



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

WORKING PAPER

PART A

Date of receipt of PC-I in P&D Board: 21-11-2024

PROJECT PROFILE:

1. Project Title: **REHABILITATION OF GUJRAT SARGODHA ROAD
(SECTION GUJRAT CITY TO MUNGOWAL)
LENGTH=18.00 KMS DISTRICT GUJRAT**
2. Location: District Gujrat
3. Sponsoring Agency: Communication & Works Department
4. Executing Agency: Punjab Highway Department
5. Operation & Maintenance Punjab Highway Department
6. Name of the Relevant Department (s) /Pre-PDWP meeting was held on **28.11.2024** under the Stakeholder(s) invited in chairmanship of Member (ID) Pre-PDWP
7. Name of the Sector's specialist / consultants / advisor / expert / invited in Pre-PDWP
8. Cost:

(Rs. in million)		
Original	1st Revised	Increase
Rs. 1059.418 (27.09.2022)	1,236.405 Proposed	176.987

9. Source of Financing Provincial ADP 2024-25 reflected at G. Sr. No. 1587
Expenditure up to 30.06.2024 is Rs. 1058.900 million
10. Allocation (2024-25) Rs. 200.281 million

11. BRIEF DESCRIPTION OF THE PROJECT:

The Gujrat-Sargodha Road serves as a vital arterial route, beginning at the old G.T. Road in Gujrat City and extending to Sargodha, passing through Phalia, Mandi Bahauddin, and the Salam Interchange (Motorway). The segment from Km 0.00 to 27.90 lies within District Gujrat, with the initial 3.30 km being a 36' wide single carriageway, while the remainder is a 28' wide dual carriageway. The scope of the project includes only the most deteriorated sections, with fair portions excluded from the estimate. Constructed approximately 15 years ago, the road has deteriorated significantly due to constant use by heavy traffic, particularly from nearby industrial units that rely on it for transportation of goods.

The scheme is included in the ADP 2024-25 under G.S. No. 1587, with an allocation of Rs. 200.581 million. Administrative approval was granted by the Secretary, Communication & Works Department, Punjab, on 27.09.2022 for an amount of Rs. 1059.418 million.

Subsequently, the detailed estimate was technically sanctioned by the Chief Engineer (North), Punjab Highway Department, on 29.09.2022 for Rs. 1054.308 million, and later revised to Rs. 1158.886 million by the Chief Engineer, Special Initiative, Punjab Highway Department, on 09.12.2022 to address variations in scope.

Now, the C&W Department has submitted the 1st revised PC-I / cost estimate amounting to **Rs. 1,236.405 Million** for consideration of PDWP.

REASONS OF REVISION:

- i. Due to inclusion of price variation as admissible under Clause-55 of the contract Agreement.
- ii. Due to inclusion of most damaged reaches i.e. 6635 Rft which were initially excluded from estimate as fair portions.

DESIGN & SCOPE:

Length	=	19.70 Km
Fair Portion	=	4.40 Km
Taken up Length	=	15.30 Km

EXISTING FEATURES

Metaled Width	=	24'+24' & 36'
Flexible Pavement (Length)	=	19.70 Km
Type of Flexible Pavement	=	Carpet

PROPOSED FEATURES

Metaled Width	=	24'+24' & 36'
Flexible Pavement	=	14.65 Km
Rigid Pavement	=	0.65 Km
Asphalt	=	4" Thick (2" ABC + 2" AWC)
Sub Base	=	4" Thick
Rigid Pavement	=	9" Thick

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.

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

- i. REHABILITATION OF GUJRAT SARGODHA ROAD (SECTION GUJRAT CITY TO MUNGOWAL) LENGTH=18.00 KM, DISTRICT GUJRAT (1ST REVISED).

16. BREAK DOWN OF THE CAPITAL COST

(Rs. in Million)

Sr. #.	Items	As per Approved PC-I	As per 1 st Revised PC-I	Difference
1.	Road Work	899.341	963.379	64.038
2.	Road Structure	40.548	58.940	18.392

3.	Road Furniture	16.027	22.692	6.665
4.	Survey & Mapping	0.307	0.307	0.000
5.	Provision of vehicle	11.100	11.100	0.000
6.	Price Variation	0.000	75.637	75.637
7.	D/d of Old Material	-3.179	-3.576	-0.397
8.	3% Contingency	28.582	31.243	2.661
9.	2% Consultancy	19.055	20.829	1.774
10.	5% PRA Tax	47.637	55.854	8.217
	Total	1059.418	1236.405	176.987

17. UNIT COST

Rs. 58.056 Million

18. PERIOD OF IMPLEMENTATION

38 Months (Till August 2025)

19. ANNUAL RECURRING EXPENDITURE

Rs. 10.982 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 **28.11.2024** 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	Recommendations of pre-PDWP
1.	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	Compliance made	Noted
2.	In light of instructions issued by P&D Board vide No. 12(14)PO(COORD-II)P&D/2024 dated 19.07.2024, the sponsor is requested to inform about any audit observations related to the scheme that need to be regularized through the approval of the proposed PC-I, if any.	There is no audit observation which requires to be regularized through this proposed revision.	Noted
3.	Sponsor to elucidate the reasons in detail behind increase in quantities of roadwork items proposed in instant estimate.	Due to inclusion of most damaged reaches 6635Rft (patches) falling in the fair portion which was left in the already approved, as	Not Accepted The actual or additional quantities of road work items already covered under

		with the passage of time these reaches have been damaged.	the Technical Sanction (TS) cushion is to be deleted from the current revised PC-I.
4.	Justification for increase in length of side drain from 17000 Rft to 25000 Rft with a cost impact of Rs. 18.392 million is to be provided. Drainage plan duly marked on google image in lieu of making this provision may also be provided.	Compliance made	-do-
5.	Sponsor to justify the increase in quantities of road furniture items proposed in instant estimate.	Road furniture has been provided for entire length i.e. on left over portion as well for beautification of road & for safety of public.	-do-
6.	Quantities of items already covered in the TS estimate are to be excluded from the current estimate.	Items included in last TS estimate are based on detailed measurement at site and already executed hence, approval may be accorded.	-do-
7.	As per guidelines issued by P&D vide No. 12(14) PO (Coord-II), P&DB/2024 dated 24.1.24, a certificate regarding the admissibility and accuracy of calculated price variation duly certified by Chief Engineer concerned needs to be attached with revised PC-I.	Compliance made	Sponsor must provide certificate regarding the admissibility and accuracy of calculated price variation duly certified by Chief Engineer concerned.
8.	Financial profile of the project depicting year-wise original allocation, revised allocation, re-app (if any) and expenditure incurred upto now should be clearly furnished.	Compliance made	Noted
9.	Detail of mobilisation and secure advance may be furnished, if any.	No mobilization advance and secured advance is outstanding.	Noted
10.	Sponsor to share the copy of Work Order along with EOTs and justification on the basis of which the EOTs were granted.	Compliance made	Noted
11.	It has been observed	The price variation has been	Chief Engineer

	that the price variation is calculated based on the rates applicable in the month when the bill was paid, which is not justified. The sponsor to recalculate the price variation based on the check requests, utilizing the current rates of the items executed on site in the specified month.	calculated on the basis of check requests & IPCs duly vetted by the consultants. The copies of Check requests & IPCs are attached herewith.	(Concerned) shall ensure the provision of price variation in revised TS estimate as per the guidelines issued by P&D Board vide No. No. 12(14) PO (Coord-II), P&DB/2024 dated 24.1.24.
12.	It has been noted that a factor of 0.15 is currently employed for calculating diesel variation. The sponsor is required to separately categorize roadwork items and flyover/ RCC structure items. For these specific categories, the diesel variation should be calculated using a factor of 0.07, in accordance with Clause 55, Sub-Clause 10	There is no flyover in the scheme. Scheme consists of roadwork. However, there is a provision of side drain in the scheme, where a factor of 0.15 has been applied.	Not Accepted Price variation for diesel against RCC structure items is to be calculated with factor of 0.07, in accordance with Clause 55, Sub-Clause 10.
13.	Lump sum provision of consultancy charges taken in instant estimate is to be actualized as per man month-based agreement with consultant.	Provision has been made @ 2% on Civil Cost. However, the payment to consultant has been made on man-month basis.	Not Accepted Provision of consultancy charges taken in instant estimate is to be actualized as per man month-based agreement with consultant.
14.	Sponsor to share the physical progress/status of scheme.	Work Completed.	As the scheme is physically completed therefore, no further revision on any account shall be allowed in future.

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 1st revised approval at a cost of **Rs.1,236.405 million**. After detailed deliberations, the cost of PC-I comes out to **Rs.1,129.931 million**.

27. **RECOMMENDATIONS**

- i. The scheme is placed before PDWP for consideration, at cost of **Rs.1,129.931 million**.
The proposed abstract of cost is as below:

(Rs. in Million)

Sr. #.	Items	As per Approved PC-I	As per 1st Revised PC-I	After Pre-PDWP	Difference w.r.t approved PC-I
1.	Road Work	899.341	963.379	899.341	0.000
2.	Road Structure	40.548	58.940	40.548	0.000
3.	Road Furniture	16.027	22.692	16.027	0.000
4.	Survey & Mapping	0.307	0.307	0.307	0.000
5.	Provision of vehicle	11.100	11.100	11.100	0.000
6.	Price Variation	0.000	75.637	77.684	77.684
7.	D/d of Old Material	-3.179	-3.576	-3.179	0.000
8.	3% Contingency	28.582	31.243	28.582	0.000
9.	2% Consultancy	19.055	20.829	8.000	-11.055
10.	5% PRA Tax	47.637	55.854	51.521	3.884
	Total	1059.418	1236.405	1129.931	70.513

- ii. The gestation period of scheme shall be up to June, 2025.
- iii. The provision of price variation is for estimation purposes solely. The responsibility for payment adjustments stemming from price variation shall rest with the authority competent to accord revised TS.
- iv. As the scheme is physically completed therefore, no further revision on any account shall be allowed in future.

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