



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

**WORKING PAPER**

**PART A**

**Date of receipt of PC-I in P&D Board: 14-03-2025**

**PROJECT PROFILE:**

1. Project Title: **REHABILITATION/RE-CONSTRUCTION/ IMPROVEMENT OF ROAD FROM PASRUR TO KINGRA VILLAGE VIA BURHANPUR, CHAHIYE WALI, BALAGGAN, HARGAN, SHAHZADA, SEOWAL, JHATOKY, MANDI THROO, KHANPUR, SYEDAN & SABAZ KOT, DISTRICT SIALKOT.**
2. Location: District Sialkot
3. Sponsoring Agency: C&W Department, Government of the Punjab.
4. Executing Agency: Punjab Highway Department
5. Operation & Maintenance Punjab Highway Department
6. Name of the Relevant Communication & Works Department, Finance Department Department (s) /Pre-PDWP meeting was held on **11.04.2025** 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. 1,439.432 Million (Submitted Cost)**
9. Source of Financing ADP 2024-25 reflected at GS No 8120 (23<sup>rd</sup> Provincial Cabinet meeting held on 11.02.2025)
10. ADP Allocation (2024-25) --

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

The subject road originates from Pasrur-Narowal at Km No. 2 and extends to Village Kingra, passing through various settlements, including Burhanpur, Chahiye Wali, Balaggan, Hargan, Shahzada, Seowal, Jhatoky, Mandi Throo, Khanpur Syedan, and Sabaz Kot. It intersects Jassar Garison Road at Km No. 16.15, Badiana-Chawinda-Zafarwal Road at Km No. 16.70, and Kingra-Sialkot Road at Km No. 26.48, covering a total length of 29.20 Km.

The existing 12', 20', and 24' wide TST surface is in a deteriorated condition, causing significant inconvenience to the public. Given its strategic importance in connecting Pasrur City to Sialkot-Zafarwal Road and handling heavy traffic, rehabilitation/reconstruction is essential to ensure smooth transportation and reduce congestion. Additionally, the road serves as a critical route for military traffic movement.

In view of above, instant scheme was discussed by Provincial Cabinet in its 23<sup>rd</sup> meeting held on 11.02.2025 wherein, Cabinet considered and approved the proposal for inclusion of subject cited scheme in ADP 2024-25 with a direction that requisite funds would be provided through Inter/Intra Sectoral Re-appropriations within the development portfolio of the ADP 2024-25 by the P&D Board.

Accordingly, the C&W Department has submitted the PC-I / cost estimate amounting to **Rs. 1,439.432 Million** for consideration of PDWP.

## **DESIGN & SCOPE:**

Total Length	=	29.20 Km
Fair Portion	=	1.30 Km
Taken up Length	=	27.90 Km

### **EXISTING FEATURES**

Metaled Width	=	12 ft (Length = 9.78 Km) 20 ft (Length = 2.72 Km) 24 ft (Length = 15.40 Km)
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Type of Flexible Pavement	=	TST
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### **PROPOSED FEATURES**

Metaled Width	=	As existing
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Flexible Pavement	=	<b>20.02 Km</b>
Re-Construction	=	3.60 Km
Overlay	=	16.42 Km

Rigid pavement	=	<b>7.88 Km</b> 12 ft (Length = 3.48 Km) (08" Thick) 20 ft (Length = 1.10 Km) (09" Thick) 24 ft (Length = 3.30 Km) (09" Thick)
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Asphalt	=	02" Thick (12' wide road portion) 3.5" Thick (20' & 24' wide portions)
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Overlay	=	04" Thick (12' wide road portion) 06" Thick (20' & 24' wide portions)
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Sub Base	=	06" Thick (12' wide road portion) 08" Thick (24' wide portion)
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Base Course	=	08" Thick (12' wide road portion) 10" Thick (24' wide portions)
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## **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 construction of new cement factories 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**

- i. REHABILITATION/RE-CONSTRUCTION/ IMPROVEMENT OF ROAD FROM PASRUR TO KINGRA VILLAGE VIA BURHANPUR, CHAHIYE WALI, BALAGGAN, HARGAN, SHAHZADA, SEOWAL, JHATOKY, MANDI THROO, KHANPUR, SYEDAN & SABAZ KOT (TOTAL LENGTH=29.20KM), TAKEN UP LENGTH=27.90KM, DISTRICT SIALKOT.

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

<b>Sr. No.</b>	<b>Items</b>	<b>As per PC-I</b>
1.	Road Work	1154.771
2.	Road Structure	187.031
3.	Road Furniture	26.618
4.	Survey and Mapping	0.653
5.	D/d of Old Material	-60.439
6.	3% Contingency	39.239
7.	2% Consultancy	26.160
8.	5% P.S.T Charges	65.399
	<b>Total</b>	<b>1439.432</b>

**17. UNIT COST**

Rs. 49.017 Million

**18. PERIOD OF IMPLEMENTATION**

15 Months till June 2026

**19. ANNUAL RECURRING EXPENDITURE**

Rs. 10.713 million

**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&amp;B)

Pre-PDWP meeting was held on **11.04.2025** 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:-

<b>Sr. No.</b>	<b>Observation</b>	<b>Reply of the Department</b>	<b>Recommendations of Pre-PDWP</b>
1.	History of latest construction/ M&R works on proposed road may be shared.	Restoration of part of the road under Restoration Of Flood Damaged Roads (RFD) was undertaken in 2014-15	Noted
2.	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.	Efficient road network plays very vital role in the socio economic up- lift of the people of the area. Subject road off takes from Pasrur Narowal at Km No. 2 and terminates at Village Kingra passing through various village i.e. Burhanpur, Chahiye Wali, Balaggan, Hargan, Shahzada, Seowal, Jhatoky, Mandi Throo, Khanpur Syedan & Sabaz Kot and crosses to Jassar Grassion road at Km No. 16.20, Badiana Chawinda	Noted

		Zafarwal road at Km 16.70 and Kingra Sialkot road at Km 26.48 having total length of 29.20 Km.	
3.	RD wise pictorial evidences of existing condition 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 footage video should include starting point and ending point)	The Drone video alongwith pictures are attached in the USB.	Noted
4.	Justification of proposed rehabilitation/re-construction/improvement of road may be provided.  The sponsor may comment on whether a pavement performance evaluation has been conducted to justify the proposed immediate major rehabilitation	The road has been physically visited and evaluation of existing pavement thickness has been got done by the JRO M&E Department. The provision of rehabilitation and reconstruction of road has been done based on condition survey and expert judgement of the field formation. Moreover, provision of rigid pavement, drains and tuff pavers has been made as per standard instruction of the Administrative Department in built-up areas. The provision of pavement design has been made as per recommendations by RR&MTI vide letter No. G-6/SKT/335, dated 20/03/2025.	Noted The proposed solution as depicted in estimate is subject to the recommendations of RR&MTI.
5.	The sponsor is requested to provide the current status of existing pavement condition for which instant rehabilitation/re-construction/improvement is proposed.	The existing road is in very dilapidated condition due to which people of the area are facing great inconvenience. Therefore, the road requires rehabilitation / re-construction / improvement to facilitate easy movement of traffic and remove traffic congestion. The pictures showing dilapidated condition of the road are attached in the presentation.	Noted The Chief Engineer (concerned) shall ensure that the sections of road selected for rehabilitation and reconstruction are selected based on the pavement evaluation report provided by the RR&MTI during the time of TS.
6.	The sponsor may provide information on the expected increase in the	The road is very heavily loaded and it connects the Pasrur City to Sialkot –	Noted

	facility's service life following the proposed rehabilitation.	Zafarwal road. The inhabitants of the area and commuters of the nearby villages will get facilitation as well as it serves as a road for the military traffic movement as well. The improvement will enhance the service life of the facility for a period of 10-years.	
7.	Latest Traffic count survey and data for each section duly verified by P&DD, CWD may be annexed.	Latest Traffic count survey and data for each section duly verified by P&DD, CWD has been issued vide letter No. P&D(H)TSP/01/25-30, dated 03/03/2025.	Noted
8.	Pavement Evaluation Report of RR&MTI is to be provided to justify the provision of overlay and re-construction.	Pavement Evaluation Report of JRO has been issued vide letter No. 42/RLG, dated 03/03/2025.	Noted Copy of pavement evaluation report be shared.
9.	It has been observed that, as per the nomenclature of the scheme and Google Earth image, the length of the road from Pasrur-Narowal Road up to Kingra at Zafarwal-Sialkot Road is 25.60 Km. However, the total length of the road in the estimate is 29.20 Km, which needs to be justified.	The total length of road is 29.20 Km up to Village Kingra, not up to the Zafarwal-Sialkot road, which is 26.48 Km. However, O/o 29.20Km of total length of road, 1.30 Km is fair portion. therefore, remaining 27.90 Km length has been taken in the PC-I.	Chief Engineer (Concerned) shall revalidate the length provision made in estimate after conducting detailed survey and adjust provisions accordingly in TS estimate.
10.	Justification for provision of flexible pavement reconstruction portion taken in estimate at length of 3.60 Km.  Recommendations of RR&MTI in lieu of making this provision is to be provided in order to justify the provision.	The provision of rigid pavement has been taken only in built-up areas and in open areas flexible pavement has been taken in the estimate. However, in 3.60 Km, reconstruction has been taken as the road is badly damaged, due to which the profile of road could not maintained. It is further added that provisions made in the estimate are based on pavement design issued by RR&MTI vide letter No. G-6/SKT/335, dated 20/03/2025.	Noted The provisions of pavement structure items are to be corrected as per RR&MTI report.
11.	Provision of rigid pavement taken in estimate at length of 7.88 Km is to justified.  Location plan of built-up	The said reaches pass through built-up areas. Linear / Location Plan of built-up areas duly marked on google image is attached to justify the instant	Noted

	areas duly marked on google image is to be given to justify the instant provision.	provision.	
12.	Justification for provision of 1' thick sand cushion in reconstruction portion (L = 3.60 Km) is to be provided.	As the alignment of road is along the Deg Nullah and flood prone area. Keeping in view the High GWT, 1ft sand cushion is provided as capillary cut-off layer.	Noted
13.	Sponsor to justify the raising of shoulders by 01 ft in overlay portion at width of 06 ft on both sides spanning over length of 16.42 Km.	The actual height / raising of shoulders will be incorporate in detailed estimate as per actual detailed survey at the time of technical sanction.	Chief Engineer (Concerned) shall revalidate the provision of earthwork as per actual EGL and PGL before accord of TS.
14.	Pavement design report is not attached with PC-I. Recommendations of RR&MTI for pavement design is to be provided to justify the provisions of pavement structure items i.e. overlay, sub base, base course, asphalt course and rigid pavement thicknesses.	The provisions of overlay, sub base, base course, asphalt course and rigid pavement thicknesses have been made in the estimate incorporation the pavement design issued by RR&MTI vide letter No. G-6/SKT/335, dated 20/03/2025.	Noted The provisions of pavement structure items are to be corrected as per RR&MTI report.
15.	It has been observed that two different pavement designs have been adopted based on the metalled width of the road in different reaches of the same road, which needs to be justified.	In 12' wide portion, standard FMR design has been adopted. Whereas, for 20' & 24' wide road, latest pavement design issued by RR&MTI vide letter No.G-6/SKT/335, dated 20/03/2025 has been adopted in the estimate.	-do-
16.	Provision for construction of 20 No new approaches at length of 25 ft each is to be justified.  RD wise location plan of proposed ramps duly marked on google image is to be provided.	The provision of 20-No new approaches has been made to facilitate the farmers for movement of agricultural goods. RD wise location plan is enclosed.	Noted
17.	Sponsor to justify the provision of 80 mm Tuff Pavers taken in estimate at length of 3.3 Km on both sides at width of 03 ft each and at length of 3.48 Km on one sides at width of 3ft.  Furthermore, the thickness of tuff tiles is to	80 mm thick tuff paver, with a width of 03 feet has been provided along the road of the rigid pavement in built-up areas. This provision aims to prevent encroachment and facilitate road users.	Provision is to be rationalized to 60 MM thick tuff pavers instead of 80 MM.

	be rationalized to 60 MM.		
18.	Recommendations of P&DD in lieu of taking provisions/Re-construction of road structures items in proposed is to be provided.	Noted for compliance	The Chief Engineer (Concerned) shall rationalize the provision as per recommendations of P&DD before according TS.
19.	Provision for redecking 04 No culverts of varying spans taken in estimate is to be justified.  Recommendations of bridge directorate along with pictorial evidence of each culvert is to be provided to justify the provision.	The road passes through fertile agricultural fields where crops especially rice is being cultivated. With the passage of time, abadis and settlement growth is being observed alongside road. During physical inspection, spalling of concrete was observed. Therefore, in order to strengthen the structure and to maintain the PGL, raising / redecking of Culverts has been proposed. Location of culverts on google layout plan is attached.	Noted
20.	Provision of 2 ft wide side drain in rough cost estimate is taken at cumulative length of 10.156 Km is to be justified.  Sponsor to provide location plan of proposed drain duly marked on google image to justify the provisions.	The drains are proposed to protect the pavement from adverse actions of surface run-off in built-up areas along with the link for the disposal purpose.  Noted for compliance	After detailed deliberations, it was highlighted that provision of side drains in some built-up areas were taken on one side only which is not justified. It was recommended to sponsoring agency to take requisite provision of side drain in estimate.
21.	Sponsor may share the drainage plan marked on linear plan along with ultimate disposal.	Noted for compliance	The sponsoring agency was advised to assess the feasibility of an ultimate disposal system for the drain, rather than relying on localized ponds or open areas
22.	Provision of road furniture items may be rationalised.  RD wise linear plan depicting location of proposed traffic informatory, regulatory and directional sign	Noted for compliance	Noted

	boards may be shared and annexed with PC-I.		
23.	Sponsor to certify that no provision for shifting of utility services and replenishment of trees would be required during execution of instant scheme.	Certified that no provision for shifting of utility services and replenishment of trees would be required during execution of instant scheme.	Noted
24.	EIA report of the project be got vetted from EPD.	Noted for compliance	EIA report of the project should be validated from EPD before accord of TS.
25.	Economic analysis of the project to be got vetted from Economic Section of P&D board.	Noted for compliance	Economic analysis of the project should be validated from economic section of P&D Board.

### **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.1,439.432 Million**. After detailed deliberations, the cost of PC-I comes out to **Rs.1,529.442 million**.

#### **27. RECOMMENDATIONS**

- i. The scheme is placed before PDWP for consideration, at cost of **Rs.1,529.442 million**.

The proposed abstract of cost is as below:

(Rs. in Million)

<b>Sr. No.</b>	<b>Items</b>	<b>As per PC-I</b>	<b>After Pre-PDWP</b>	<b>Difference</b>
1.	Road Work	1154.771	1117.455	-37.316
2.	Road Structure	187.031	303.085	116.054
3.	Road Furniture	26.618	26.618	0.000
4.	Survey and Mapping	0.653	0.653	0.000
5.	D/d of Old Material	-60.439	-57.350	3.089
6.	3% Contingency	39.239	41.694	2.455
7.	2% Consultancy	26.160	27.796	1.636
8.	5% P.S.T Charges	65.399	69.491	4.092
	<b>Total</b>	<b>1439.432</b>	<b>1529.442</b>	<b>90.010</b>

- ii. The gestation period of scheme shall be up to June, 2026.

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