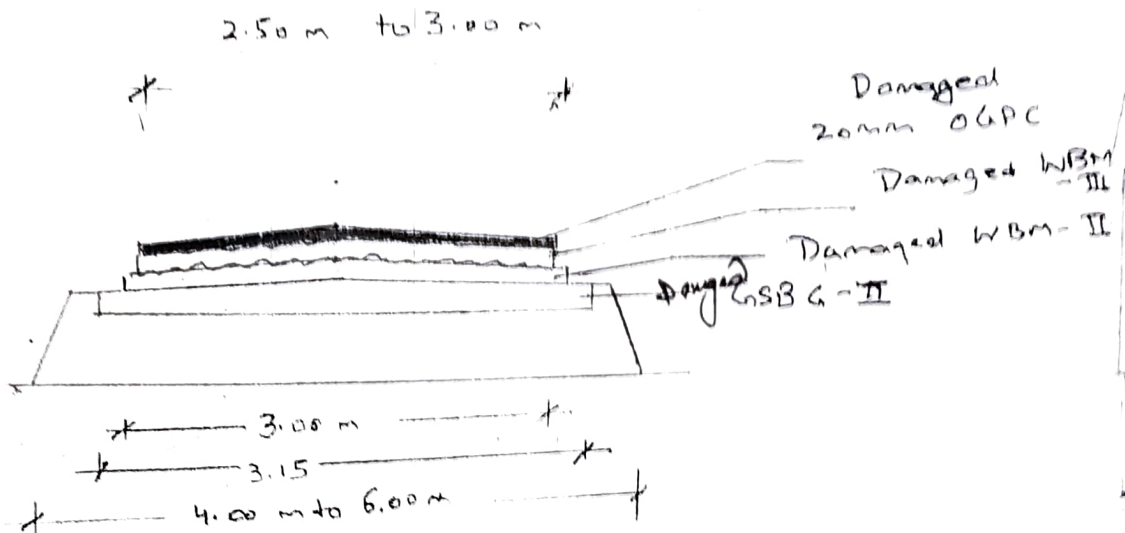
C C PAVEMENT DETAIL AT BUILT UP AREA

gj

Shivam ace

Amr

Amr
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EXISTING PAVEMENT DETAIL.
[Damaged BT SURFACE]

(KM 1st & Partly KM 2nd)

hukh
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EMBANKMENT FILLING

4.0 m to 6.0 m

EXISTING PAVEMENT WITHOUT
LAYERS

(Partly in km 2nd. ~~totally~~ from km 3rd to km 8th)


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LOCATION OF C-D WORKS (PROPOSED)

DETAILS OF C.D WORKS (PROPOSED)								
S.No	KM	RD	HPC	1.5 Mtr Span RCC Culvert	2 Mtr Span RCC Culvert	3 Mtr Span RCC Culvert	6 Mtr Span RCC Culvert	15 Mtr Vented Causeway
1	1st	0/735	1					
		0/850	1					
		0/925	1					
2	2nd	1/350	1					
		1/475		1				
		1/675	1					
3	3rd	2/450				1		
		2/475	1					
		2/680		1				
		2/800		1				
		2/925	1					
4	4th	3/475		1				
		3/525					1	
		3/600		1				
		3/825	1					
		3/925						
5	5th	4/475						1
		4/650	1					
		4/925	1					
6	6th	5/475				1		
		5/625		1				
		5/825		1				
7	7th	6/350		1				
		6/500						
8	8th	7/520			1			
		7/300			1			
Total			10	8	2	2	1	1

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acc

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