

Government of Jammu & Kashmir
OFFICE OF THE SUPERINTENDING ENGINEER
PWD (R&B) CIRCLE DODA
(Ph./Fax No.01996233544, E.Mail:supengerroadsdoda@Gmail.Com)

(1)

The Chief Engineer,
 PW (R&B) Department,
 Jammu.

NO.SED/R&B/DB/ 14063-67

Dated: 15-02-2018

Sub: Submission of Application for Detailed Project Report under CRF.

Ref: Executive Engineer PWD (R&B) Special Sub-Division Doda's communication
 No. Nil Dated:- 15.02.2018.

Sir,

Kindly please find herewith the following DPRs copy of road projects proposed under CRF sector as desired for favour of further necessary action at your end' please.

S. No.	Name of the scheme	AA cost (Rs. In Lacs)
1.	Construction of link road from Gai Dessa to Bhatta via Mangalhatha and Dewalkund (Upto F.W. status). Length = 10.00Kms.	700.00
2.	Construction of road from Humbal to Dedni Length = 10.00Kms.	1427.70
3.	Construction of 125M Single Lane Steel Girder Through Type Motorable Bridge over River Chenab at Sui-Gwari connecting Jodhpur.	1796.00

Yours faithfully,

Encl: _____

Superintending Engineer,
 PWD (R&B) Circle,
 Doda.

Copy to the:-

1. District Development Commissioner Doda for favour of information.
2. Executive Engineer PWD (R&B) Special Sub-Division Doda for information.
3. Statistical Officer (Planning) Circle Office Doda for information.
4. HD Circle Office Doda along with copy of DPR for record and reference.

ABSTRACT OF COST

Name of State: -
Name of Work:-

Jammu & Kashmir
Construction of link Road from Hambal to Dedni.

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Description	Brief Specifications	No.	Qty. Rates in Rs.	Rates in Rs.	Amount in Rs.	
Excavation in soil using Hydraulic Excavator CK 90 and Tippers with Disposal upto 1000 meters.	Excavation for road work in soil with Hydraulic excavator of 0.9 cum bucket capacity including cutting and loading in tippers, trimming bottom and side slopes, in accordance with requirements of lines, grades and cross sections, and transporting to the embankment location within all lifts and lead upto 1000 m i) All kind of soil ii) Ordinary Rock iii) Hard rock by Blasting		Cum Cum Cum	75138.50 45083.25 30055.50	143.45 301.60 381.30	107.78 135.97 114.60
WBM G-II	Providing and laying 75 mm thick water bond macadam.	Cum	2475.00	2200.00	54.45	
WBM G-III	Providing and laying 75 mm thick water bond macadam.	Cum	2475.00	2000.00	49.50	
Dense Graded Bituminous Macadam	Providing and laying dense graded bituminous macadam with 100-120 TPH batch type HMP producing an average output of 75 tonnes per hour using crushed aggregates of specified grading premixed with bituminous binder @ 4.0 to 4.5 percent by weight of total mix and filler, transporting the hot mix to work site , laying with a hydrostatic paver with sensor control to the required grade , level and alignment, rolling with smooth wheeled, vibratory and tandem rollers to achieve the desired compaction as per MORTH specification clause No. 507 complete in all respect	Cum	1650.00	11250.00	185.62	
Bituminous Concrete	Providing and laying Bituminous concrete with 100-120 TPH batch type hot mix plant producing an average output of 75 tonnes per hour using crushed aggregates of specified grading premixed with bituminous binder @ 5.4 to 5.6 percent by weight of total mix and filler, transporting the hot mix to work site , laying with a hydrostatic paver with sensor control to the required grade , level and alignment, rolling with smooth wheeled, vibratory and	Cum	825.00	11500.00	94.87	

	tandem rollers to achieve the desired compaction as per MORTH specification clause No. 509 complete in all respect				
Prime Coat	Providing and applying primer coat with bitumen emulsion on prepared surface of granular base including clearing of road surface and spraying primer at the rate of 0.60 kg/Sqm using mechanical means	Sqm	33000.00	55.00	18.15
Tack coat	Providing and applying tack coat with bitumen emulsion pressure distributor at rate of 0.20 kg per Sqm on the prepared bituminous/granular surface cleaned with mechanical broom.	Sqm	33000.00	21.00	6.93
	RCC (Box type) culvert 2 mtr span	Nos	20	10.27	205.40
	Constt. of Semi Pucca R/wall av ht. 6 M (as per typical estimate)	Rmt	300.00	0.36	108.00
	4 M height (as per typical estimate)	Rmt	800.00	0.17	136.00
	3 M height (as per typical estimate)	Rmt	400.00	0.10	40.00
	Constt. of Semi Pucca B/wall av. ht. 2 M (as per typical estimate)				
	B/Wall	Rmt	400.00	0.07	28.00
	Constt. of Pucca Ppts (as per typical estimate)	Nos.	1000.00	1392.00	13.92
	Providing & fixing cash barriers	Rmt	1500.00	0.012	18.00
	Constt. of stone, RD stones, RD stones, sign board, caution boards etc.	Km	10.00	0.57	5.70
	Total				1353.27

Add 3 % above for contingencies charges on = 40.59 lacs.

1% Devising Operation = 13.53 lacs.

1% Quality control = 13.53 lacs.

0.5% Work charges establishment = 6.76 lacs.

G.Total = 1427.68 lacs.

Say 1427.70 lacs

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Asst. Executive Engineer
PWD(R&B) West Sub- Division,
Doda.

M. H. Asso
Executive Engineer,
PWD(R&B) Spl Sub- Division,
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U.S.
Superintending Engineer,
PWD (R&B) Circle Doda

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Name of work :- Construction of road from Hambal to Dedni. (Length = 10 kms) Under C.R.F

Name of District :- Doda

Line estimate

1	Index map showing the area and the proposed road	Enclosed			
2	Scope of the work including the specifications to be adopted in brief, the specifications for roads proposed under this C.R.F scheme shall be similar to those of national highways works in terms of pavement width, crust thickness and geometrics etc.	The proposed road is new connectivity connecting from Hambal to Dedni, Shree Durga Mata Temple.			
	a	Span of proposed road = 10 Kms.			
	b	Category of road = 3DR.			
	c	Width of proposed road = 6.00 Mtrs and carriage way width of 3.00 Mtrs.			
	d	PCU = 800.			
	e	CVRD = 250			
	f	Design life = 10 Years.			
	g	Construction Period = 02 years.			
	h	MSA.			
	i	CBR = 6%.			
	j	Provision as per design.			
	Chainage		Proposed crust (mm)		
	Item	Design crust (mm)	Existing crust (mm)	Strengthening	Widening
	WBM G-I				
	WBM G-II	75		75	
	WBM G-III	75		75	
	DBM	50		50	
	BC	25		25	
	Total	225		225	
3	This proposed road is new connectivity connecting from Hambal to Dedni, Shree Durga Mata Temple with Goha, Mangota, Behota, Prabal and Hudd. etc, benefiting about 7000 souls.				
	Justification of work for inclusion in the scheme along with details of last improvement work done on this and the calendar year in which it was carried out.				
	Probable starting date the target date of completion				
	a) Probable starting date :- 02 Months from date of sanction project.				
	b) Probable date of completion :- 27 Months from date of sanction.				

5	Cost break i.e. cost of civil work and centages provision for following centages to be made in estimate	Cost of work	1353.27
		contingencies (3%)	40.59
		1% Devising operation	13.53
		1% Quality control	13.53
		0.5% Work charges establishment	6.76
		Total	1427.68
6	A certificate regarding availability of the entire unencumbered land needed for the project.	It is certified that the encumbrance free land is available in the entire length of the proposed road.	
7	A certificate that the state government shall ensure taking up proper maintenance and repair (M&R) of the project roads	It is certified that the State Govt. will take up proper maintenance of repairs (M&R) of the proposed roads after it is developed under this scheme.	
8	The project wise details of previous approved ongoing project, indicating their approved cost dated of approval accorded by the Central Government. Technical and Financial sanction accorded by the Executive Agencies dated of award of works status of progress of works (both physical and financial along with funds released and pending utilization certificates, if any) along with reasons for delay (if any) etc.	<p>Details of ongoing project under CRF as follows</p> <ol style="list-style-type: none"> Name of work :- Ghat Via Nagri Road. <p>Approved cost:- Rs 1813.00 lacs.</p> <p>Year of approval accorded :- 2015-16</p> <p>Date and award of work:- 22/07/2016</p> <p>Progress of work physical :- 40% Financial : Rs 299.40 Lacs.</p> <ol style="list-style-type: none"> Name of work :- Bhelli to Lal Dharman Road. <p>Approved cost:- Rs 803.00 lacs.</p> <p>Year of approval accorded :- 2015-16</p> <p>Date and award of work:- 24/04/2017</p> <p>Progress of work physical:- 10% Financial: Rs 12.38 Lacs.</p> <ol style="list-style-type: none"> Name of work :- Bharat Keshwan Road. <p>Approved cost:- Rs 1790.00 lacs.</p> <p>Date and award of work:- (Forest Clearance awaited).</p> <p>Year of approval accorded :- 2015-16</p> <ol style="list-style-type: none"> Name of work :- Pull Doda to Beoli Via Doda Town Road. <p>Approved cost:- Rs 1500.00 lacs.</p> <p>Year of approval accorded :- 2017-18</p> <p>Date and award of work:- (Tender Fleated and allotment under Process).</p> <p>Progress of work physical :- Nil, Financial: Nil</p>	

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<p>9 A certificate intimating de-sanctioning of the approved projects which have not been technically and financially sanctioned and accorded within the specified time line as per sub rule (4) of rule 7 along with details there of and if such projects have not been de-sanctioned already proposal of request for de-sanctioned of such projects shall accompany the proposal.</p>	<p>It is certified that no such project under CRF has been De-sanctioned in.</p>
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Doda

R. B. C.
Superintendent Engineer,
PWD (R&B) Circle
R. B. C. Circle Doda

Chief Engineer,
PWD (R&B) Department
Jammu

TECHNICAL REPORT

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Name of Project: Construction and Upgradation of link road from Hambal to Dedni.
Authority: As per directions of Honourable Chief Minister issued during Public Darbar held at Doda dated 10/12/2017.

Project profile and Necessity:

The Construction and upgradation of link road from Hambal to Dedni beyond for a length of 10 kms shall be constructed to provide connectivity to village Dedni which is famous for ancient temples of Shree Durga Mata which is situated at an altitude of 2350 mtrs from mean sea level (MSL) The temple is thronged regularly by a large number of devotees from adjoining villages namely Hambal, Goha, Mangota, Behota, Prabal and Hudd etc after traversing a long distance on foot as such facing a lot of hardships. In addition there use to be two pilgrimages one on the eve of Basakhi and other on 25 the of August annually. On this auspicious occasion a large numbers of Devotees from all over the state pay obesience to the wholly Durga Mata temple for seeking blessing of Durga Mata. Moreover, there are a number of tourist places and as such tourist potential of the area can be exploited by construction of the said proposed road.

Proposal and Specification:

The road under reference shall traverse for full length in hilly terrain with steep as well as ruling gradient and shall have formation width of 6.0 mtr which may be achieved by way of earth work and walling. The pavement of 275mm thick comprising of GSB, WMM and BM shall be provided for full length of 10 kms for a carriage way of 3.0 mtr along with 25mm thick premix carpet. 20 No's RCC culverts shall be provided at appropriate location to drain off the run off water, Semi pucca R/wall and B/wall of different height at different location shall be provided.

Physical and Financial Phasing:

Year	Physical	Financial
First year	30%	470.28
2 nd year	40%	627.04
3 rd year	30%	470.28
Total		1567.60

Land:

The land falling in the alignment is partly Private land and partly state land in stretches which shall be made available through acquisition by Rev. deptt. as such no hindrance shall be made on this account.

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Project implementation, Management & maintenance:

The project will be completed by State PWD under preview of Chief Engineer PW(R&B) Department Jammu having good organizational setup to complete the project in time. Operational and maintenance of the road shall also be carried by state PWD and separate funds shall be provided annually be the J&K Govt. for maintenance of road.

Risk Factor:

There is no risk factor involved since it is new scheme the sufficient labour is available in this area round the year for the early completion of project besides the machinery required for the construction of road is available with the State Mechanical department/ private Agencies and could be arranged in shortest time.

Benefits & Justification:

The Project envisages the construction of 10 kms of road length in Marmat black which connects Dedni Village (Shree Durga Mata Temple) having population more than 2000 Souls.

a) Increase in Agriculture production:

The farmer in area grows crops like wheat, maize, rice, pulses, fruits and vegetable and by getting regular and better transportation it is expected that agriculture products will increase

sustainability and farmer will be able to sell their yield to far off areas and shall get better realization of the products.

b) Saving in wastage:

The construction will facilitate transportation of marketable surplus to the near by markets resulting saving in wastage of products.

c) Saving in travel time:

The population of the villages using this road is 2000 souls assuming that only 10% the population is engaged in the labour marketing activities, with the construction of this road it is expected that considerable travel time shall be reduced.

d) Better Education facilities:

By the construction of this road the area could avail better education and medical facilities available at Doda.

e) Saving in vehicle cost:

As per the survey conducted by the deptt; the volume of traffic has been converted into standard passenger cars and PUC with the help of conversion factor is estimated as per detail furnished below.

S.No.	Vehicle type	No. per day	Conversion	PCU/ day
1.	Cycle	60	0.05	30.00
2.	Motor cycle	30	0.50	15.00
3.	Passenger Car	30	1.00	30.00
4.	Tractor/ LCV	10	1.50	15.00
5.	Truck/ Buses	10	3.00	30.00
6.	Truck trailer	03	6.00	9.00

6.

Truck trailer

03

6.00

9.00

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Total PCV = 129.00

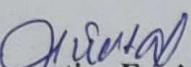
Assuming V.O.C @7 km/PCV/day, the annual saving in V.O.C is quantified at Rs8.24 lacs.

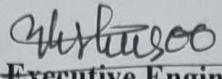
Generation and Additional employment:

The construction of the road will provide direct employment to land less and backward people and all the skilled labour shall get employment opportunities as the people of the area are mostly labour class and depend heavily on developmental activities in the area. During the implementation period of 3 years 1.14 lacs man days are expected to be generated. Maintenance of the road shall also result in employment opportunities.

Estimated cost & Time of completion: 14.27.00

The estimated cost of the Project is Rs. ~~1500.00~~ lacs as per General abstract of cost and it shall take 3 years to complete the project subject to sanction and availability of funds.


Asstt. Executive Engineer,
PWD(R&B) West Sub-Div
Doda



Executive Engineer,
PWD(R&B) Spl. Sub-Div
Doda