

TECHNICAL REPORT

(12)

Name of Project: Construction and Upgradation of link road from Hambal to Dedni.

Authority: As per directions of Honourable Chief Minister (J&K Govt.) 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 obseience 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 ay 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.

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 by 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 2000souls 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

Total PCV = 129.00

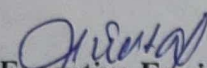
Assuming V.O.C @7 km/PCV/day, the annual saving in V.O.C is quantified at Rs8.24 lacs.

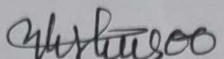
Generation and Additional employment:

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: 427.2

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.


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