



## **GOVERNMENT OF JAMMU & KASHMIR**

**Chief Minister's Monitoring Cell**

**Physical verification report of the project namely  
"Kangan- Wangath- Naranag (PMGSY) Road"  
District Ganderbal**



By Joint Director,  
CM's Monitoring Cell.

## **PHYSICAL VERIFICATION REPORT**

A total of 53 schemes have been sanctioned in district Ganderbal under PMGSY under different phases. The phase-wise physical and financial details are reproduced as under:-

Phase	No. of schemes	Sanctioned cost (` in lacs)	Physical status	
			Completed	Under progress
I	2	73.68	2	-
II	2	162.22	2	-
III	1	226.89	1	-
IV	4	621.41	2	2
V	4	1292.34	1	3
VI	12	3657.54	8	4
VII	27	4298.13	-	18
Total	52	10332.21	16	27

The schemes under Phase I and II were executed by the Rural Development Department whileas the works from Phase III to VII are executed by JKRRDA. Out of the total of 52 schemes, 46 are for new connectivity and the leftover 6 schemes are for upgradation of existing roads. Sofar as works pertaining to Phase VII are concerned, only 18 works have been put to execution and with regard to remaining 9 works, 2 works are in the process of allotment, 6 are facing land acquisition

problems and 01 scheme namely "construction of road from Wail to Pati Wail" has been dropped from the list of works because the habitation which was proposed to be covered under the scheme stands already connected under some other programme.

While going through the cost of works taken up under PMGSY under different phases, it was noticed that the work namely "upgradation of road from "Kangan to Naranag via Wangath" is the only work among other works which is with the higher cost and on this consideration, the said scheme was selected for physical inspection.

This road assumes added significance as Naranag has remained always an attraction for tourists and nature lovers particularly the foreigners since long. Naranag serves as the base camp for trekkers where from trekking expeditions move towards various trekking spots, prominent among which are Marsar, Gangabal, Gadsar etc. Naranag has been declared as a place of national importance under the Ancient Monuments Archaeological Site and Remains Act, 1958. It is situated at a distance of 57 Kms from Srinagar and takes off from main market Kangan. The road mainly passes through deciduous forests with mountainous terrain with a little steep gradient and lot of turnings all along.

The road in question had been constructed by the R&B Department long back but the condition of the road had worsened over a period of time and its bad condition was creating miserable inconvenience to the general public and the transporters operating vehicles on this stretch of road. The Government while taking cognizance of this aspect considered the road for upgradation under PMGSY having a total length of 16.14 Kms.

## **Project Details**

<b>Name of the Project:</b>	Kangan- Naranag road Via Wantagh
<b>Source of Funding</b>	GoI, (PMGSY)
<b>Executing Agency</b>	PMGSY Division, Ganderbal
<b>Year of start of Work</b>	Feberuary, 2008
<b>Target date of completion</b>	August, 2009
<b>Revised target date of completion of the project:</b>	Sept, 2011

### Financial status:

	( in lacs)
<b>Sanctioned Cost</b>	1513.07
<b>Funds released</b>	712.69
<b>Expenditure incurred up to 31/05/2011</b>	712.69
<b>Value of work done as on 31/05/2011</b>	832.00
<b>Work done liability</b>	125.00

### Physical status:

The execution of the project involves lot of protections works by way of construction of Retaining walls and Breast walls at various places and high amount of earth cutting work.

<i>Major items of work</i>	<i>Unit</i>	<i>Target</i>	<i>Achievement</i>
GSB	Km	9.50	5.50
WBM G –I	Km	11.00	10.00

WBM G –II	Km	15.65	13.50
BM 70 mm thick	Km	16.14	6.00
Earth work	Cums	15000	13700
R Walls/B Walls )	Rmts	3792.60	3407.00
Culverts/Causeways	No	28	18

### **Field Observations/ Problem areas:**

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 and was, therefore, rescheduled for completion in September, 2011.

Against the target length of 16 Kms, blacktopping has been carried out for a stretch of only 6 Kms. The condition of the blacktopped portion of the road executed during the last summer was found in a good condition except at few spots where the road has suffered minor damages. These minor damages have reportedly been as a result of harsh winter conditions which prevailed in the valley during the last winter. The prescribed thickness of Bitumen and OGP of 70 mm as per the DPR was measured at few spots, selected randomly, was found correct and even more than the prescribed scale. The black topping laid for the carriage way of 12 feet was also checked and found as per the prescribed width. The overall quality of the different items of the work executed was found satisfactory.

The contractor to whom the work has been allotted has got his Field Testing Lab established as per the norms of the programme at village Khanan for testing of the material being used in the project. The lab is running in a hired accommodation where material testing equipment has been installed. The contractor is also having its hot mixing

plant at Wussan which is hardly 10 Kms away from the take off point of the road. It was informed by the Xen concerned that the further stretch of 7 Kms length shall be carpeted within a period of next 20 days which will make the total blacktopped length of the road for 13 kms against the target of 16 Kms.

The road has started benefiting the souls and on completion shall benefit 3 habitations with a population of 4142 souls as per census 2001. The sign boards depicting the project details by way of cost of the scheme , year of start, completion date, programme under which work being executed etc; have been erected at the eye striking and conspicuous places at the off take and terminating points.

The PHE, Division Ganderbal has not fully shifted the PHE utility running along the road for a stretch of 2500 Mts. Against the demand of 54.00 lacs by the PHE department for shifting of the said utility, an amount of Rs 48.00 lacs stands already released by the agency to the concerned PHE Division. Against the target of shifting 2500 Mts of pipe length, only 1500 Mts have been realigned. 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 demand of Rs. 55.43 lacs for settling the claims of the land compensation for acquisition of land at the various places for execution of the project, an amount of Rs. 19.06 lacs has been released and disbursed to the concerned. Still there is a requirement of Rs. 36.34 lacs for clearing the land compensation claims.

At RD 6160 on Km 7<sup>th</sup>, 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 3<sup>rd</sup> 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 5<sup>th</sup> 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 PIA has already bought this problem to the notice of Police and Revenue authorities but nothing substantial has been done as yet. 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. This construction has reportedly been raised by him on a State piece of land and that too on a curve thereby aggravating the problems for the executing agency.

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 13<sup>th</sup> and 14<sup>th</sup>. The earth excavation work presently being carried out for its construction in km 14<sup>th</sup> 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.

The carriage way of the road being only of 12 feet with earthen berms on its either side, makes it difficult for the vehicles coming from the two different directions to negotiate mainly at the curves.

Just at the take off point on Km 1<sup>st</sup>, 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, the PIA agency has already approached the District Administration for demolition of these structures so as to make the off take point of road quite prominent and good looking.

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. The executing agency is of the view that in case the requisite funds are provided immediately, all these halted works can be completed within the target dates.

The up-gradation of the road also envisages construction of a steel Girder Bridge of 21 meter span in km 16<sup>th</sup> at Naranag. The bridge abutments on both the sides stands erected with caps also laid thereon. The steel Girders are reportedly in the process of manufacturing and it is expected that the bridge shall be competed within a period of 2 months.

### **Suggestions:**

The completion of the project has already been delayed by one year and 10 months as per the original target date. The delay has been attributed mainly by the executing agency to land acquisition problems. On completion of the project it is expected that the area will attract more and more tourists who otherwise were found visiting Naranag even on

the date of inspection, though not in large numbers. Once the tourist influx gathers the momentum for this place, it will definitely ameliorate the economic condition of the locals of the area who are mostly very poor. Naranag has the potential of becoming a place of huge tourist attraction in view of its mesmerising beauty coupled with the presence of the Shiv Temple and the ferociously flowing waters of Wangath nallah originating from the Gangabal Lakes. Under the circumstances it becomes all the more necessary to take strenuous efforts towards the immediate completion of the scheme. In order to enable the executing agency to complete the project as quickly as possible the following suggestions are made in this regard:-

- a) 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.
- b) RDD should reduce the size of the passenger shed constructed by it on a curve at RD 2980 (Km 3<sup>rd</sup>) by way of dismantling some of its front portion.
- c) The District Administration may ensure that 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.
- d) 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.

- e) 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 7<sup>th</sup>) to avoid water seepage to prevent soil/road erosion on this portion of road.
- f) 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.
- g) 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 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.
- h) The PWD should keep a provision of funds to the tune of ` 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 ` 11.31 crore for facilitating their further execution.

<b>Physical Verification Conducted by :</b>	Altaf Ahmad Zargar, Joint Director Planning, Monitoring Cell, Chief Minister's Secretariat.
<b>Officers of Executing Agency who accompanied the inspecting officer:</b>	Xen/AEE concerned of PMGSY Division, Ganderbal
<b>Date of conduct of physical inspection:</b>	13-06-2011



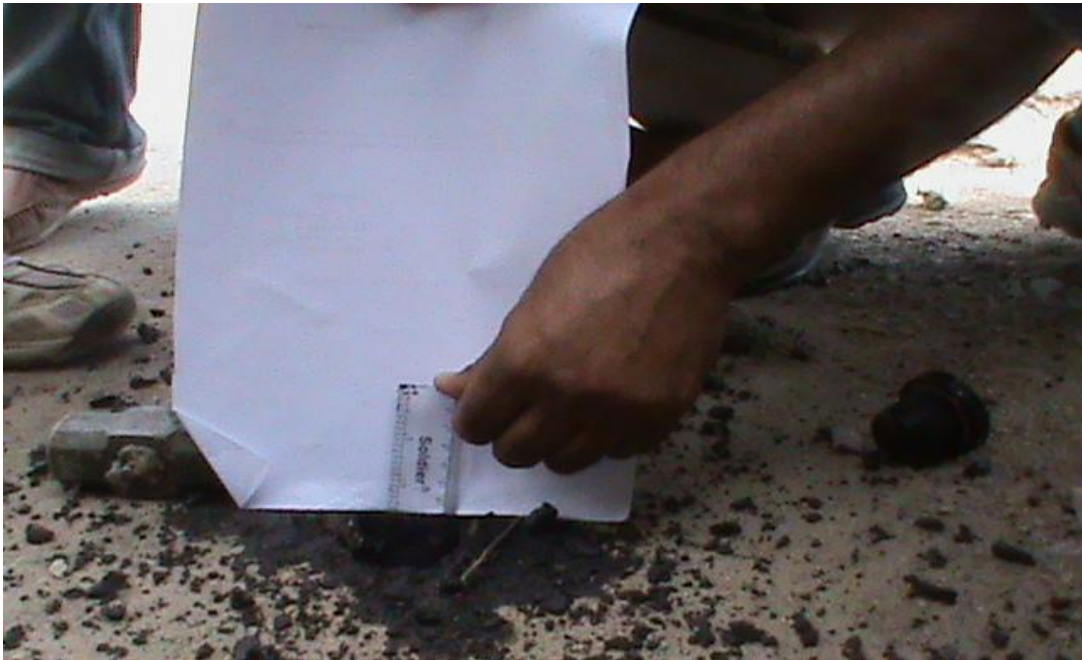
Parapet of dry stone masonry erected along side the road



Measuring the width of the blacktopped portion



Abutments and caps laid, bridge at Km 16 at Naranag



Checking thickness of the BM and OGP



Soil/road erosion taking place due to seepage of Waniarm canal



Irrigation canal under construction on Km 14<sup>th</sup> on the uphill side of the road.





Water supply pipes leaking on the road side



Passenger shed near the curve which has gobbled up some portion of road