

GOVERNMENT OF JAMMU AND KASHMIR



PMGSY DEPARTMENT (J&K)

JAMMU

DETAILED PROJECT FOR CONSTRUCTION OF

ROAD PROPOSED UNDER

BHARAT NIRMAN (STAGE Ist)

IN BLOCK MAHORE

DISTRICT REASI

Name of the scheme

KANTHAN TO SAWALKOT (PART-II)

LENGTH = 26.76 KMS

PKG:- JK14- 559

Introduction

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

All Weather Road: The road which serves the targetted habitation under all weather conditions.

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 Kanthan To Sawalkot(Part-II) is a link road with Code LO27 in Arnas block of Reasi District (Erstwhile Udhampur District). This road directly connects the habitations of Dhandli to Cach, Dhanorh, Dugha, Gosai, Khanikot, Sawalkot, Kund, Phanti, Suru kot, Karka, Kotli, Sarthala with population of 225, 881, 706, 236, 490, 582, 240, 230, 210, 224, 134,305 respectively. Thus this link road serves the total population of 4202.

Table 2.1 Road Design Brief

Sl.	Location	Issue	Design Solutions
1	Ch. 21250	The proposed road is connecting dhandali with sawalakot. The road is partll of Kanthan to Sawalakot Link no.-L027	Proper width of the road to be provided.
2	Ch.21500-21550 22300-22450 22750-22800 25200-25300 31025-31125 34095-34650 35870-36245 38900-39200 44100-44440	Side slopes are not adequate and get eroded with rain.	Proper protection works like in the form of breast walls along with drains need to be provided.
3.	21250-21300 22000-22100 22300-22350 22400-22600 22800-22950 23100-23175 23325-23500 25250-25350 25850-26100 26400-26675 28000-28350 28500-28825 29350-29500 30100-30250 30475-30525 32300-32500 32700-32920 34100-34250 37325-37425 37875-37975 38750-39000 39500-39600 40250-40625 41800-42180 43450-43500 44875-45345 47750-48000	Side slopes are not adequate and get eroded with rain.	Proper protection works like in the form of Retaining walls along with drains need to be provided.
4.	Ch.22300 22700 22820 23230 24730 24890 25050	Local nallah	RCC CULVERTS proposed

	25250 25360 25530 25900 26510 29810 30640 32350 32470 35450 36120 37740 38450 39545 40260 41330 41570 42760 43445 44045 45215 45930 46630 47735		
5.	Ch.50825-50900	End point/Bus stop	Extra width of road proposed.

Table 10.2 Proposed Culverts

Sl. No.	Chainage	Type of Culvert	Span/dia
1	21300	Box Culvert	1.0 M X 1.5 M
2	21600	Box Culvert	1.0 M X 1.5 M
3	21675	SCUPPER	1 X 6.0 M SCUPPER
4	22300	SLAB	1 X 3.0 M SLAB
5	22500	Box Culvert	1.0 M X 1.5 M
6	22750	SLAB	1 X 2.0 M SLAB
7	22820	SLAB	1 X 6.0 M SLAB
8	22990	Box Culvert	1.0 M X 1.5 M
9	23230	SLAB	1 X 2.0 M SLAB
10	23450	Box Culvert	1.0 M X 1.5 M
11	23760	Box Culvert	1.0 M X 1.5 M
12	24070	Box Culvert	1.0 M X 1.5 M
13	24525	SCUPPER	1 X 6.0 M SCUPPER
14	24730	SLAB	1 X 2.0 M SLAB
15	24890	SLAB	1 X 2.0 M SLAB
16	25050	SLAB	1 X 3.0 M SLAB
17	25170	SCUPPER	1 X 6.0 M SCUPPER
18	25250	SLAB	1 X 2.0 M SLAB
19	25310	SCUPPER	1 X 6.0 M SCUPPER
20	25360	SLAB	1 X 6.0 M SLAB
21	25530	SLAB	1 X 2.0 M SLAB
22	25900	SLAB	1 X 3.0 M SLAB
23	26300	SCUPPER	1 X 6.0 M SCUPPER
24	26510	SLAB	1 X 2.0 M SLAB
25	26720	Box Culvert	1.0 M X 1.5 M
26	26950	Box Culvert	1.0 M X 1.5 M
27	27260	Box Culvert	1.0 M X 1.5 M
28	27530	Box Culvert	1.0 M X 1.5 M
29	27750	Box Culvert	1.0 M X 1.5 M
30	27950	Box Culvert	1.0 M X 1.5 M
31	28325	Box Culvert	1.0 M X 1.5 M
32	28650	Box Culvert	1.0 M X 1.5 M
33	28850	SCUPPER	1 X 6.0 M SCUPPER
34	29050	SCUPPER	1 X 6.0 M SCUPPER
35	29400	Box Culvert	1.0 M X 1.5 M
36	29640	Box Culvert	1.0 M X 1.5 M
37	29810	SLAB	1 X 2.0 M SLAB
38	30100	Box Culvert	1.0 M X 1.5 M
39	30640	SLAB	1 X 3.0 M SLAB
40	31080	Box Culvert	1.0 M X 1.5 M
41	31425	Box Culvert	1.0 M X 1.5 M
42	31775	Box Culvert	1.0 M X 1.5 M
43	32150	Box Culvert	1.0 M X 1.5 M
44	32350	SLAB	1 X 2.0 M SLAB
45	32470	SLAB	1 X 6.0 M SLAB
46	32700	Box Culvert	1.0 M X 1.5 M
47	32900	Box Culvert	1.0 M X 1.5 M
48	32920	Box Culvert	1.0 M X 1.5 M
49	33362	SCUPPER	1 X 6.0 M SCUPPER
50	33520	Box Culvert	1.0 M X 1.5 M
51	33720	Box Culvert	1.0 M X 1.5 M

52	34125	SCUPPER	1 X 6.0 M SCUPPER
53	34620	Box Culvert	1.0 M X 1.5 M
54	34945	Box Culvert	1.0 M X 1.5 M
55	35230	Box Culvert	1.0 M X 1.5 M
56	35450	SLAB	1 X 3.0 M SLAB
57	35650	Box Culvert	1.0 M X 1.5 M
58	36120	SLAB	1 X 3.0 M SLAB
59	36320	Box Culvert	1.0 M X 1.5 M
60	36810	SCUPPER	1 X 6.0 M SCUPPER
61	37420	SCUPPER	1 X 6.0 M SCUPPER
62	37740	SLAB	1 X 3.0 M SLAB
63	38050	Box Culvert	1.0 M X 1.5 M
64	38450	SLAB	1 X 2.0 M SLAB
65	38860	SCUPPER	1 X 6.0 M SCUPPER
66	39410	Box Culvert	1.0 M X 1.5 M
67	39545	SLAB	1 X 3.0 M SLAB
68	39730	Box Culvert	1.0 M X 1.5 M
69	40020	Box Culvert	1.0 M X 1.5 M
70	40260	SLAB	1 X 3.0 M SLAB
71	40585	Box Culvert	1.0 M X 1.5 M
72	40945	SCUPPER	1 X 6.0 M SCUPPER
73	41120	Box Culvert	1.0 M X 1.5 M
74	41330	SLAB	1 X 3.0 M SLAB
75	41570	SLAB	1 X 2.0 M SLAB
76	41920	Box Culvert	1.0 M X 1.5 M
77	42970	Box Culvert	1.0 M X 1.5 M
78	42480	Box Culvert	1.0 M X 1.5 M
79	42760	SLAB	1 X 2.0 M SLAB
80	43070	Box Culvert	1.0 M X 1.5 M
81	43445	SLAB	1 X 3.0 M SLAB
82	43770	Box Culvert	1.0 M X 1.5 M
83	44045	SLAB	1 X 2.0 M SLAB
84	44420	Box Culvert	1.0 M X 1.5 M
85	44850	Box Culvert	1.0 M X 1.5 M
86	45215	SLAB	1 X 2.0 M SLAB
87	45570	Box Culvert	1.0 M X 1.5 M
88	45930	SLAB	1 X 3.0 M SLAB
89	46360	Box Culvert	1.0 M X 1.5 M
90	46630	SLAB	1 X 3.0 M SLAB
91	46970	Box Culvert	1.0 M X 1.5 M
92	47320	Box Culvert	1.0 M X 1.5 M
93	47735	SLAB	1 X 2.0 M SLAB
94	47930	Box Culvert	1.0 M X 1.5 M

11. Protective Works & Drainage

11.1 General

Mountainous terrain and drainage condition along the road is under study as the road is new connectivity

11.2 Road side drain

As the insufficient drainage of surface water leads to rapid damage of road, road side drain as shown in drawing volume has been provided particularly on the location of habitation areas. Sketch for a standard roadside drain should be made available.

11.3 Protective Works

Necessary protection works consisting of R/walls & B/walls have been provided near to protect earthfilling ,road edge& cut slopes and water bodies falling within the proposed alignment. Table 11.1 gives the chainage-wise protection works adopted.

Table 11.1 List of protective works

Sl. No.	Chainage		Type of protective works		Comments
	From	To	RHS	LHS	
1	21250	21300	50		RETAINING WALL
2	22000	22100	100		RETAINING WALL
3	22300	22350	50		RETAINING WALL
4	22400	22600	200		RETAINING WALL
5	22800	22950	150		RETAINING WALL
6	23100	23175	75		RETAINING WALL
7	23325	23500	175		RETAINING WALL
8	25250	25350	100		RETAINING WALL
9	25850	26100	250		RETAINING WALL
10	26400	26675	275		RETAINING WALL
11	28000	28350	350		RETAINING WALL
12	28500	28825	325		RETAINING WALL
13	29350	29500	150		RETAINING WALL
14	30100	30250	150		RETAINING WALL
15	30475	30525	50		RETAINING WALL
16	32300	32500	200		RETAINING WALL
17	32700	32920	220		RETAINING WALL
18	34100	34250	150		RETAINING WALL
19	37325	37425	100		RETAINING WALL
20	37875	37975	100		RETAINING WALL
21	38750	39000	250		RETAINING WALL
22	39500	39600	100		RETAINING WALL
23	40250	40625	375		RETAINING WALL
24	41800	42180	380		RETAINING WALL
25	43450	43500	50		RETAINING WALL
26	44875	45345	470		RETAINING WALL
27	47750	48000	250		RETAINING WALL
28	21500	21650		150	PROP. BREAST WALL
29	22300	22450		150	PROP. BREAST WALL
30	22750	22800		50	PROP. BREAST WALL
31	25200	25300		100	PROP. BREAST WALL
32	31025	31125		100	PROP. BREAST WALL
33	34095	34650		450	PROP. BREAST WALL
34	35870	36245		300	PROP. BREAST WALL
35	38900	39200		270	PROP. BREAST WALL
36	44100	44440		300	PROP. BREAST WALL

12. Land Requirement

12.1 General

There is no existing track. Thus the project road is a new connectivity road with no existing track.

12.2 Proposed ROW

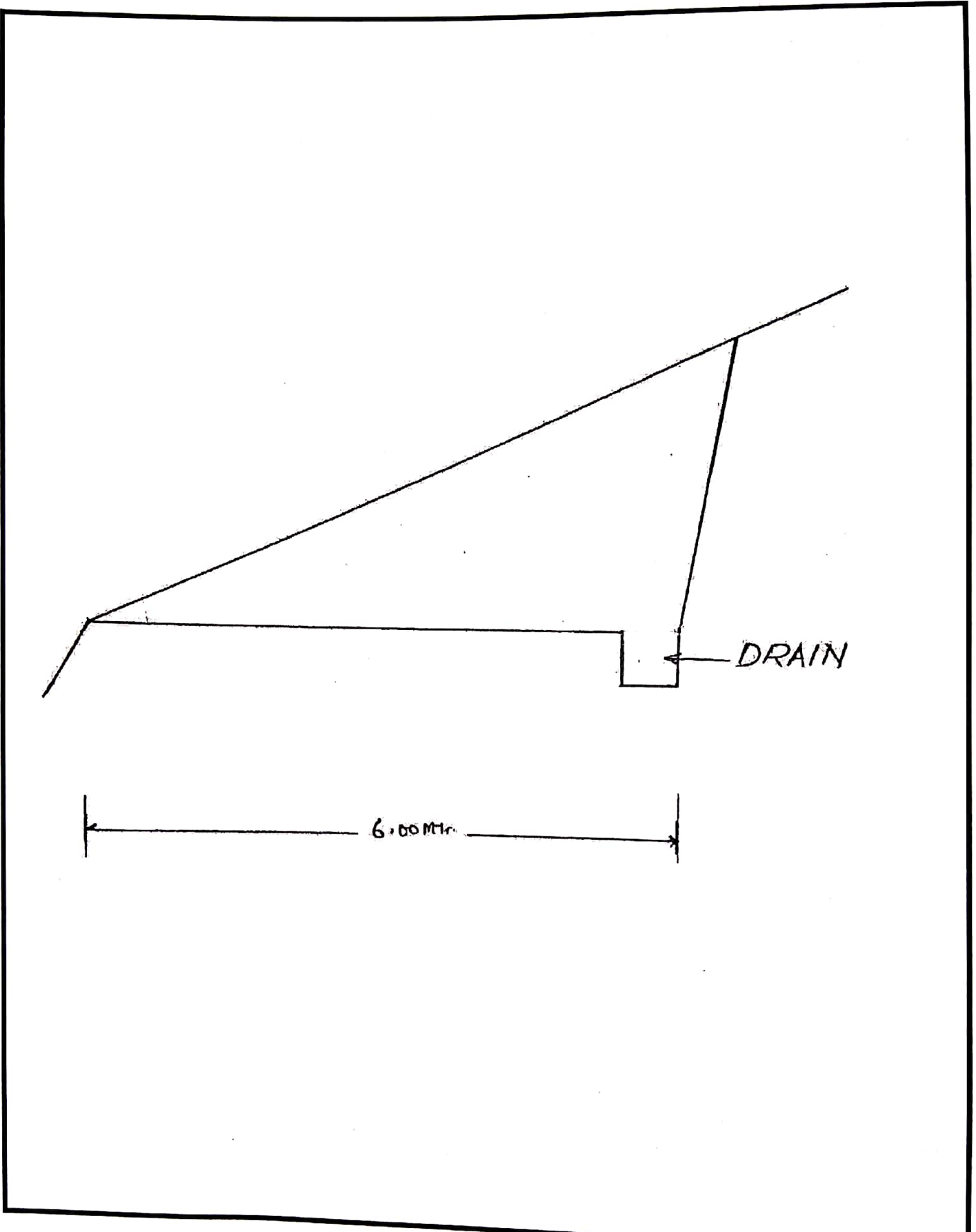
The width of carriageway has been considered as 3.75 m in accordance with the IRC-SP 20: 2002. The total roadway width is limited to 6.00 m with 1.875 m earthen shoulder on either side of carriage way. The proposed ROW generally varies from 12 m – 15 m depending upon the road cut formation and the proposed ROW is even less than 10 m in some stretches of habitation area and in areas having tree plantation.

12.3 Additional Land

Local administration and local panchayat need to apprise the villagers about requirement of minor areas in places for development of the road. Villagers are generally highly enthusiastic during site visits for selection of the road. Table 12.1 provides the chainage-wise additional land required.

{Insert a table showing the additional land required for developing the PMGSY road}

TYPICAL CROSS - SECTION



GENERAL ABSTRACT OF COST

Name of Road: Construction of Road from "Kanthan to Sawalkot (Part-II)" JK 14-559

Length 26.76 km

(Stage-I)

S.No	Description of Item	Unit	Quantity	Rate (Rs)	Amount (In Lacs)	
1	2	3	4	5	6	
1	Earthwork in excavation in hilly terrain					
a.	All kinds of soil	Cum	234626	115	269.82	
b.	Ordinary rock not requiring blasting	Cum	9776.0	78209-	201	-157.20 196.50
c.	Hard Rock	Cum	586.57	78209	343	268.26 201.19
d.	Earth filling in embankment	Cum	13149.42	58	7.63	
e.	Disposal of excavated mulba including Loading, unloading av. Lead 1km	Cum	39104	50	19.55	
				T=	-722.46-	
					694.69	
2	C.D Works					
a.	Const. of 1.0 Mtr Dia HP Culvert	No	0	205270	0.00	
b.	Const. of 2m span RCC Culvert	No	15	737314	110.60	
c.	Const. of 3m span RCC Culvert	No	13	1027057	133.52	
d.	Const. of 6m span RCC Culvert	No.	3	2205052	21.0	66.15 63.03
e.	Const. of 6.00 Mtr Long Scupper	No	13	504127	65.54	
f.	Const. of 1.0 Mtr x 1.0 Mtr Box Culvert	No	50	288125	144.06	
				T=	519.87	
					519.87	
3	Const. of Semi Pucca Walling:-					
a.	Semi Pucca R/Wall Av. Height 3.0 m	Rmt	3020	11683	352.83	
b.	Semi Pucca R/Wall Av. Height 4.0 m	Rmt	1020	1925-	17763	341.94 181.18
c.	Semi Pucca B/Wall Av. Height 2.0 m	Rmt	3400	1870-	5608	104.87 190.67
d.	Parapets	No.	0	1345	0.00	
e.	Const. of Muck Dumping Yards@ 1No /800m	No.	3314	807489	266.47	114.13
				T=	1066.11	
					(828.81) 100.95	
4	Providing & Fixing of PMGSY Boards:-					
a	P/F of Citizen Informatory Board	Each	6	14494	0.87	
b	P/F of PMGSY Logo after every 2Km	No.	13	10000	1.30	
c.	Provision for tracer path cutting including survey and setting out etc.	Km	26.76	20000	7.23	5.35
					825.63	

d.	Provision for Preparation of DPR & Painting of Boards, Lines, Dashes, Arrows etc. as per Technical Specification Clause 1702.	LS	-	-	0.30 0.10
				T=	9.69 7.62
G.TOTAL=					2318.12 Lacs

~~Sumit~~
 A.E.E. ~~Chad.~~ 2057.87 lac
 XEN. 76.90 lac/km

T = 2044.69 lac

i.e., 76.41 lac/km

Stage I DPR checked &
 scrutinized for Rs. 2057.87 lacs

~~Sumit~~
 02/01/17