GOVERNMENT OF JAMMU AND KASHMIR

PMGSY DEPARTMENT (J&K)
JAMMU

DETAILED PROJECT REPORT FOR CONSTRUCTION OF

ROADS PROPOSED UNDER

PMGSY
IN BLOCK GHORDI
DISTRICT UDHAMPUR

Name of the Scheme

LANGA TO CHARKOO
(Stage I)

Length = 12.00 Kms
PKG:- JK14-— 444

Cost :- Rs. 775.84 Lacs.
820·86 reduced (R800·37 lacs)

Chief Engineer,
PMGSY (JKRRDA)

1. Introduction

1.1 Objectives of <u>Pradhan Mantri Gram Sadak Yojna (PMGSY)</u>

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 (Present Scenario is New Connectivity Stage-I Only.

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 **"Langa to Charkoo"** is a link road with **Code JK14L022** in Ghordi block of Udhampur District. This road directly connects the habitations of **"Chargat"** & **"Charkoo"** "with **population of 420 & 296 Souls** respectively. Thus this link road serves the total population of 716 Souls.

1.4 Geography

Road is in mountainous terrain and starts from village **"Langa"** and connects the villages **"Chargat"** & " **Charkoo"**. The Length of the road is **12.00 Kms** is in cutting and minior in filling in stretches.

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1.5 Climatic Condition

In summer day temperature rises to max. 42°C and in winter night temperature fall to min o 2 °c

1.6 The Sub-Project Road

The road passes through mountainous terrain.

Road is in both cutting and filling and passes through built up area. There is no hindrances in construction of road .

District:	Udhampur	
Block:	Ghordi	
Road Name:	Langa to Charkoo	
Road Code:	JK14 –L022	
Package No:	JK14- 444	
Road Length:	12.00 Km	
Start Point:	Chargat	(Latitude: 33 Deg 53 Min 28 Sec and Longitude : 75 Deg 16 Min 52 Sec)
End Point:	Charkoo	(Latitude: 33 Deg 54 Min 02 Sec and Longitude :75 Deg 18 Min 28 Sec)

Sl.No.	Habitation benefited	Population benefited		Chaniage	
		Direct	Indirect	From	To
1	Chargat	420	-	0	12000
2	Charkoo	296			

GENERAL ABSTRACT OF COST

Name of work: Construction of Road From "Langa to Charkoo" Under "PMGSY " Stage-I (L= 12.00 Km)

#	Particulars of Items	Unit	Qty.	Rate (@ Rs.)	Amount (Lacs)
1	**Earth work in excavation in hilly terrain**				
	uu) All kinds of soil *116560*	Cum	106847.00	115.00	122.87 *134.04*
	vv) Ordinary rock not req. blasting *38853*	Cum	48567.00	201.00	97.62 *78.09*
	ww) Hard Rock	Cum	38853.00	343.00	133.27
	d) Earth filling in embankment (With Available Material from Roadway Cutting.)	Cum	10105.00	58.00	5.86
					351.26
	Total Earth Work = 359.62 Lacs (A)				
2	**Drainage Crossings:**				
	xx) 1.00 m dia H.P Culverts	No.	.50 *48*	2.40	120.00 *115.20*
	yy) 3.00 m Span RCC Culvert	No.	04	10.13	40.52
	zz) 6.00 m Span RCC Culvert	No	02	22.62	45.24
	aaa) 6.00 m Long Scupper	No	03	4.72	14.16
					215.12
	Total CD Works = 219.92 Lacs (B)				
3	**Protection works :**				
	eeee) Semi-Pucca R/wall (avg.4m height)	RM	450.00	16917.00	76.13
	ffff) ----do------- (avg.3m ht)	RM	490.00	11103.00	54.40
	gggg) ---do--B/Wall (avg. 2.55 m ht)	RM	665.00	7433.00	49.43
	hhhh) ---do--B/Wall (avg. 1.50 m ht)	RM	*600* 745.00	5054.00	37.85 *30.32*
	iiii) Pucca Edge Wall	RM	600.00	3379.00	20.27
					230.55
	Total Protection Works = 237.88 Lacs (C)				
4	**Other Provisions:-**				
a	Provision for Tracer Path Cutting including Survey & setting out etc. (Reference Pillars & Back Pillars)	Km	12.00	0.20	2.40
b	Provision for DPR preparation	No.	@0.06/DPR		0.06
5	**Providing & Fixing of PMGSY Road Furniture:-**				
a	Prov. & fixing PMGSY Logo after every 2 Km	Each.	05	11000.00	0.55
b	Providing & fixing of informatory board after every 5 km	Each	02	14494.00	0.29
c	P/F of Citizen Informatory Board	Each	01	14494.00	0.14
	Total of others including Road Furniture's = 3.44 – (D)				
	Total (A+B+C+D) =				**820.86 Lacs**

R₅ 800.37 lacs

S/D

Asstt. Executive Engineer,
PMGSY Sub-Division,
Ghordi.

S/D

Superintending Engineer,
PMGSY Circle,
Reasi.

S/D

Executive Engineer,
PMGSY Division Udhampur-I,
Udhampur.