



**GOVERNMENT OF THE PUNJAB  
PLANNING AND DEVELOPMENT BOARD  
(ROAD SECTION)**

**WORKING PAPER**

**PART A**

**Date of receipt of PC-I in P&D Board: 13-02-2025**

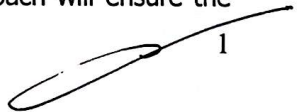
**PROJECT PROFILE:**

1. Project Title: **CONST. OF ROAD FROM CHAAL TO DHOLAN MORR VIA NONAR MUSALMANIA KILA AHMED ABAD (PHASE-I & II)**
2. Location: District Narowal
3. Sponsoring Agency: C&W Department, Government of the Punjab.
4. Executing Agency: Punjab Highways Department
5. Operation & Maintenance: Punjab Highways Department
6. Name of the Relevant Communication & Works Department, Finance Department  
Department (s) /Pre-PDWP meeting was held on **27.02.2025** under the  
Stakeholder(s) invited in Pre- chairmanship of Member (ID)  
PDWP
7. Name of the Sector's specialist P&DB Road Sector, Economic Wing,  
/ consultants / advisor /  
expert / invited in Pre-PDWP
8. Cost: **Rs. 900.00 Million (As per Indicated Cost)**  
**Rs. 1037.473 Million (As per PC-I)**
9. Source of Financing: Federal PSDP 2024-25 reflected at G. Sr. No. 593
10. PSDP Allocation (2024-25) **Rs. 500.000 million**

**11. BRIEF DESCRIPTION OF THE PROJECT:**

The road extending from Domala Nonar Road in Chahal Sharif to Dholan Morr on Qila Ahmed Abad Dhamthal Road serves as a vital transportation corridor for the region. With a metalled width varying between 10 to 12 feet, the road is in a state of advanced deterioration, exhibiting extensive surface erosion, potholing, and structural failures. It traverses a densely populated and agriculturally significant area, facilitating mobility for over 500,000 residents across multiple villages, including Domala, Chahal, Kotli Muhammad Siddique, and Nonar. The degraded condition of the roadway has severely impacted access to essential services such as education, healthcare, and administrative facilities, thereby disrupting socio-economic activities. Given its strategic role in regional connectivity, immediate rehabilitation is imperative to restore safe and efficient transportation.

To accommodate increasing traffic volumes and sustain economic productivity, a comprehensive rehabilitation plan is required. The proposed reconstruction will be executed in accordance with the pavement design standards established by the Road Research & Material Testing Institute under the Punjab Rural Accessibility Program. This approach will ensure the

  
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long-term structural integrity, durability, and functionality of the transportation infrastructure, thereby enhancing regional mobility and economic resilience.

02 No. schemes titled "Construction of Road from Essa Morr to Siddiquepura (Phase-I & II)" reflected at GS No. 592 and "Construction of Road from Chaal to Dholan Morr via Nonar, Musalmania, and Qila Ahmed Abad (Phase-I & II)" reflected at GS No. 593 in PSDP 2024-25 were presented before the CDWP with a request to consolidate them into a single project for approval. The proposal was deliberated during CDWP meeting held on 12.12.2024 with the decision reproduced as below:

***"The CDWP approved the projects as separate schemes with the same nomenclatures as reflected in PSDP 2024-25 which was approved by the National Economic Council as under:-"***

- I. Construction of Road from Essa Morr to Siddique Pura (Phase-I & II);***
- II. Construction of Road from Chaal to Dholan Morr via Nonar Musalmania Kila Ahmed Abad (Phase-I & II)***

Additionally, CDWP directed that the authorization for these schemes will be issued separately upon submission of Cost Estimates by C&W Department, Government of the Punjab. Consequently, the scheme was deliberated in the 67th PDWP meeting held on 25.02.2025, wherein the house directed that the scheme be re-presented in the upcoming PDWP meeting following a comprehensive examination of the cost estimate by Pre-PDWP. In compliance with the PDWP's decision, the cost estimate underwent detailed scrutiny during the Pre-PDWP meeting held on 27.02.2025, resulting in requisite amendments accordingly.

**DESIGN & SCOPE:**

Total Length	=	19.58 Km
<b><u>EXISTING FEATURES</u></b>		
Metaled Width	=	10 ft to 12 ft, 16 to 20 ft wide TST
Flexible Pavement (Length)	=	19.58 Km
Type of Flexible Pavement	=	TST
Bridge	=	60 Rft (01-No. bridge)
<b><u>PROPOSED FEATURES</u></b>		
Metaled Width	=	12 ft, 16 to 20 ft wide
Flexible Pavement	=	13.93 Km
Re-Construction	=	13.93 Km
Rigid Pavement	=	5.65 Km (8" Thick)
Asphalt	=	13.93 Km (2" AWC)
Sub Base	=	04" (Under Rigid & PCC)
		6" (Under Flexible)
Base Course	=	08" Thick
Treated Shoulders (PCC)	=	6 ft & 4 ft
PCC (Shoulder)	=	6 ft & 4 ft Wide
		(in built-up areas along Rigid Pavement)

12. a) **Sector Issues**

Insufficient availability of funds against the ever-increasing demand of road infrastructure, resulting in generation of excessive throw forward.

b) **Sector Strategy**

The provincial sectoral strategy envisages construction of a high quality infrastructure as planning, constructing and maintaining road network in public sector under need driven and cost effective regimes aiming at providing best possible means of communication to the general public.

13. **Relationship of the project with the Sectoral policy /Growth Strategy, 2023.**

There are potential locations for development of new residential, commercial units / blocks in the vicinity of this road causing uplifted burst of socio-economic activities for whole region.

Project is aligned with the growth strategy, 2023.

14. **Alignment with the Punjab Spatial Strategy, 2047(Comments of urban unit)**  
(N/A)

15. **Other major ongoing projects in the Sector**

CONST. OF ROAD FROM CHAAL TO DHOLAN MORR VIA NONAR MUSALMANIA KILA AHMED ABAD (PHASE-I & II)

16. **BREAK DOWN OF THE CAPITAL COST (INCLUDING YEAR)**

(Rs. in Million)		
Sr. #.	Items	As per PC-I
1.	Road Work	581.379
2.	Road Structure	250.408
3.	Road Furniture	12.519
4.	Surveying and Mapping	0.445
5.	EIA Charges	0.500
6.	Level Crossing	100.000
7.	Shifting of Utilities	10.000
8.	D/d of Old Material	-2.008
9.	3% Contingency	25.269
10.	2% Consultancy	16.846
11.	5% PST Charges	42.115
<b>Total</b>		<b>1037.473</b>

17. **UNIT COST**

Rs. 44.381 million

18. **PERIOD OF IMPLEMENTATION**

12 Months (Till January 2026) (As proposed in PC-I)

19. **ANNUAL RECURRING EXPENDITURE**

Rs.4.3776 million per annum

20. **ANNUAL INCOME AFTER COMPLETION**

N/A

21. **REQUIREMENT OF VEHICLES/STAFF/CONSULTANCY (WITH JUSTIFICATION)**

N/A

22. **EXISTING FACILITIES**

**PART – B**

23. **TECHNICAL APPRAISAL**



(Comments of R&B)

Pre-PDWP meeting was held on **27.02.2025** under the chairmanship of Member (ID), wherein project's salient features, design & scope was discussed. Imperative discussion was made on reasons of revision of this PC-1, Physical & financial progress of the scheme and details of price variations. Point wise discussion is listed as under:-

Sr. No.	Observation	Reply of the Department	Recommendation of Pre-PDWP
1.	History of latest construction/ M&R works on proposed road may be shared.	The scheme was constructed by Distt Council Narowal during 2002-03. It was being maintained by Distt Council Narowal. No M&R Expenditure by C&W Department has been incurred for this road since its construction.	Noted
2.	RD wise pictorial evidences of road and drone video may be provided in view of guidelines issued by P&D Board vide No. 12(14)PO(COORD-II)P&D/2022 dated 11.09.2023	Drone Video and RD wise photographs are attached in the USB as well as presentation.	Noted
3.	Significance of the proposed road in terms of its connectivity, geographic importance and socio-economic benefits to the public may be highlighted and discussed in detail.	<p>This road originates from Domala Nonar Road at village Chahal Sharif and terminates at Dholan Morr at Qila Suba Singh Dhamthal Road. The metalled width of the existing road is 10 ft &amp; 12 ft wide, which is badly damaged, having eroded surface &amp; Pot Holes.</p> <p>The road traverses through a densely populated and agriculturally rich region, with a total population of approximately more than 0.500 (M) across villages such as Domala, Chaal, Kotli Muhammad Siddique, Nonar, Musalmanian, Khasawali, Mirakpur, Khemowali, Qila Ahmed Abad, Maan, Lala, Kotli Sangay &amp; Dholan etc., all of which will benefit significantly.</p> <p>Being a major rice-cropping region, the road facilitates the transportation of agricultural goods such as wheat, maize, sugarcane, rice and canola etc. The improvement of this road will directly enhance socio-economic conditions, reduce transportation costs, and improve ease of doing business.</p>	Noted
4.	Sponsoring agency may comment on ROWs at area under	Being FMR Road, its ROW varies from 33 ft to 44 ft.	Noted

	consideration.		
5.	Sponsor to provide latest traffic count survey data for instant road.	The road is an FMR Road which facilitates the Abadis / semi urban settlements as well as it facilitates the movement of agricultural products to the market. The cumulative traffic count of 2091 VPD has been assessed on this road.	Sponsor must provide traffic count survey report to justify the traffic count of 2091 VPD.
6.	The sponsor is requested to provide the current status of existing pavement condition for which instant re-construction/widening is proposed.	Currently, the existing pavement condition is quite poor. It has surpassed its useful life. Pot holes, pavement structure deterioration as well as lack of drainage facility has resulted in degradation of pavement. As evident from pictures as well as drone footage, the deteriorated condition of pavement can be well assessed. Therefore, in order to restore the riding quality and to increase structural number of pavement in lieu of increased traffic volume, complete reconstruction has been proposed with improvement in width from 10 ft to 12 ft, and 16 ft to 20 ft.	Noted The Chief Engineer (concerned) shall ensure the provisions related to re-construction in estimate based on the pavement evaluation report provided by the RR&MTI during the time of TS.
7.	The sponsor may provide information on the expected increase in the facility's service life following the proposed rehabilitation.	The expected increase in service life of this road is at least 10 years after completion of proposed reconstruction of this road. Moreover, it will provide the commuters with improved and excellent riding quality throughout the length of the road resulting in reduce travel time and lowered travel costs.	Noted
8.	It has been observed that the road traverses through agricultural land and paddy fields; however, no provision for a sand cushion has been included in the estimate. Considering the potential need to mitigate capillary rise and enhance subgrade stability against frequent fluctuations in the groundwater table, the matter may be reviewed for necessary incorporation. Furthermore, it must be ensured that the embankment height is	The component of sand fill was missed erroneously during preparation of PC-I. The provision of same has been incorporated now to cater for the elevated water table levels during rabi crop season due to combined effect of cultivation of rice crop in the area and torrential rains during monsoon season. Moreover, the profile level of road has been proposed to ensure stability of road even during any possible flood situation. Moreover, the length has also been corrected to 19.58 Km in corrected PC-I according to detail survey.	Sponsor should have initially accounted for the provision of a sand cushion. Following detailed deliberations, it was recommended that the provision for a sand cushion be incorporated into the estimate for estimation purpose only. Additionally, the Chief Engineer (Concerned) shall ensure the provision of sand cushion based on recommendations of RR&MTI in TS estimate.



	kept to remain above the anticipated flood level (at least 02 ft above HFL).		
9.	Sponsor to justify the necessity for provision of retaining walls (10' high) taken in estimate at cumulative length of 1975 Rft.	The provision of retaining walls has been made to protect the road along the Nullah/ drain and ponds. The provision has been made in the PC-I based upon actual need assessment of site conditions to provide safety to road structure from possible erosion of embankment due to rain cuts and flowing water in adjoining flood channels and ponds.  Drone pictures are also attached.	Not Accepted Sponsor must provide recommendations of P&DD of CWD to justify the necessity of provision.
10.	Construction of 2' wide side Drain taken at length of 30340 Rft is to be justified.  Sponsor may share the complete drainage plan of flyover along with proposed disposal point.	The provision of 2 ft wide drains have been made in the PC-I for efficient disposal of runoff in built-up areas, to provide safety to new road from possible harmful effects of improper drainage resulting in road deterioration. Drainage plan of each built-up area is attached in the presentation.	Noted Chief Engineer (Concerned) shall revalidate the length provision of drain in estimate as per site requirement in accordance with proposed drainage plan during time of TS.
11.	Justification for provision of shifting of utility services charges and demand notice for railway crossing is to be provided through demand notices from concerned line agencies.	The provision for conversion of 02 Nos unmanned Level Crossings into manned level crossings has been made in this PC-I with tentative cost of Rs. 50 million per level crossings. Also, Rs 10 million provision has been made for shifting of electric poles etc. Once approved, payment will be made on actual demand notice to line agencies after observing all codal and procedural formalities.	Sponsor to provide demand notices of concerned line agencies to actualize the provision in estimate.
12.	Economic analysis of the project is not attached with PC-I which is to be provided.	The Economic Analysis will be provided later.	Sponsor must provide Economic analysis before PDWP meeting to be annexed with PC-I.
13.	EIA report of the project is not attached with PC-I which is to be provided.	Th EIA report will be provided later.	Sponsor must provide EIA report before PDWP meeting to be annexed with PC-I.

### **PART – C**

#### **24. ECONOMIC / FINANCIAL APPRAISAL**

(Comments of Economic Appraisal Section and Finance Department)

**PART – D**

**25. ENVIRONMENTAL APPRAISAL.**

(Comments of Environment Department)

**26. CONSIDERATION BY PRE-PDWP**

The scheme is submitted by the C&W Department for approval at a cost of **Rs.1037.473 Million**. After detailed deliberations, the cost of PC-I amended to **Rs.1,048.890 Million**.

**27. RECOMMENDATIONS**

- i. The scheme is placed before PDWP for consideration to clear the scheme and furnish to Planning commission of Pakistan for issuance of authorization letter, at cost of **Rs.1,048.890 million**. The proposed abstract of cost is as below:

**(Rs. in Million)**

<b>Sr. #.</b>	<b>Items</b>	<b>As per PC-I</b>	<b>After Pre-PDWP</b>	<b>Difference</b>
1.	Road Work	581.379	618.520	37.141
2.	Road Structure	250.408	223.653	-26.755
3.	Road Furniture	12.519	12.749	0.230
4.	Surveying and Mapping	0.445	0.458	0.013
5.	EIA Charges	0.500	0.300	-0.200
6.	Level Crossing	100.000	100.000	0.000
7.	Shifting of Utilities	10.000	10.000	0.000
8.	D/d of Old Material	-2.008	-2.074	-0.066
9.	3% Contingency	25.269	25.585	0.316
10.	2% Consultancy	16.846	17.057	0.211
11.	5% PST Charges	42.115	42.642	0.527
	<b>Total</b>	<b>1037.473</b>	<b>1048.890</b>	<b>11.417</b>

- ii. Federal Government should provide required funds for implementation of the scheme and no financial liability shall be transmitted / imposed on provincial government in any case.
- iii. Gestation of the scheme shall be up to June, 2026.

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