

PHYSICAL VERIFICATION REPORT

(Conducted by Dy. Director, Planning on 23-06-2011)

1. Name of Project: Construction of Amnu – Ardpورا road under PMGSY in district Kulgam
2. Funding Agency: GoI
3. Executing Agency: PMGSY Division , Kulgam
4. Date of Sanction: Feb 2008 (stage-1) & Feb 2010 (stage-2)
5. Date of Start: July 2008 (stage-1) & Feb 2011(stage-2)
6. Date of Completion: Oct 2010 (stage-1) & Feb 2011(stage-2)

7. Financial Status:

(Rs. In Lacs)

Particulars	Stage-1	Stage-2	Total
Approved Cost	94.12	54.48	148.60
Work Allotment to Contractor	84.86	50.75	135.61
Expenditure incurred till June 2011	73.96	10.50	84.46
% Expenditure incurred	79%	19%	57%

8. Physical Status:

S.No.	Type of work	Target	Achievement	% Ach.
1	GSB layer	1 km	580 mtrs	60%
2	WBM layer	1 km	580 mtrs	60%
3	Black Top	1 km	0 mtrs *	0% *
4	Major Bridge	1	1	90%

* The Executive Engineer, PMGSY Division, Kulgam intimated on 15/07/2011 that the work of black topping of 580 meters of the road has also been completed.

9. Need for the Project:

The GoI has taken up a massive drive for providing road connectivity to the unconnected habitations under Pradhan Mantri Gram Sadak Yojana to facilitate the people of rural areas.

Under PMGSY programme, the construction work of road from Amnu to Ardpورا road in district Kulgam was approved since Ardpورا did not have facility of an all weather road connecting it with village Amnu and the Qauzigund Kulgam road.

10. Field Observations:

The construction work of the new PMGSY road from Amnu to Ardporain district Kulgam has been approved for execution in two stages: -

Stage-1 of the project envisages construction of a 15 meters span minor bridge, laying 10 RCC pipe culverts, constructing U shaped PCC side drain, Stone masonry (kutchha Pucca) protection walls and filling compacting lower stretches with well compacted river bed material. Almost 90% of the work under Stage-1 is complete.

The 15 meters span bridge is complete and the quality of work looks satisfactory. However, only a single culvert comprising 2 RCC pipe cross drain has been constructed against 10 RCC pipe cross drain approved in the project. The PCC drain has also been constructed along a certain stretch of the road. The finishing work of culvert and PCC side drain was not found so satisfactory, but the quality of pitching work done along the slopes of the road on the stretch of road over the bed of nallah was found to be good.

The protection wall constructed along slopes had developed cracks. It is presumed that the cracks could be due to settling down of the earth material which may not have been compacted well before constructing the retaining wall.

Stage-2 of the project envisages construction of 1 km of all weather road having carriage width of 3.5 meters and formation width of 5.5 meters which included hard shoulders with proper side slopes.

Against the target of 1 km of road length, only 580 meters of road up to the level of WBM was found completed. The quality of work up to WBM level was found satisfactory but the take-off point of the road stretch is very narrow having some structures on either side coming in the alignment of the road. The carpeting of the road was not done till the date of inspection.

After the 580 meters stretch, work has been stopped due to resistance by villagers of Ardpora in providing the required corridor.

Observations while inspecting works along linear length of the road:

- a) On the initial 100 meters stretch of the road there are about 6 structures (houses) which are coming in the alignment of the road with people unwilling to shift unless alternative shelter is provided to them. On some portion of this stretch the carriage width of the road is less than the required 3.75 meters for BT and 5.5 meters BT+Shoulders. Although land has

been identified along the bed of the local nallah but the people are demanding to provide them constructed houses at the location.

- b) As a result of this obstruction, the alignment of the road has been slightly modified leading to formation of hair-pin bends with steep gradient which has made the road dangerous to drive on. Moreover, parapets that were necessary along the slope side of the road have not been included in the project. The construction of parapets would ensure safe driving and prevent vehicles from falling into the gorge along the road during accidents.
- c) Cracks had developed on the retaining wall constructed along the slope for supporting the road. The Executive Engineer intimated that as per guidelines of PMGSY, the contractor has to maintain the road for 5 years from its date of completion.
- d) At RD 435 a double barrel culvert has been constructed to allow water to flow below the road.
- e) There is a bridge of 15 meters span at RD 469 which has carriage width of 4.5 meters.
- f) RD 580 onwards, the narrow lanes of village Ardpora start which have been developed by RDD long back and are in a bad condition.
- g) People of Ardpora village are not willing to provide the required corridor for construction of the road. Moreover, construction of road through the village lanes would be duplication of work by two agencies viz. PMGSY and RDD.
- h) The villagers of Ardpora are demanding for diverting the road around the village instead of constructing it through the village. The Executive Engineer informed that he has submitted another proposal based on public demand to the higher authorities but is unlikely to be approved under PMGSY. Moreover, it was observed at site that the new alignment proposed on public demand requires forest clearance as a large number of trees have to be axed, especially of walnut, which would not only destroy the eco-system along the bed of the local nallah but will also escalate the expenditure on account of compensation.
- i) The purpose of the PMGSY programme is to provide connectivity to the unconnected habitations. If we examine the level up to which the WBM has been laid, village Ardpora stands connected with the district road. If the villagers do not provide the necessary corridor for completing the approved 1 km length, the up-gradation work of internal lanes/ sub-lanes and drains can be taken care of by RDD.

- j) The survey for construction of the Amnu-Aradpora road seems to have been wrongly conducted. The road length 580 meters should have been proposed under PMGSY instead of 1 km. This may perhaps had been done in order to ensure that this road comes within the purview of PMGSY programme which otherwise would have been rejected as per norms of PMGSY.

11. Problem Areas/ Suggestions:

SNo	Problem Areas	Suggestions
1	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).	Deputy Commissioner, Kulgam needs to intervene in the matter and sort out the issue with the locals so that adequate corridor is made available for construction of the road.
2	Crack developed on retaining wall: Some cracks had developed on the retaining wall constructed for the road along the slope.	PMGSY Division Kulgam needs to ensure that necessary repairs are conducted to rectify the cracks immediately.
3	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.	Deputy Commissioner, Kulgam may examine the matter and find a solution to the problem in consultation with the villagers. Survey for alignment of the road seems to have been wrongly done. Changing alignment of the road will not be possible without approval of competent authorities which seems unlikely under PMGSY. The other option could be to consider Ardpora as connected under PMGSY with the existing 580 meters road and the balance amount re-appropriated towards other works approved under PMGSY. The up-gradation work of lanes/sub-lanes and drains of village Ardpora could be taken up under Block Development Plan.

4	<p>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.</p>	<p>The decision for reducing the number of RCC pipes from 10 to 2 may be examined by Chief Engineer, PMGSY, Kashmir.</p>
5	<p>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 not included in the project.</p>	<p>Savings, if any, under the project may be utilized for constructing parapets at locations wherever necessary after approval from Competent authority.</p>
6	<p>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>	<p>The demand of the contractors for empowering the Chief Engineer, PMGSY, Jammu or Kashmir (who so ever is senior) to release payments seems genuine and needs to be examined by R&B Department.</p> <p>It needs to be ensured that the system of making payments against work done is simplified so that the further execution of work under PMGSY does not suffer merely due to delay in release of payment to the contractors.</p>

12. Conclusion:-

The construction work of the road has come to stand still mid-way due to non-availability of adequate corridor along the approved alignment at the initial stretch as well as through village Ardpora. The District Administration as well as PMGSY Division Kulgam will have to play a vital role in convincing the villagers to co-operate so that entire length of the road is completed as per approved norms.

Physical Verification Conducted by:	Madan Gopal Sharma, Deputy Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officer of Executing Agency who accompanied:	Sh. Mohammad Ashraff, Executive Engineer, PMGSY Division, Kulgam.