

GOVERNMENT OF JAMMU AND KASHMIR



PMGSY DEPARTMENT (J&K)

JAMMU

DETAILED PROJECT FOR CONSTRUCTION OF

ROADS PROPOSED UNDER

BHARAT NIRMAN (STAGE Ist)

IN BLOCK ARNAS

DISTRICT REASI

Name of the scheme

MARI TO DHAKIKOTE :- PART-1

LENGTH = 16.695KMS

PKG:- JK14- 440

COST = RS 1035.36 LACS

Chief Engineer

PMGSY (JKRRDA)

1. Introduction

1.1 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: The road which serves the targetted habitation under all weather conditions.

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 centres, 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 Mari To Dhakikot is a link road with Code jk14LO33 in Arnas block of Reasi District. This road directly connects the habitations of mata with population of 508. Thus this link road serves the total population of 508.

1.4 Geography

Road is in Mountainous terrain and starts from Mari having road length 16.695km. Road is in cutting and filling and type of soil is shingle and boulders. The terrain of the road is mountainous with slope varying from 40°-70°.

1.5 Climatic Condition

In summer day temperature rises to max. 40° and in winter night temperature fall to min of -2°C

1.6 The Sub-Project Road

The road passes through MOUNTANEOUS TERRAIN

Road is in cutting and passes through open area. There is no hindrances in construction of road.

Distt; Reasi
Block: Arnas
Road Name: Mari To Dhakikot Part-1 upto Mataa.
Road Code: JK-L033
Package No: JK14-
Road Length: 16.695 Km
Start Point: Mari (latitude 33°34'30" longitude 74°43'50")
End Point: Dhakikot (latitude 33°36'40" longitude 74°42'40")

Sl.No.	Habitation benefited	Population benefited		Chaniage	
		Direct	Indirect	From	To
1	Mataa	508		13800	16695