

PRADHAN MANTRI GRAM SADAK YOGNA



GOVERNMENT OF JAMMU AND KASHMIR

PMGSY DEPARTMENT J&K

JAMMU

**DETAILED PROJECT REPORT FOR CONSTRUCTION OF
ROAD PURPOSED UNDER BHARAT NIRMAN**

IN BLOCK MAHORE

DISTRICT REASI

NAME OF SCHEME

BALMATKOTE

TO

BAGUDASS

(Sungri to Bagudass)

LENGTH = 24.00 Kms

PKG.NO:-JK14-305

Cost:-2952.71 Lacs.

**Chief Engineer,
PMGSY(JKRRDA)**

GOVERNMENT OF JAMMU & KASHMIR

Amig DIF

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12336*



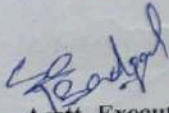
**PUBLIC WORKS DEPARTMENT
(PMGSY) JAMMU
DETAILED PROJECT REPORT
FOR
CONSTRUCTION OF ROADS PROPOSED
UNDER BHARAT NIRMAN (PMGSY)
DISTRICT-UDHAMPUR/REASI**

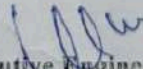
| | | |
|---------------------------|---|---|
| NAME OF SCHEME | : | BALMATKOT TO BAGUDAS (SUNGRI TO BAGUDAS PART-II) |
| LENGTH | : | 24.00 KM |
| ESTIMATED COST | : | 2032.25 LACS <i>1959.19</i> |
| PACKAGE NO. | : | JK - 14 - <i>305</i> |
| BLOCK | : | MAHORE |
| NO. OF HABITATIONS LINKED | : | 06 Nos |
| NAME OF THE VILLAGES | : | CHALLAS, CHASSOT, MANDI, SUKA (INDIRECTLY) SUKSAR, BAGUDAS |
| POPULATION SERVED | : | 4051 SOULS |

CERTIFICATE

Certified that:-

1. The proposed road is a part of core network providing full connectivity to intended un-connected population/villages.
2. Alignment is safe, passing through the slide free-zone, moreover minimum C.D. Works are provided.
3. State land/private land is available for construction of road.
4. Right of way (R.O.W) for construction of road is sufficient as per Rural Road provision of I.R.C.
5. The survey has been conducted by Sh. Suresh Kumar Badgal (J.E) & Sh.Gagan Deep Uttam (J.E) under the active guidance of Sh. Assa Singh AEE. It is certified that the field data in respect of L-section, X-section, Site Plan, classification of Earth Work in cutting/filling hydraulic data for design of C.D. Works, protection works etc. are correct to the best of my knowledge.
6. The material and labour for the construction of Road is available.
7. The condition of the road on which the take off point is proposed is good & trafficable.
8. The location of CD work/protection work has been proposed at requisite places as per site condition.
9. The C.D. works have been designed on realistic hydraulic data.
10. The quantities provided in the Detailed Project Road can be put to tenders and analyses of rates/carriages for the materials are as per local conditions.


Asstt. Executive Engineer
PMGSY Sub Division
Mahore


Executive Engineer
PMGSY Division
Mahore

Superintending Engineer
PMGSY Circle
Reasi

TECHNICAL REPORT

| | | |
|----------------|---|-----------------------|
| Name of State | : | Jammu & Kashmir |
| District | : | Udhampur/Reasi |
| Block | : | Mahore |
| Division | : | PMGSY Division Mahore |
| Name of Scheme | : | Balmatkot to Bagudas |
| Length | : | 24.00 km |

Preliminary:

India has essentially a rural oriented economy with 74% of its population living in its villages. In the year 2000, it was estimated that about 3,30,000 out of its 8,25,000 villages and habitations were without any all weather road access. It was against this background of poor connectivity that the Prime minister announced a massive rural roads programme under the name "PMGSY" to provide a better connectivity for rural development by way of promoting access to economic and social services there by generating increased agricultural incomes and productive employment opportunities.

Balmatkot to Bagudas road is one such road which has been proposed to be taken up for construction under PMGSY programme. The road from Balmatkot to Bagudas is proposed to connect the village Bagudas having a target population of 927 souls and total population of habitations connected shall be 4051 souls.

Authority & Plan Provision:

The road falls in core network of District Udhampur Block Arnas having code JK-14-..... the proposed road falls at S. No. 82 of CNCPL for Udhampur District and at S. No. 16 of CNCPL of Mahore block.

History Geography & Climate:

The road is "NEW CONSTRUCTION" Project. The people use locally made track presently to reach Bagudas. The people living in the area are mainly dependent on agriculture produce, rearing of cattle live stock production & agriculture etc. the area has not been exploited due to non-availability of proposed motor able link.

The topography of the area is hilly having a cross country slope between 40-70%. At places it is more than 70% also. The terrain thus can be classified as mountainous. The Geological features of the area are combination of hard soil, soft rock & hard rock in stretches.

Construction Programme:

The work is proposed to be executed through Contractors and completion period specification is 12 calendar months for works. The major constraint which may upset this construction schedule is the delay in payment of compensation to the departments like forest Deptt., Revenue Deptt., PDD Deptt., etc by the Govt. which normally takes a lot of time.

Miscellaneous:

As the project envisages construction of new road through contractors in two phases, the necessary arrangements for temporary work sheds, water supply etc shall have to be done by the contractor. Regarding road side plantation, turfing for environmental protection, it shall be planned during the taking over of Phase-II of road i.e. construction of sub grade, base course & wearing surface of the road.

Useful finds:

Any finds such as relics of antiquity coins, fossils or other articles of value shall be promptly delivered to authorized functionary of the J&K Govt. free of cost and shall remain the property of the Government.

Estimated cost:

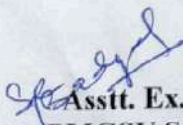
The total estimated cost of the project shall be Rs. 2032.25 lacs.

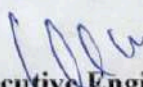
Availability of land:

The road alignment passes through pvt. Land, and mainly through forest land. The clearance of Forest Department is required primarily in this scheme the pvt. Land shall be made available by the local panchayat as people have agreed to provide the land for construction of road.

Certificate:

Certified that this road is a constituent of core network and has not been included in any other plan.


Asstt. Ex. Engineer
PMGSY Sub Division
Mahore


Executive Engineer
PMGSY Division
Mahore

The area falls under Sub-Tropical temperature zone as per climate and annual rainfall in concerned. The ambient temperature ranges between $35^{\circ}C$ to $-4^{\circ}C$ and average annual rainfall is up to 1100mm.

Necessity:

The project envisages the linking of Target habitation of Balmatkot with Bagudas. The people of the area have represented for early taking up of this road so that at least all fair weather status road is made available to them. The repeated representations of the public and Hon'ble MLA of the area has necessitated the execution of this project at an earliest.

The road is proposed to be executed using machinery & labour.

Road features:

The alignment of the route has been selected keeping in view the fact that maximum benefit reaches the scattered habitations of the village Bagudas and also keeping in view the connectivity criteria for hilly areas. The alignment passes through the safe zone with minimum cross-drainage works. The route has been so selected that heavy cutting are avoided.

The road passes through hilly terrain. The existing nature of soil classification varies in stretches and as such average classification km wise has been fixed. The road has been aligned in such a way that maximum natural passing zones are made available enroute.

Environmental & Ecological Aspect:

While aligning the road it has been tried that minimum forest area/land is encountered. As per rough estimationno. small to big trees of different species shall be cut for construction of road. As the expected traffic to the area after construction of road shall be mainly public transportation with in permissible extent, there is no risk of increase in Air pollution/ Noise pollution in the area. Since no water sources are being encountered and those available are for from the proposed alignment, hence there shall be no adverse impact on quality of fresh water in the area during the construction process.

**PRADHAN MANTRI GRAM SADAK YOJANA
BHARAT NIRMAN
SUMMARY SHEET**

f-1

| | | | | | |
|----------------------------|-------------------------|-----------------------|----------|---------|---|
| Name of The Block:- Mahore | Total No Of habitations | connected habitations | | | Package No:-JK-14-..... District:- Reasi/udhampur |
| | | 1000 | 500-1000 | 250-500 | |

| Type of Work | No. of Roads | Total length of road (Km) | No. of New C- D structures | Estimated cost (in Lacs) | | No. of new villages connected | | |
|--------------|--------------|---------------------------|----------------------------|--------------------------|---|-------------------------------|----------------|----------------|
| | | | | Pavement from Format | CD structures / protection Work from Format | Total 5+6 | Total Villages | SC/St villages |
| New | 1 | 2 | 4 | F-5 | F-6 | 7 | 8 | 9 |
| Construction | 1 | 7 | 31 | 1342.51 | 683.05 | 2025.56 | | |

Add for:

- i) P/f Logo of bharat nirman after every 2 Km @ 11287/5 Nos.
- ii) P/f informatory board after every 5 km@ 9342/ No.
- iii) Citizens board at take off point @ 9342/ No
- iv) tracer path cutting @ 0.35 lacs
- v) Provision for DPR 0.06/Nos

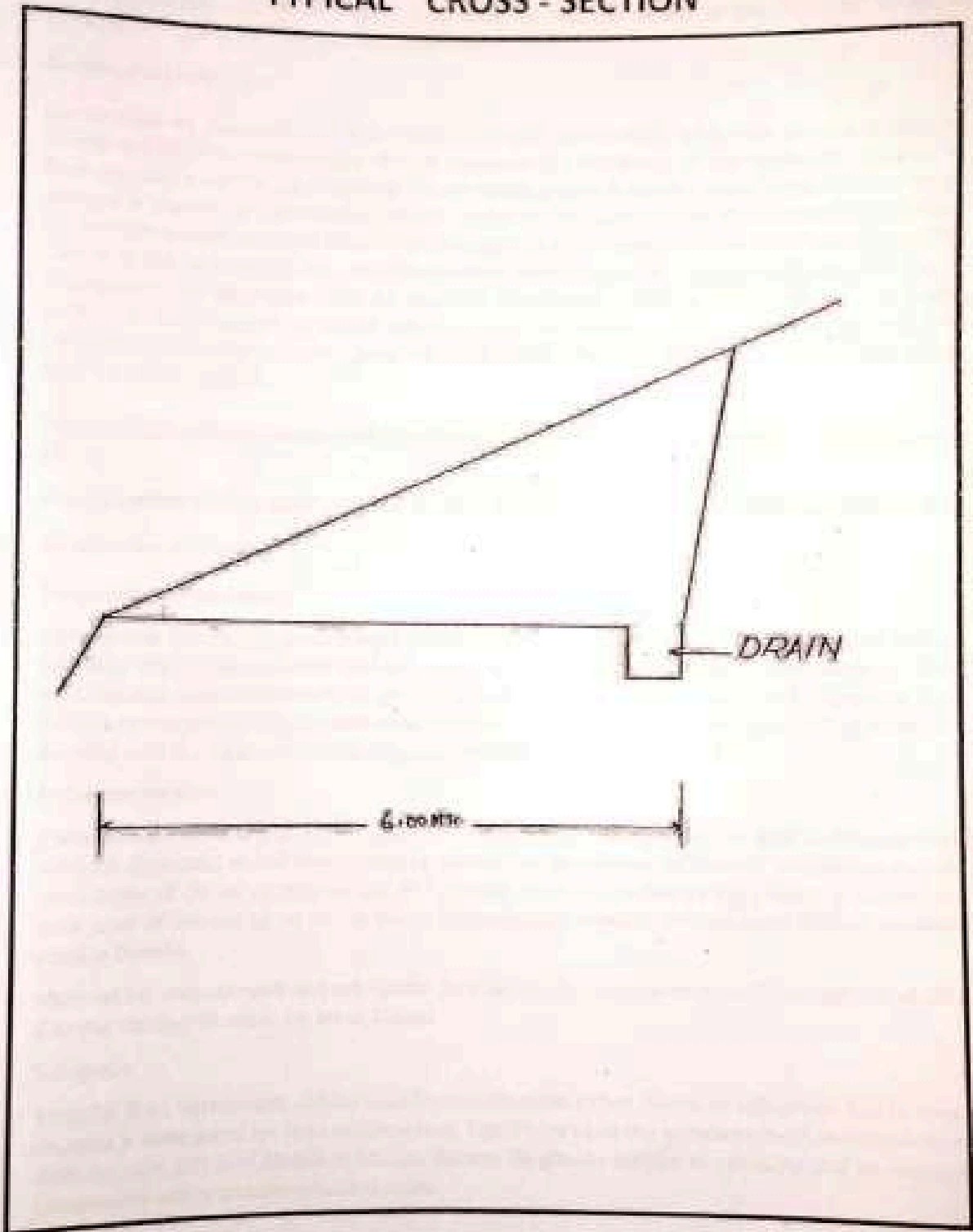
| | |
|----------------|--|
| 1.35 | |
| 0.37 | |
| 0.09 | |
| 4.80 | |
| 0.06 | |
| 2032.25 | |

[Signature]
ASSISTANT EXECUTIVE ENGINEER
PMGSY SUB DIVISION
MAHORE

[Signature]
EXECUTIVE ENGINEER
PMGSY DIVISION
MAHORE

SUPERINTENDING ENGINEER
PMGSY CIRCLE REASI
H.Q. REASI

TYPICAL CROSS - SECTION



Chartered Accountant
 BHARAT NIRMAN (PMGSY)
 PACKAGE SUMMARY

Performa B

Package No: JK-14-305
 District: Reasi

State: Jammu & Kashmir

| S.No. | Name of block | Name of the Road | Type of Proposal N/U* | Proposed Length Km | Cost of Pavement(E/work) Rs. In lacs, | No. of CD works | Cost of CD works Rs. in lacs | Total Est. Cost Rs. in lacs | Avg. Cost Per Km Rs. in lacs |
|-------|---------------|---|-----------------------|--------------------|---------------------------------------|-----------------|------------------------------|-----------------------------|------------------------------|
| 1 | Mahore | From Balmakot To Bagudas | N | 24.00 | 2288.75 2146.13 | 89 | 347.86 274.82 | 2636.61 2420.96 | 109.86 |
| | | Semi Pucca R/Walls + E/Wall | | | | | | | |
| | | Crated B/Walls | | | | | | | |
| | | Pucca Side Drain + Catch water drain | | | | | | | |
| | | Road Logo & Other Road Furniture | | | | | | | |
| | | Provision for CBR Test Including Preparation of DPR & Painting Lines, Dashes, Arrows as per Clause 1702 | | | | | | | |
| | | | | Total:- | | | 2887.96 2796.15 | 124.37 | 6.96 |
| | | | | G. Total :- | | | 3462.79 Lacs | 124.33 Lacs | |

(N) New connectivity

Prepared by

Signature Name Designation

Atif Malik
 Atif Malik
 JE

Checked by Name Designation

Signature

Raman Puri
 Raman Puri
 Xen, Div. Mahore

Scrutinized by

Signature Name Designation

T.R Bhagat
 T.R Bhagat
 Superintending Engineer
 Circle Reasi/Udhampur..

Technical Scrutiny done by :

Co-ordinator S.T.A.

Signature : Name : Designation :

DR. S.K. ...
 DR. S.K. ...
 Co-ordinator (PMGSY)
 Govt. College of Technology, Jammu

2952.71 Lacs @ 123.03 lac/km

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

CHECK LIST FOR P.I.U. & S.T.A.

(FOR INDIVIDUAL ROAD WORKS)

TO BE FILLED BY PIU.

1. Location :- State: Jammu & Kashmir

District: Reasi

2. Package No:-JK14 - 305

3. Name of the Road: From : **Balmatkote to Bagudas (Stage-II) (T)**

4. Total Length (Km) 24.00Km

In Built up area : Nil Km

In Open Area - 24.00 Km

5. Estimated Cost Rs ~~2984.96~~ lacs

116.50

Average Cost : ~~131.33~~ Lacs/km

2796.13 lacs
+
7.0081 = 156.58 lacs

2796.13 lacs

| Item | Total Cost In Rs. | Cost per Km. Lakhs |
|---------------------------------|-------------------|--------------------|
| Flexible Pavement | 2295.26 | 95.63 |
| Rigid Pavement(CD & P/Works) | 629.70 | 28.73 |
| Others incl Routine Maintenance | 167.14 | 6.96 |
| Total | 3452.10 | 131.33 |

6. Type of proposal :- New connectivity / Up gradation

-If the proposed road is a New connectivity

Is the road a part of core net work

If Yes Through Route/ Link Route No.

YES / NO

| | | | | | | | |
|----|---|---|----|----|---|---|----|
| T- | 0 | 1 | or | L- | 0 | 4 | 6. |
|----|---|---|----|----|---|---|----|

2796.13 lacs u. 116.50 lacs/km

- Name of the unconnected Target Habitation (s) (to be

Crosschecked with CN-6)

Challas, Chassot, Mandi, Suka, Suksar, Bagudas

- Population sub served by the proposed road.

4051 Souls

- Does the Proposed Road lead up to the Habitation for Which it is supposed to provide connectivity (In other words Are you sure that the road is not being made partially?)

YES / NO

Does the proposed Road connect the unconnected Habitation to

(a) (b)

- a) Another habitation having All- weather road.
- b) Directly to an All weather road.

If (b) indicate the nature of road to which the proposed road leads.

| | | | |
|----|-----|----|----|
| RR | MDR | SH | NH |
|----|-----|----|----|

- If the proposal is for up gradation

- is the road a part of the core-network

- is it associated Through Route or Not

- PCI value

- Age of the road

- Is it certified that there are no other unconnected

Eligible Habitation in the district.

YES / NO
YES / NO
YES / NO

YES / NO

7. a) Whether the Proposed Road has the desired carriage way width, Roadway width and Road Land Width (RLW)

YES / NO

b) Indicates the actual widths of the following for the proposed road

- a) Carriageway
- b) Roadway
- c) Road Land Width

| In the Built Up Area (m) | In the Open Area (m) |
|----------------------------|------------------------|
| 3.00 | 3.00 |
| 5.00 | 5.5.00 |
| Varies | 12.00 |

| 8. Base year traffic volume (Average Anticipated) | | | | | | | | | | | | | | | | |
|---|----------------------------------|------------------------|--------------------------|--------|---|----|--------------------------------|---|----|-------|-----------------------|----|------------------|----------------------|------------|---|
| Month & Year of Traffic Volume | | | | | | | | | | | | | | | | |
| Days | Motorised Traffic | | | | | | | | | | Non Motorised Traffic | | | | | |
| | Cars, Jeep, Vans, Three Wheelers | Motorised two Wheelers | Light Commercial Vehicle | Trucks | | | Agricultural Tractors Trallers | | | Buses | | | Cycle Ricksha wa | Animal Drawn Vehicle | | |
| | | | | L | U | OL | L | U | OL | L | U | OL | | SWC | Num. Tyred | |
| Day1 | | | | | | | | | | | | | | | | |
| Day2 | (NEW CONNECTIVITY) | | | | | | | | | | | | | | | |
| Day3 | | | | | | | | | | | | | | | | |
| Average | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Growth rate adopted (%) = 6%

Design Life = 10 Years
 Number of Harvesting Seasons = 02
 No. of Days in Each Harvesting Season (t) = 75

T.B.

9 Subgrade CBR = km 1st to 24th CBR = 5-6% Fair

| 10. Cost Details | Cost Rs. | Cost /km (Rs) |
|--|-------------|---------------|
| A. General Costs | | |
| Cost of Preparation of DPR incl Provision for CBR Tests & Painting of Boards, Lines, Dashes, Arrows etc. as per Technical Specifications Clause 1702 | 240- 1.8 | 0.10 |

| B. Pavement Components | Description of layer | Thickness (in mm) | Quantity (Cum) | Cost Rs. Lacs | Cost/ km (Rs) Lacs |
|------------------------|--|-------------------|----------------|---------------|--------------------|
| | Earth Work - in Excavation/ Cutting | - | - | 1342.51 ✓ | - |
| | Earth work - in Filling (Embankment) | - | - | - | - |
| | Subgrade (if provided separately) <i>Preparation</i> | 300 mm | 35280 | 40.23 4.09 | 0.426 |
| | Shoulders (if not considered in the Earthwork) | - | 12198.00 | 27.66 19.32 | 1.15 |
| | Granular Sub base G-II | 100 450-mm | 12600 | 230.88 135.21 | 9.86 |
| | WBM Gr-111 | 75mm | 5940.00 | 153.89 159.05 | 6.41 |
| | C. Bituminous Layers | | | | |
| | Prime Coat | - | 75600.00 | 30.95 ✓ | 1.29 |
| | Tack Coat | - | 75600.00 | 10.81 ✓ | 0.450 |
| | OGPC | 20 mm | 75600.00 | 114.33 ✓ | 4.76 |
| | Seal Coat | - | 75600.00 | 39.48 ✓ | 1.64 |
| | Bituminous Macadam | 50mm | 3960.00 | 922.11 290.38 | 13.42 |
| | Surface Dressing | - | - | - | - |
| | D. Cement Concrete Road | | | | |
| | Pavement Quality Concrete (M30) | - | - | - | - |

| E: CD Works | No. of Existing CD Works | 89 Nos | Stage-I |
|---|--------------------------|---------------------------------|---------------|
| Do they require any improvement- specify the Nature of improvement proposed | | | |
| If yes, their Number and Cost of improvement | | | |
| Location -Chainage (SimiNeoch Type of CD's may be grouped together) | Type of CD & Their Nos | Total Length of Bridge/ Culvert | Cost in Rs. |
| 1 m Dia HPC | 04 04 | | 93.80 |
| 3M Span RCC Culvert | 08 11 | | 135.32 |
| 6M Span RCC Culvert | 07 02 | | 76.76 |
| Scuppers | 10 12 | | 42.76 |
| Total:- | 29 89 | | 347.66 |
| No. of New Proposed CD Works | | | |
| Total Cost of Proposed CD Works | | | |
| | | | 277.89 |

| | Cost in Rs | Cost / Km (Rs) |
|---|----------------|----------------|
| F. Protection works, Crated Breast Wall = 300 Rmt | | |
| <i>Parapets = 2400 No.</i> | 368.78 | |
| G. Road Logo, other Road Furniture | 235.18 | 13.96 |
| H. Any other Provisions (Please Specify) | 40.78 9.59 | 0.449 |
| Total Cost of the Project (Rs):- | 2084.96 | 124.37 |

(279613) Lacs @ 116.50 /km


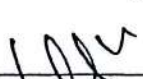
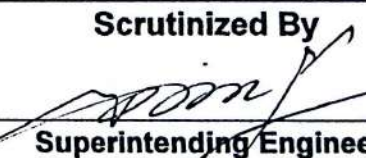
| Part-B Routine Maintenance: | | | | |
|---|----------------------|-------------------------------|--------|----------------------|
| Cost of Stage-I = 2080.21 Lacs | | 1959.19 | | |
| Cost of Stage-II = 952.78 lacs | | 836.94 | | |
| Total = 2984.96 Lacs | | 2796.13 | | |
| 7 | Year | Cost (In Lacs) | % Cost | Cost Per Km. |
| a | 1st Year | 14.92 13.98 | 0.50% | 0.62 0.58 |
| b | 2 nd Year | 20.89 19.57 | 0.70% | 0.87 0.81 |
| c | 3 rd Year | 35.82 33.56 | 1.20% | 1.49 1.40 |
| d | 4 th Year | 44.77 41.94 | 1.50% | 1.86 1.75 |
| e | 5 th Year | 58.74 47.53 | 1.70% | 2.11 1.98 |
| Total of Part B:- | | 167.14 156.58 lacs | 5.60% | 6.96 6.52 |
| Grand Total = (Part A + Part B) 2984.96 + 167.14 | | | | 3152.10 Lacs |

$$= 2796.13 + 156.58$$

$$Rs. 2952.71 \text{ lacs}$$

* In case of hill roads, the formation and cutting may be filled against Earthwork and Subgrade Preparation.

PC - Pipe Culvert, SC-Slab Culvert, BC - Box Culvert, MB - Minor Bridge, CW - Causeway

| | | |
|--|---|---|
| 12. Whether the road has Geometrics as per Rural Roads Manual (RRM) | Yes | |
| 13. Whether CD works/ Protection works are provided as per RRM | Yes | |
| 14. Whether the Cost estimated are as per standard data analysis and S.S.R | Yes | |
| Certified that information provided as true | | |
| Prepared By  | Checked By  | Scrutinized By  |
| Asstt. Executive Engineer PMGSY Sub Div. Mahore | Executive Engineer PMGSY Division, Mahore | Superintending Engineer PMGSY Circle, Udhampur/Reasi |

C.S

To Be Filled By S.T.A

Combined stage (I + II)

Name of the S.T.A: Balmukh to Bagudas.

- 15. Is the proposed Road entered on the OMMS: *B.C.E.T Jammu* Yes/No
- 16. If the proposal is for new connectivity Yes/No
 - o Have you satisfied yourself if that the proposed Road is a part of the Core Network Yes/No
 - o Is the unconnected habitant(s) part of list of Unconnected Habitants as per CN-6 Yes/No
 - o Does the Proposal ensure full connectivity of the target Habitation Yes/No
 - o If No, the name of Unconnected Habitation up to which it is connected Yes/No
 - o Is such Unconnected Habitation eligible Under PMGSY Yes/No
- 17. Are you satisfied with the following?
 - o Engineering Surveys Yes/No
 - o Soil / Material Investigation Yes/No
 - o Traffic Surveys / Estimation Yes/No
 - o Hydraulic Studies Yes/No
- 18. In case, Traffic is projected beyond 45 CVPD; are you satisfied with the reason given Yes/No *7-3*
- 19. In case, sub grade CBR is less than 3; has Soil Stabilization etc. been proposed Yes/No *N.A.*
- 20. Is the design of the following elements as per Rural Roads Manual:
 - o Alignment & Geometric Yes/No
 - o Pavement Design Yes/No
 - o CD works and protection Measure Yes/No
 - o Side drains Yes/No
 - o Integration for Cross and Longitudinal Drainage Yes/No
- 21. Does the Estimation conform to Standard rate analysis and SSR Yes/No
- 22. Does the proposal have provision for
 - o PMGSY Logo, Sign Boards and Information Boards Yes/No
 - o Km/Hm Stones Yes/No
 - o Guard Stones (Where necessary) Yes/No
 - o Traffic Sign Boards (as necessary) Yes/No

23. Specific remarks, if any by STA *she said road falls in frost zone.*

Certified that the Design and Estimation for the Proposed Road work are based on the data and SSR provided by Engineers. The Proposal after final correction is entered on the OMMS. The Proposal may be considered for clearance.

Technical Scrutiny:
Done by

Signature
Name
Designation

Coordinator
S.T.A

[Signature]
Signature *17/8/2011*
Name
Designation **S.K. GUPTA**
Co-ordinator-STA (PMGSY)
Govt. College of Engg. & Technology, Jammu