



## GOVERNMENT OF JAMMU & KASHMIR

Chief Minister's Monitoring Cell

Physical verification report of the project namely  
"Improvement/Upgradation of Beehama-Safapora  
road under CRF, Ganderbal"



By Joint Director,  
CM's Monitoring Cell.

## PHYSICAL VERIFICATION REPORT

Name of the Project:	Improvement/Upgradation of Beehama-Safapora road, Ganderbal
Executing agency:	R&B Division 3 <sup>rd</sup> , Ganderbal
Project Cost:	` 1556.81 lacs
Funding pattern:	100% Central Assistance (CRF)
Date of start of work:	July, 2010
Targeted date of completion:	March, 2013

District Ganderbal which has come up as new Administrative Unit in April 2007 after being carved out from erstwhile District Srinagar consists of number of villages with huge chunk of population spread all over the district. The District covers huge area from Pandach to Safapora on one side and from Sumbal to Baltal on the other side. The world famous Manasbal Lake, Sonamarg, Naranag, Gangabal tourist resorts also fall within the jurisdiction of district.

Beehama-Safapora road is the major district road of Ganderbal connecting districts of Baramulla, Bandipora and Srinagar and as such the said road is subjected to heavy traffic rush.

The road is presently in a dilapidated condition with worn out B.T surface and worn out metal surface at most of the stretches. The public as such is put to inconvenience while travelling on the said road. The improvement and upgradation of the road from Beehama to Safapora shall prove beneficial to all modes of the transport operating on this route.

### Financial Status:

Funds Released 31/08/2011:	` 425.00 lacs
Expenditure ending August, 2011:	` 425.00 lacs

### Physical Status:

The work on the project has been put to execution in July, 2010. The physical progress of some of the major components of the scheme is detailed hereunder:

Item of the work	Unit	Target	Achievement
WBM Grade 2 <sup>nd</sup>	Km	14.68	6.64
WBM Grade 3 <sup>rd</sup>	Km	10.08	-
Bituminous with track coat & seal coat (linear length)	Km	15.50	-
Edge walls/ Retaining walls	Rmts	2000	2110
Cement Concrete drains	Rmts	6000	462
Cross drainage pipes	Rmts	300	19.44

### Field Observations/Problem areas:

The execution of the project assumes added significance in view of the fact that the road in question among other important destinations leads to Manasbal Lake. The project has been administratively approved by Ministry of Road Transport & Highways, GoI in March, 2010 at a cost of ` 1556.8 lacs. The improvement /upgradation of the road require acquisition of land and shifting of

PHE utilities for a maximum stretch of road besides acquisition of structures and shifting of PDD utilities at certain places.

Little men and machinery was found working on the project on the day of the inspection which was attributed by the Xen to problem of acquisition of land and structures at various spots besides shifting of the utilities by the concerned Departments. The work was found in progress at RD 9400 by way of GSB filling. The funds already released by the GoI to the extent of ` 425.00 lacs stands fully utilised. Further releases of funds to the executing agency for facilitating the execution of the project are reportedly in the pipeline.

The agency is of the view that if the bottlenecks coming in the execution of the project are removed immediately, the project will get completed within the target date. It has projected a demand of ` 995.00 lacs as compensation cost for acquisition of land, structures, shifting of PHE and PDD utilities, which has to be released by the Govt under state plan as no provision of compensation is available under CRF for acquisition etc.

Against the demand of ` 995.00 lacs, the state government has already released an amount of ` 350.00 lacs out of which ` 50.00 lacs each have been advanced to PHE and PDD Divisions concerned by the agency for shifting of utilities. However, the PDD Division has initiated action by way of shifting of its utility coming in the alignment of the road at certain spots but PHE department is yet to initiate action in this regard.

The remaining amount of ` 250.00 lacs has been released to Collector, Land Acquisition, Ganderbal for acquisition of land and structures, for which the process is underway at his level.

The carriageway for the 1<sup>st</sup> two Kms of the road from Beehama intersection would be of 24 feet width with footpaths and drains on either side of the road. The remaining length of 13.50 Kms shall be of intermediate carriage way of 18 feet width with hard shoulders on both sides of the road.

The corridor for upgradation of the road and execution of some allied works for the 1<sup>st</sup> two Kms is available but it was reported by the Xen that the people are not allowing to execute the work as they are demanding that the road should be widened as four lane at the off take point instead of two lane. In the stretch of Km 3<sup>rd</sup>-4<sup>th</sup> there

are maximum bottlenecks. This road stretch of 2Kms is housing number of green Chinar trees and requires acquisition of some residential/commercial structures besides shifting of PHE/PDD utilities.

Though the demand of the public for making the road as four lane at the off take point seems genuine as the intersection from which the road takes off remains always full of traffic rush which results in frequent traffic jams. However, it was found on spot that the widening of the road beyond the proposed width of 24 feet is not possible as the road stretch houses on either side huge cement concrete commercial structures which may involve huge financial implications by way of compensation.

From Km 4<sup>th</sup> onwards the land to be acquired for widening is mostly paddy/agricultural land and as such the farmers would have been definitely reluctant to spare land during previous months because they had cultivated paddy on it. Now the harvesting of the paddy is over, the Collector should as such start the process of land acquisition immediately.

The project envisages also the construction of the retaining/protection walls, cement concrete drains, RCC culverts etc at various spots. The work on this account has been put to execution which was found to have been executed satisfactorily.

From Barsu junction to Kohistan (Km 8<sup>th</sup> to Km 13.5) the left track of the road has been mostly completed up to the level of WBM Grade 2<sup>nd</sup> and the work on right side track is in progress. From Kohistan to Safapora (2 Km length) the stretch of the road is completed up to the level of WBM Grade 3<sup>rd</sup> which is likely to be macadamised within a fortnight.

### Suggestions/remedial measures:

For timely completion of the project the following suggestions are made: -

- I. 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.

- II. 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.
- III. Public Works (R&B) Department should take up with Ministry of Road Transport & Highways, GoI 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.
- IV. Public Works (R&B) Department should also consider the release of balance funds of ` 645.00 lacs (` 995- `350) 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.
- V. In the alignment of the road (from Km 1<sup>st</sup> to 4<sup>th</sup>) few dried up Chinar trees do exist, District Administration should consider the felling down of these dried Chinar trees.
- VI. 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.

Physical Verification Conducted by :	Altaf Ahmad Zargar, Joint Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied the officer:	1. Executive Engineer 2. Assistant Executive Engineer and JE's concerned of R&B Division 3rd , Ganderbal





**Commercially chocked off take point at Beehama intersection**



**Cement concrete drains constructed on left side of road in Km 3<sup>rd</sup>**



**Green Chinars coming in the alignment of the road**



**Retaining wall constructed on right side of the road near Manasbal lake**



**Protection wall constructed alongside of the road in Km 8<sup>th</sup>**



**Left track of the road completed upto level of WBM Grade 2<sup>nd</sup> in Km 9<sup>th</sup>**