

TECHNICAL REPORT

Name of work: -

Const. of road from Lali Dhabar via Sergali Pauni (Dhengidhar) to Village Tote Phase 2nd under NABARD Loan Assistance (L: 2.0 km).

Authority: -

Joint Director Planning PW(R&B) Deptt. vide letter No. PW(R&B)Plan/NABARD/Reasi/1017/2018 Dated: 15-05-2018.

History & Necessity: -

Bhamag is one of the remotest area of Distt. Udhampur & Distt. Reasi. Lali Dabbar road takes off from km 44th of Kainthgali Bhamag road. The first 2.50 km length of the road stands sanctioned under NABARD (Phase-1st) covered villages of Upper Lali Dabbar & Patari. In phase 2nd road upto 2.0 km length is proposed which will cover villages of Sergali, Kursargali & Poun. By the construction of this road a large population of the area shall be connected.

All sectors of the development in rural area such as agriculture, Forestry, Fishery, Dairy Farming, Education, Health, Medicare & Postal Services etc. vitally depend on good network of road communication system. People living in the far flung areas away from road network still travel on foot carrying loads with them on foot tracks/ bridle path.

Therefore, breaking the isolation of village communities & drawing them into main stream of national life is very important. By const. of the road the fatigue & discomfort during travel will also be considerably reduced. Employment potential in the area will be generated to a large extent with the opening of this area to communication; the land value will go up. Farmers will get motorable access to the market for selling their produce & this will give impetus to the agricultural production in this area.

Keeping in view the above cited facts, it is felt necessary the const. of road under NABARD Loan Assistance and to complete it shortest possible time.

Present status: - The proposed road is a new scheme.

Physical details: - It has been proposed to improve/upgrade the existing road as per the IRC classifications:

1. Earth work shall be done with road width of 6.00 mtr.
2. Drainage crossings sufficient shall be provided i.e. H.P culverts and R.C.C Culverts for proper drainage of water.
3. Sufficient protection work has been proposed for improvement of geometrics.
4. Surfacing will be done in two layers i.e. WBM G-II & WBM G-III in single layer 75 mm thick.
5. BT shall be done after completing the other activities with 25 mm thick premix carpet.

Financial details: -

The estimated cost of project comes to Rs. 249.75 lacs.

Land: -

Land is available for construction of road.

Technical specifications: -

The road in question falls under the category of village road and shall be constructed to road way width of 6.00 mtr. The const. of D- xings shall be done as per the norms and specifications of IRC.

Cost: - The average cost of road per kilometre comes to Rs. 124.87 lacs.

Physical and Financial phasing: -

The project for const. of said road has taken for 2.0 kms and shall be completed by March 2021. The year- wise physical and financial phasing of project is as under: -

1. 2018-19	30%
2. 2019-20	40%
3. 2020-21	30%

Project implementation and management: -

The road project will be implemented by the State Public Works Deptt. through Chief Engineer, PWD Jammu Province and Deptt. has good network of construction i.e. Circle/ Division/ Sub- Division. The State level committee headed by Finance secretary would monitor the implementation of the project. Besides finance secretary, the committee will consists of Chief Engineer and representative of NABARD. The State level committee would review the progress of the project once in a quarter.

Operation and maintenance: -

The operation and maintenance of the road will be carried out by the state PWD separate funds are being provide by the State Govt.

Risk Factor and perception of Deptt:-

This const. of road is a labour and capital intensive work. The work is likely to be delayed as sufficient labour and agencies are not available.

Benefits and jurisdiction: -

The project envisages the const. of 2.0 km of road connecting to villages with about 10000 souls. The most of the area is backward and No. of families living below the poverty line. For working out the financial/ economic appraisal of the project's benefits have been identified and quantified as under: -

Increase in Agriculture productions: -

The farmers of these hilly areas grow crops like wheat, maize, rice pulses, vegetables and fruit in large quantities. By better and regular transportation due to const. it is expected that agriculture production will definitely increase considerably.

Saving in wastage: -

The const. of the road will facilitate convenient transportation of the marketable goods to the nearby Mandies/ Market resulting saving in wastage of goods besides movement of Security Personnel.

Saving in travel time: -

The average population of village linked with the road is about 10000 souls. Assuming 10% of the people are engaged in labour/ marketing activity. With the const. of this road it is executed that the travel time to be reduced by 5 minutes per km of 2.0 km's road length, with the probability of securing employment of 0.65 and Daily wagger rate@ 350/-, the proportionate value of travel time per annum is quantified at 13.79 lacs.

Saving in vehicle operation cost: -

As per the survey conducted by the Deptt. The volume of traffic has been converted into standard passenger car units (PCUs). With the help of conversion factor is estimated as per details furnished as under: -

S. no.	Vehicle type	No./ day	Conversion factor	PCUs/ day
1.	Motorcycles/ Scooter	100	0.50	50
2.	Passenger car/ pick up van	110	1.0	110
3.	Agricultural Tractor/ LCV	50	1.0	50
4.	Bus/ truck	20	3.0	60
			Total	270


Assuming the vehicle operation cost Rs.2.50 lacs/ km at 2018-19 price, the annual saving in VOC may be quantified Rs. 14.82 lacs.


Generation of Additional Employment: -

The const. of road will provide employment to skilled and un skilled labours of the area and the people of the area work as labour and depend of the development activity of the area. During the implementation of three years period about 0.27 lacs man days are executed to be created. The maintenance of the road will result in generation employment opportunities to a No. of considerable man days per annum.

Non- quantifiable social benefits: -


Apart from the above benefits, the other social benefits of the project will also include improved accessibility for high schools, health centres, Degree College, marketing centres and district hospital at Udhampur.

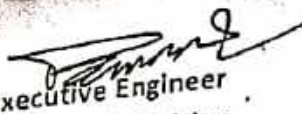

Asstt. Ex. Engineer
PWD(R&B) Sub-Division
Landher


Executive Engineer
PWD(R&B) Division
Udhampur

Certificate: -

It is certified that we have inspected the site and are satisfied with the proposals kept in the project report strictly devised and designed as per the relevant IRC code and Bureau of Indian Standard and sound engineering practice. There is no land accusation/ forest land problem involved in the project. The scheme is not included in the CNCPL/ CUPL of PMGSY.


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ABSTRACT OF COST

me of work: - Const. of road from Lali Dhabar via Sergali Pauni (Dhengidhar) to Village Tote Phase 2nd.

Length of road = 2.0 km
 Specifications:
 i. Roadway width = 6.0 mtr
 ii. Carriageway width = 3.0 mtr
 Pavement = 300 mm

No.	Particulars of item	Unit	Rate	Qty.	Amount (in lacs)
	Earth work				
1.	In cutting	Cum	246.73	38541.25	95.09
2	<u>Drainage X- ings work:</u>				
a.	1.0 mtr dia H.P culvert	No.	4.99	2.00	9.98
b.	2.0 mtr span RCC culvert	No.	10.50	2.00	21.00
c.	Pucca Drain	Rmt.	3075.00	100.00	3.08
3	<u>Protection works:</u>				
a.	Semi pucca R/wall 3.0 mtr. av. ht.	Rmt.	20726.00	90.00	18.65
b.	Semi pucca B/wall	Rmt.	13066.00	80.00	10.45
4	<u>Pavement:</u>				
a.	150 mm thick WBM G-II 2x1000x3+10% for curves	Sqm	305.00	6600.00	20.13
b.	75 mm thick WBM G-III 2x1000x3+10% for curves	Sqm	166.00	6600.00	10.96
c.	50 mm thick BM. 2x1000x3x0.05+10% curves	Cum	9723.00	330.00	32.09
d.	25 mm thick OGPC 2x1000x3+10% curves	Sqm	319.00	6600.00	21.05
				Total	242.48
				Add 3% for contingencies	7.27
				Grand Total	249.75
	Say Rs. 249.75 lacs				

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