

PW (R&B) DEPARTMENT

1. 4-Laning of Highway from Satwari to Kunjwani

Problem Areas	Action Taken
<ul style="list-style-type: none">• Work of Phase-I still pending:- The construction work of 1.5 mtr wide RCC deep drain approved for construction on either side of the 3.6 kms road under Phase-I is incomplete in certain sections.	ATR awaited
<ul style="list-style-type: none">• Shifting of utilities:- Most of the work with regard to shifting of utilities stand executed. However, some electric poles have been spotted in the alignment of the road.	ATR awaited
<ul style="list-style-type: none">• Construction of 03 subways:- There is provision of constructing 03 subways under Phase-II of the project for facilitating pedestrians crossing the road at vital junctions. The work has not been taken up probably because central funds are awaited. However, the Executive Engineer informed that the R&B Department is considering the option of constructing an over-head foot bridge with escalators instead of constructing subways. The Department feels that electromechanical escalators might be beneficial for senior citizens and physically challenged people.	ATR awaited
<ul style="list-style-type: none">• Construction of central verge 03 meters wide and road dividers:- The 03 mtr width of the central verge/ divider needs to be maintained along the entire stretch of 3.6 Km. In the 2 Km stretch where divider has been constructed the width varies and is less than 03 mtrs at certain spots.	ATR awaited
<ul style="list-style-type: none">• Levelling of road:- The main task under the project is to re-grade the road by way of earth filling and laying sub-grade so that the surface of the road is made smooth for vehicular traffic plying over it and there is no possibility of water logging on an elevated surface. The Executive Engineer endorsed the fact that earth filling work has been compromised at certain sections of the road in order to appease the local shopkeepers and residents who would	ATR awaited

otherwise have been put to disadvantage since their shops/houses are on uneven/ undulating surface. However, while travelling over the road the drive was smooth.	
---	--

2. Rehabilitation Complexes at Jehangir Chowk and Rambagh related to const. of flyover

Problem Areas	Action Taken
<ul style="list-style-type: none"> The scheme has been put to execution in April, 2011 with the target date of completion as November, 2013. Around 35% of the physical progress stands already achieved for which the work done value is of the order of ₹ 12.30 crore but the DPR for the project has not been prepared so far. There is no Administrative Approval to the project as yet. The estimates so framed at ₹ 48.93 crore interalia includes 15% agency charges (₹ 6.88 crore) and 3.50% consultancy and contingency charges (₹ 1.55 crore). The total built-up area of the complex is 141268 sft and as such the construction cost (excluding the cost of optional item of ₹ 2.75 crore) works out to around ₹3300/sft. The agency is lagging behind the targets as the work under phase 1st is still under progress and is expected to get completed by April, 2013. Against the target of constructing a total of 122 shops in ground floor & 1st floor, 90 shops stand completed except some minor finishing works. 	ATR awaited

3. Widening of road from Qamarwari to Parimpora

Problem Areas	Action Taken
<ul style="list-style-type: none"> Need for keeping sufficient provision of funds during the current year and next financial year under state plan as compensation cost for acquisition of structures and land coming in the alignment of road widening. 	ATR awaited

- Need is also felt for keeping sufficient provision of funds for its release to the different agencies for shifting of the utilities.
- PDD to complete the process of shifting of the utility without any further delay besides ensuring removal the non-usable electric poles.
- Impressing upon the Chief General Manager, BSNL to furnish the estimates for shifting of the telecom utility and simultaneously take up the shifting work.
- PHE Department to take up the work of strengthening and raising the height of 3 Sluice chambers to the required level.
- Exploring the possibility of identifying a suitable piece of land for construction of a shopping complex in the nearby area for allotment of shops to the shopkeepers in lieu of the compensation who would get displaced as a result of widening of the road.
- The Competent Authority to take immediate steps for acquiring 14 No. structures and its subsequent demolition as has been prioritised by the executing agency for further accelerating the pace of work.
- The District Administration to provide Magisterial Assistance to the executing agency wherever required to overcome public resistance in removal of bottlenecks coming in the way of execution of the scheme.
- Out of likely acquisition of 31 kanals of land and removal of 89 residential and commercial structures coming in the alignment of the road, maximum number of structures have

<p>been reportedly constructed on state land and a survey made in this regard reveals that widening of the road involves acquisition of only 10 kanals of the proprietary land on which structures also do exist. 14 structures which houses 17 business units and 2 families reportedly have come up on state land and as such there is no issue of land compensation.</p>	
---	--

4. PMGSY road Nadyala to Bagla, Rajouri

Problem Areas	Action Taken
<ul style="list-style-type: none"> • The government should examine the demand of the executing agency for keeping a provision in the scheme for maintenance of road once completed under Stage-I or II in order to restore the damages which may occur due to natural calamity by way of land sliding/mud sliding. • It should also examine and consider the demand of construction of more protection works under stage-II which has been curtailed in the DPR of stage-I being the road apprehensive of land sliding. • The State Technical Authority should always assess the ground situation before making curtailments in the targets projected in the DPR by the executing agencies. • The authorities concerned may also examine and consider the demand of executing agency for laying 50 mm thick premix carpet (BT) under stage-II instead of 20 mm thickness as the area where the road is being constructed, also receives snow fall during winter months. 	<p>ATR awaited</p>

5. Mughal road

Problem Areas	Action Taken
---------------	--------------

<ul style="list-style-type: none"> • The pace of the work on the stretch of road (41 Kms length) was found very slow. The target date of completion of the project by March, 2011 does not seem achievable as still lot of work has to be done for making the road properly traffic worthy; • There has not been much progress on the execution of the project particularly during the current fiscal (2010-11) as the agency is lagging behind the targets; • The overall finishing of both the constructed bridges at kanipora (on 1st Km) and Heerpora (on 11th Km) was not satisfactory neither was provision kept for footpath along railing of the bridges. • The construction of the road includes construction of 3 major bridges at Dubjan (50 Mtr span on 18th Km), Zaznar (40 Mtr span on 31st Km) and near Lalgulam (42 Mtr span on 35th Km) needs to be taken up simultaneously as otherwise execution of the bridges in the different phases will take at least 6-7 years. • Since the working season on the stretch of road from Shopian to Peer Ki Gali is generally from late April to October only, so the pace of work needs to be accelerated by taking up the work of the project at least in two shifts particularly during these months. • Pace of execution seems to be slow, especially in respect of bridges. • The road from Surankote to Buffliaz, a 10 km stretch is single lane and so is the other one which connects Buffliaz to Rajouri via Thana Mandi which needs widening to double lane. 	<ul style="list-style-type: none"> • The backlog has been compensated and the project shall be completed by ending December 2011 except 7 No. bridges. • Geotechnical and hydrological investigation have been taken up on all the bridges and the work by way of abutments have also been started on 3 bridges on Shopian side and are expected to be completed by October, 2012. • Both these approach roads are maintained by BRO. for this reasons the matter
---	--

	needs to be taken up with MoD/BRO by State Govt
--	---

6. Safapora Beehama road

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Deputy Commissioner, Ganderbal should immediately complete the process of acquisition of land, structures coming in the alignment of the road so that the corridor is made available to the executing agency for taking up the work where it is held up for this reason. The delay in acquisition process will result in slippage of time which would subsequently result in cost over run of the project. • PHE and PDD should address to the problem of shifting of utilities on priority, against which the amount has already been advanced to them by the executing agency. • Public Works (R&B) Department should take up with Ministry of Road Transport & Highways, Gol for release of maximum funds during the current financial year as presently the released amount of `425.00 crore has already been expended by the executing agency. • Public Works (R&B) Department should also consider the release of balance funds of Rs 645.00 lacs in favour of the executing agency during the current fiscal out of the state plan for meeting the compensation cost of the land acquisition, structures and shifting of PHE and PDD utilities. • In the alignment of the road (from Km 1st to 4th) few dried up Chinar trees do exist, District Administration should consider the felling down of these dried Chinar trees. • The executing agency should immediately take up the improvement/upgradation work for the first two Kms for which the corridor is available after seeking police assistance from the District Administration in case there is some resistance from the public on this account. 	<p>ATR awaited</p>

7. Mandi Buffliaz road, Poonch

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Providing of sufficient funds under state plan for meeting out the compensation cost/ acquisition of land and structures coming in the alignment of the road. • Pursuing of the case at the required level to get the upgradation of the initial stretch of 10 Kms of road length (5 Kms each from Mandi and Buffliaz side) approved under NABARD, if already projected. • Revenue officials to complete the process of title verification of the pending cases of the structures to be acquired for road construction. • SE, R&B, Poonch to expedite the process of according technical sanction to the structure valuation cases submitted to him by Executive Engineer, R&B, Division Poonch. • District Administration to provide police assistance to executing agency in case there is reluctance for removal of structures by the owners. • Forest Department to ensure that the felling of trees for the remaining stretch of 4 Kms is immediately completed for which the work is under progress so that the executing. • Preparation of the estimates for shifting of the PHE and PDD utilities coming in the alignment of the road. 	<ul style="list-style-type: none"> • Valuation of structures completed for payment to the land owners. • Process of felling of trees completed papers for acquisition of proprietary land completed and lying pending for final award due to non availability of funds • Estimates have been prepared and submitted to the concerned and payment is still pending.

8. 5 R&B Projects in Doda & Kishtwar

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Up-gradation of Dunadi Bunjwah road 	ATR

	awaited
• Compensation of only Rs 14.00 lacs released against the total amount of Rs 74.81 lacs	ATR awaited
• Slow funding delayed the construction work	ATR awaited
• Debris/ Malba lying along the edges of the road not removed	ATR awaited
• Blasting/ cutting work stopped by locals on a particular stretch	ATR awaited
• CD/ protection works not taken up even on the stretches where earth work is complete	ATR awaited
• Bridge over river Chenab at Thathri	ATR awaited
• Construction work reported to have been delayed due to technical problems which were not elaborated	ATR awaited
• Balla-Trown road via Shangroo	ATR awaited
• Construction work delayed due to slow funding	ATR awaited
• Some stretches of the road have damaged within one year of its construction. Responsibility needs to be fixed on engineers and the damaged stretches repaired	ATR awaited
• Number of cross drains constructed and length of protection works constructed is less than what has been approved	ATR awaited
• Balla-Tesna road	ATR awaited
• Slow funding has delayed the construction work	ATR

	awaited
<ul style="list-style-type: none"> • Number of cross drains constructed and length of protection works constructed is less than what has been approved 	ATR awaited
<ul style="list-style-type: none"> • Bhaderwah-Chamba road 	ATR awaited
<ul style="list-style-type: none"> • Slow funding has delayed the construction work 	ATR awaited
<ul style="list-style-type: none"> • Very little walling work has been accomplished and drain between ridge and the road is yet to be constructed even along the stretch which has been black topped 	ATR awaited

9. PMGSY roads in Jammu

Problem Areas	Action Taken
Nadore to Kore road	ATR awaited
<ul style="list-style-type: none"> • Stage-I of project completed in 30 months instead of 9 months and stage-II yet to start 	ATR awaited
<ul style="list-style-type: none"> • Land compensation not disbursed as yet 	ATR awaited
<ul style="list-style-type: none"> • Alignment of Hume pipes in one of the cross drains disturbed due to settlement of earth material beneath it 	ATR awaited
<ul style="list-style-type: none"> • Protection wall damaged at a location 	ATR awaited
Jagti to Simble Lehar	ATR awaited
<ul style="list-style-type: none"> • There are some vulnerable sections which are likely to get washed away during monsoon floods in the local nallah. Extra protection works are required at these spots 	ATR awaited

<ul style="list-style-type: none"> Boulders were being relayed on a particular section when these were found not to be of the approved specification by the PMGSY engineers 	ATR awaited
--	-------------

10. PMGSY roads in Kishtwar

Problem Areas	Action Taken
<ul style="list-style-type: none"> During field visit it was observed that only signboards were installed at the take off points indicating details, such as, name of road, cost of project, funding agency, length to be developed, etc. However, besides the signboards no roads were visible at the take off points. The Executive Engineer informed that the earthwork part for construction of road has been executed but was washed away due to landslide along the hill slope about 4-5 months back. The debris of the landslide had taken the shape of a slope with no path to go ahead. However, up to a distance of about 1 km some earthwork seems to have been carried out but its difficult to tell if the road was actually constructed as was reported by the Executive Engineer (please see pictures). It will not be out of place to mention here that some of the roads taken up under PMGSY are to be maintained for a period of 5 years by the contractor to whom the work has been assigned. Even if the claim of the Executive Engineer about the construction of road is considered true, the debris should have been removed by the executing department/contractor and work resumed. But no work was in progress at site. When asked if any action has been taken against the contractor, it was brought to notice that the Executive Engineer has time and again requested the contractor to resume the work but with no results. No action has been taken against the contractor. <i>(The communication addressed to respective contractors including wireless messages are attached to the report).</i> The story of some other newly constructed roads under PMGSY in all the three divisions of Kishtwar is same. It is important to mention here that the primary objective of the PMGSY is to provide connectivity, by way of an all- 	ATR awaited

<p>weather road (with necessary culverts and cross-drainage structures, which is operable throughout the year), to the eligible unconnected habitations in the rural areas. Road connectivity is not only a key component of Rural Development by promoting access to economic and social services and thereby generating increased agricultural incomes and productive employment opportunities in J&K, it is also as a result, a key ingredient in ensuring sustainable poverty reduction. But after visiting these proposed PMGSY roads in Kishtwar, it appears that there is a massive gap between the objective of PMGSY and its execution</p>	
---	--

11. PMGSY roads in Doda

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Uncalled delay: As per the terms of the contract, the two roads had to be completed within 18 months from the date of start of the project but even after a delay of almost 1 year earthwork on around 13% of both of roads have been carried out. This delay according to engineers is primarily because of lack of commitment/interest on the part of contractor (GVPKR & Cubic). The site engineer claimed to have sent the lot of communications to contractor for commencing the work at an early stage, but the contractor didn't respond. • However the GVPKR has now Subletted the work on Bhagwah-Dessa Road to local contractors and earth work is being carried out now on Km 3rd of 10 Km proposed road. Pertinently, under the PMGSY norms, only 25% of a particular project can be subletted which is not the case in this project. No Engineer/Supervisor/worker of GVPKR was seen on spot. Only the representative of sub contractor was present on spot. The site engineers informed that inspite of their continuous calls to the GVPR, the company has never placed their men on work, thus evading and escaping the accountability and responsibility. The site engineer further narrated that it has become difficult for them to coordinate the execution of work under such circumstances. 	<p>ATR awaited</p>

<ul style="list-style-type: none"> • There is no work going on Bhaboor-Jijoot road. Only earth work of 2.5Kms out of the total length of proposed 15 Km of road has been carried out. The work is stopped now without any reason. This contract is also being executed by GVPKR, a Hyderabad based company which had subletted this work to a local contractor who did the earth work of small patch of proposed road. It is pertinent to mention here that there is no pending clearance from revenue/forest or any department. • This unprofessional attitude of contractors has not only wasted the time of government-which is as bad as stealing the money of the government but also kept the people of far-flung area aloof from necessary connectivity, thus perturbing them to be a part of growing economy of state. • Issues of land acquisition: The land of the villagers which is also their source of employment has been the basic causality of a number of developmental projects including this one. Amidst the vertical order of segregated houses on a lee side of a mountain (at around 7000 ft above sea level) the agriculture land/houses below the under construction road have been seriously damaged (see pictures) on Dessa-Bhagwa road. Few destroyed mud houses and small patches of farm land were also seen along the 2 Km patch of under construction Bhagwah-Dessa road. It was also observed that the villagers residing below the under construction road are vulnerable to landslide during the construction of road/rainy season. 	
---	--

12. Changa Road Project

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Inordinate delay: Under the CRF norms a road should be completed within a time period of three years. As told by engineers of executing agency the construction of road was started in June 2007 and should have been completed in 2010. But out of 15 Kms the undersigned could walk on only first 6 kms as the rest of the surveyed road is not 	ATR awaited

accessible because of unconstructed bridge which will connect the two parts of the road. There is no sign of construction of bridge, for the reason, best known to the executing agency. However, as they attributed this to some local political interference. A very small construction was sited at the location of proposed bridge which according to site engineers was abetment of the bridge. But the quality of work even in that small abetment dissimal and architech steel used in this small structure no way suggest it be an abetment of bridge is far from the construction of an abetment for a 60 mtr steel motorable girder bridge. The executing agency was not in a position to justify the delay in the construction of road (picture-1).

- **Narrow width of road:** The CRF roads when constructed are usually 6-7 mtr wide with scope for the drainage. However it was found that the width of the road is between 3-5 mtr at many places and even at some places the width of the road is just 3 mtrs. It is pertinent to mention here that this width includes the scope for drainage and breast wall (picture-2).
- **Poor quality of Stone used in Grading & Breast wall:** It was found that the stones used for grading and walling are very soft and may not have the required impact and crushing strength ratio (picture-3).
- **Lack of Coordination:** It also came to light (as also seen in the pictures) that the Behaks (kacha houses) and agriculture land (on which cultivation was seen) below the under construction road have been seriously damaged.
- While interacting with the villagers on the way it appears that there is serious lack of coordination between the revenue department and the executing agency ultimately the poor villagers have become the worst suffers. The debris of the constructed road can be seen in picture which has destroyed the cultivable agriculture land and kacha houses.

13. PMGSY Roads in Udhampur

Problem Areas	Action Taken
<ul style="list-style-type: none"> • Dhandal Khas to Prowa Jagir 	
<ul style="list-style-type: none"> • Earthwork on 1.3 Km stretch stopped as the local land owners have obtained directions from Hon'ble High Court that executing agency will carry out balance work only after payment of land compensation 	ATR awaited
<ul style="list-style-type: none"> • Patli to Trila 	
<ul style="list-style-type: none"> • Only 4 Km stretch out of 8.725 Km stretch inspected due to wet soil on the surface as a result of heavy rainfall on the day prior day of inspection 	ATR awaited
<ul style="list-style-type: none"> • Jaganoo to Ser Champal Nallah 	
<ul style="list-style-type: none"> • The length of pacca drain constructed is less than the targeted length 	ATR awaited
<ul style="list-style-type: none"> • The termination point of the road is at some distance from the houses of the local residents which are scattered on the banks of the Champal Nallah 	ATR awaited
<ul style="list-style-type: none"> • Block boundary Ghordi- Kotwalt road 	
<ul style="list-style-type: none"> • Land compensation of 8.93 lacs disbursed against land award of Rs 43.10 lacs 	Revenue papers for compensation stand authenticated disbursement is to be done by revenue officials
<ul style="list-style-type: none"> • Residents of villages Kotwalt, Prey and Sulan are annoyed due to stoppage of public transport on the road after landslides during monsoons 	
<ul style="list-style-type: none"> • 95% of work of stage-I is complete after 5 years instead of time frame of 1 year fixed by Gol 	Contractor issued notice for completion of balance works within month or else the same will be put to tenders along with works under stage-II

<ul style="list-style-type: none"> • Due to landslides corridor of 5 meters required for stag-II is inadequate at certain spots 	Road surface cleared after monsoon and tendering under stage-II is under way
<ul style="list-style-type: none"> • Residents of village Prey complained that some land owners were not disbursed compensation because they did not bribed the revenue officials 	ATR silent over the issue
<ul style="list-style-type: none"> • Residents of Kanah village informed that area of land belonging to some land owners was indicated less than the actual acquisition in the land award 	ATR silent over the issue

14. PMGSY roads in Bandipora

Problem Areas	Action Taken
Binlipora to Ketson	
<ul style="list-style-type: none"> • Slow pace of work. Executing agency to impress upon the contractor to work in double shifts to ensure completion of the project by February, 2013 as there has already been a time over-run of almost 2½ years. • Erection of the signboards indicating the nomenclature of the work with other details at the appropriate places of the road. • Acquisition of the leftover structures coming in the alignment of road / follow-up of the case at all the required levels. • Contractor to equip the testing lab with all requisite testing equipments for testing of the material being used in the construction work besides placing the lab signboard at the lab site. • Cement concreting and other tests to be done preferably at the government run labs and result sheets preserved 	<ul style="list-style-type: none"> • Fresh tenders floated for resumption of work at the earliest as the earlier contractor was abandoned because of production of fake bank Guarantee. All efforts are afoot to complete the

<p>for record and reference.</p>	<p>scheme stage II by end of current fiscal.</p> <ul style="list-style-type: none"> • Signboards stand erected at the required spots. • After completion of all the requisite formalities matter stands taken up with Collector for early finalization of the process • Testing lab established with sign board installed at the site.
<p>Ganistan-Wangipora</p>	
<ul style="list-style-type: none"> ▪ The scheme is facing rough weather as there has been no work for the last 8 months as the contractor is reluctant to further execute the project. ▪ The contractor is claiming carriage charges for earth filling for 11 Kms against 1 Km as envisaged in the 	

<p>allotment order. The claim of the contractor for additional carriage charges is also sub-judice in the court of law.</p> <ul style="list-style-type: none"> ▪ 19 small structures and 52 willow trees reportedly belonging to a migrant are coming in the alignment of the road which need demolition and axing respectively; The case for demolition of the structures and cutting down of the willow trees is under process with the DC, Bandipora; ▪ In view of the importance attached to the construction of the road, the CE, PMGSY had re-tendered the execution of the balance portion of the work but there is court stay on the same obtained by the contractor; 	<ul style="list-style-type: none"> • The trees have been cleared by way of auction by Revenue Deptt and demolition of 19 structures is underway. • The contractor has withdrawn the case and the work will be resumed soon.
---	---

15. PMGSY roads in Ganderbal

Problem Areas	Action Taken
<p>Kangan Waganth Naranag</p> <ul style="list-style-type: none"> • PHE should shift the remaining length of Water Supply Pipes immediately for making available the corridor to the executing agency besides ensuring that the leakages to the pipes are also rectified/stopped. • RDD should reduce the size of the passenger shed constructed by it on a curve at RD 2980 (Km 3rd) by way of dismantling some of its front portion. • The District Administration may ensure that the 	<ul style="list-style-type: none"> • Funds to the tune of Rs 48 lacs have been released to the concerned Deptt for this purpose. • The shed has not been shifted to RDD. The carriage road width of 3.75 mtr is within the

parapet made of dry stone masonry by one namely Shri Mohammad Yousuf Wani on Km 5th is got removed without any further loss of time. It may also initiate action against the said person for reportedly constructing a structure on the state land which has also resulted in encroachment of some portion of the road.

- The road stretch all along has almost the earthen berms on its either side and as such the Chief Engineer, PMGSY may consider the conversion of earthen berms into hard shoulders by way of laying GSB on these berms, out of the savings of the project, if any, enabling the vehicles coming from the two different directions to negotiate at the meeting points without much difficulty.
- I&FC Department should take on priority the construction of Irrigation Canal at 13-14 Km which would pave way to the executing agency for taking up the work on these 2 Kms of road. The Deptt should also carry out the bed treatment to Waniarm canal at RD 6160 (Km 7th) to avoid water seepage to prevent soil/road erosion on this portion of road.
- The Tourism and Culture Department can consider exploiting full potential of Naranag for making it a place of major tourist attraction. It can also consider exploiting and developing other spots enroute Naranag from tourism point of view, particularly the one (Green patch) near Wangath Bridge on banks of Wangath Nallah in contiguity to Boys HSS.
- At the termination point at Naranag there is hardly any space for parking of the vehicles. There the executing agency has identified 4-5 kanals of proprietary land which can be acquired and converted as a parking lot and bus stand for which it has already taken up the

sanctioned project parameters.

However extra width has been provided at curves or wherever required.

<p>issue with the District Administration. The District Administration in this regard should take a considerate view so that the space is made available for at-least parking of the tourist vehicles.</p> <ul style="list-style-type: none"> • The PWD should keep a provision of funds to the tune of Rs 36.34 lacs in the State plan during the current fiscal for meeting the land compensation claims for the project in question. It should also keep sufficient provision in the current year's plan for settling land compensation claims of other 22 schemes amounting to Rs 11.31 crore for facilitating their further execution. 	
<p><i>Watlar-Shahqalander-Pustooni Mohalla and Haknar-Haknarpati (Fraw) Roads</i></p>	
<ul style="list-style-type: none"> • The pace of the PMGSY work is comparatively better than other works under execution • Some roads (e.g. Watlar-Shahqalander-Pustooni Mohalla Road) are not maintained for transportation. • Some of the PMGSY Roads (Phase-I) have not been properly surveyed, thus having massive gradients together with blind curves at most of the places, e.g. Watlar-Shahqalander-Pustooni Mohalla and Haknar-Haknarpati (Fraw) Roads. This according to the concerned Executing Engineer is because of the non cooperating attitude of Forest Department and on account of hurdles in getting the land acquired (created at some places by people and at other by Revenue Department for not paying compensation in time to the people of neighboring habitations). • One of the most chronic problems perturbing the building of roads is the non-payment of compensation on account of land acquisition. The PMGSY department has almost transferred the whole amount to the Revenue 	

Department on this account but Revenue Department for Ganderbal district has not awarded compensation to the beneficiaries (funds to the tune of Rs.7, 90, 36, 865 are available with the collector for payment of compensation for the schemes from Phase III to Phase VI which is inclusive of Haknar Haknarpati Road).

- The completion of the project is already overdue as the project was actually targeted for completion in Aug, 2009 having been put to execution in Feb, 2008. The project was facing land acquisition problems at different places.
- The PHE, Division Ganderbal has not fully shifted the PHE utility running along the road for a stretch of 2500 Mts despite the fact that against the demand of ` 54.00 lacs by the PHE department for shifting of the said utility, an amount of ` 48.00 lacs stands already released by the agency to the concerned PHE Division. At few spots the water supply pipes were also found leaking which has been also an impediment for the PIA for execution of the work on such portions of the road.
- Against the total requirement of ` 55.43 lacs for settling the claims of the land compensation for acquisition of land at the various places, an amount of Rs. 19.06 lacs has been released and disbursed to the concerned. Still there is a requirement of ` 36.34 lacs for clearing the land compensation claims.
- It has been further reported by the Xen that the work on 22 schemes sanctioned under PMGSY under different phases in the district has stuck up at the different stages of execution on account of non-availability of funds for land compensation. There is an immediate requirement of funds to the tune of ` 11.31 crore for settling land compensation cases and

for facilitating the further work on these 22 schemes.

- At RD 6160 on Km 7th, the Irrigation Canal namely “Waniarm Irrigation Canal” running on the higher contour on the right hand side of the road needs bed treatment as the water has been seeping through the canal beds at this road stretch which has resulted in the soil as well as the road erosion.
- The RDD had constructed a passenger shed at a curve which falls at RD 2980, Km 3rd has gobbled up some portion of the road. This is also creating problems in road widening and as such the size of the passenger shed needs to be reduced and this could definitely pave way for the vehicles coming from the two different directions in negotiating this curve without any difficulty.
- At RD 4880, Km 5th one Shri namely Mohammad Yousuf Wani has encroached the some portion of road for length of almost 150 Mts by constructing a parapet of dry stone masonry. The executing agency on the stretch of road is also facing difficulty in putting the work to execution. The said person has also constructed a single storeyed stone masonry structure on the same portion of road just opposite the parapet by virtue of which a portion of road has again been encroached.
- The I&FC Deptt is constructing an Irrigation Canal which takes off from Wangath and ends up at Baba Nagri. This canal also passes through the higher contour of the road in question in Km 13th and 14th. The earth excavation work presently being carried out for its construction in km 14th has resulted in triggering down of the huge stones and landslides which is also coming in the way of the work in this stretch of the road.

<ul style="list-style-type: none"> • Just at the take off point on Km 1st, some shanty and temporary wooden structures have been erected by the locals of the area on the left side of the road as small commercial establishments. It is reported that these structures has been constructed illegally on State land. The erection of these structures have made the off take point of the road to look very shabby and ugly and taking its cognizance. 	
--	--

16. PMGSY roads in Kulgam

Problem Areas	Action Taken
Amnu-Ardpora road	
<ul style="list-style-type: none"> ▪ Less width of road at the starting stretch: The approved width of 3.75 meters carriage way and 5.5 meters road way has not been maintained in the initial stretch of the road due to obstruction caused by about 6 structures (houses). ▪ Crack developed on retaining wall: Some cracks had developed on the retaining wall constructed for the road along the slope. ▪ Work of road obstructed beyond 580 meters: The work of the road has been obstructed beyond 580 meters as there are village lanes/ drains ahead. Villagers are not willing to provide the required corridor through their village, moreover lying of village lanes/ drains is the work of RDD. ▪ Construction of single culvert having 2 RCC pipes instead of 10 approved: Only two hume pipes have been laid across the road to allow passage of water on the bed of the nallah. The Executive Engineer informed that the bridge of 15 meters span allowed the maximum water to flow below the road and so the double barrel RCC pipe were sufficient. ▪ Need for construction of parapets: The gradient of the road on a certain stretch of the road is quite steep and there is need for constructing parapets which are 	ATR awaited

<p>not included in the project.</p> <ul style="list-style-type: none"> ▪ Delay in release of payment under PMGSY to contractors: During the field visit a couple of contractors who were allotted works under PMGSY complained that payments are not being released to them against the work which they had completed months ago. They informed that under PMGSY one officer of the State is empowered to release payments after ensuring that the work is properly done. However, ever since (6 months back) the powers of Empowered Officer have been withdrawn from the Chief Engineer, PMGSY, Kashmir by the Administrative Department, they have been facing this problem. Contractors informed that now-a-days they have to wander for days together in the corridors of the Civil Secretariat to get their payments released. 	
<p>Laroo Munnad road</p>	
<ul style="list-style-type: none"> ▪ Shifting of Utilities: Although about 7 kms of the road length has been black topped, but this stretch of the road comprises of a number of patches where black top has not been laid or cross drains were partially constructed due to delay in shifting of PHE pipelines and electric poles. ▪ Inadequate support of Revenue staff: The PMGSY road has approved width of 5.50 meters for BT and 8.50 meters along with hard shoulders on either side and 13.5 meters of clear corridor. However, the required corridor is not available at many locations especially along residential areas and orchards/ paddy fields. ▪ Disputes regarding land/ structure with locals: At a number of locations the work is held up due to interference by the locals despite the fact that the land/ structures have been acquired and compensation paid to the locals. ▪ Incomplete work of cross drains: The construction work of cross drains remains pending at a number of locations. ▪ Widening of PWD bridge at RD 7000: An old bridge 	<p>ATR awaited</p>

<p>constructed by PWD which has a width of just 4.70 meters has been left as it is.</p> <ul style="list-style-type: none"> ▪ Width of road land and road way: The approved width of road land is 13.5 meters in built-up area and 15 meters in open area. The approved width of road way is 8.5 meters and carriage way 5.5 meters. It has been observed that the 5.50 meters width of the carriage way has been maintained but the width of road way (5.50 meters BT + 3.00 meters hard shoulders) and the road land has not been maintained on most of the stretch of the road. ▪ Painting divider line and edge line:- A stripe along the edges and centre of the black top of the road if painted could prevent accidents, especially during night, and also give the road an aesthetic look to the road. 	
---	--

17. PMGSY roads in Baramulla

Problem Areas	Action Taken
<p>Putkah-Mungam road</p> <ul style="list-style-type: none"> ▪ The completion of the scheme has already been delayed. The scheme was targeted for completion in March, 2011. ▪ The executing agency is facing problem at Km 3rd for a stretch of 200 Mts where no basic work by way of GSB or WBM Grade II has been done because one namely Shri Mohammad Sultan Rather has moved a litigation in the court of law, who is claiming that the road stretch is existing on his proprietary land and has therefore, been demanding compensation for the same. The said person is obstructing the executing agency for taking up the work on this stretch of 200 Mts of road which includes also construction of 	<ul style="list-style-type: none"> • Efforts are being made for settlement of the court case at the earliest. Repair work of the road cuts/BT surface completed. • Matter taken up with the concerned.

<p>Retaining Wall of 100 Rmts.</p> <ul style="list-style-type: none"> ▪ The public demands that the berms existing on either side of the road which are earthen ones should be made hard ones. These earthen berms besides being in a haphazard and messy manner have been posing lot of difficulties to the public as well as the transporters. ▪ The water supply pipe running parallel to the edge of the road for about 2500 Mts was found leaking at many joints as a result of which the water gets accumulated on the newly blacktopped road surface and thereby causing damage to it. 	
---	--

18. PMGSY roads in Poonch

Problem Areas	Action Taken
To7 to Nar Upper	
Quality of protection works executed is not satisfactory	ATR awaited
Gali to Sanglote	
Quality of protection works executed is not satisfactory	ATR awaited
Seri chavana to Shiendhara	
Work not taken up due to obstructions by locals who have resented that the amount of land compensation is very meager	ATR awaited
Madana to Nabana	
On a particular portion of this road some locals had placed stones and planted trees on the edge reducing the width of the road	ATR awaited
Seri Khwaja to Malhan	
Work on 2 Km stretch has not been taken up due cast conflict among villagers	ATR awaited

19. Construction of 313 meter Span PSC Girder Bridge over Nowshera Tawi in Rajouri

Problem Areas	Action Taken
<ul style="list-style-type: none">▪ Structural design of the bridge has been changed from Pre-stressed concrete Girder to Steel Girder.▪ Land and structure compensation of Rs 37.50 lacs is yet to be paid.▪ Roads connecting the double lane bridge with Jammu-Rajouri-Poonch Highway are single lane.	ATR awaited