

PHYSICAL VERIFICATION REPORT

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

1. Name of Project: Construction of Laroo—Munnad road under PMGSY in district Kulgam
2. Funding Agency: GoI
3. Executing Agency: PMGSY Division , Kulgam
4. Date of Sanction: Feb 2008
5. Date of Start: May 2008
6. Date of Completion: Feb 2010 (24 months)

7. Financial Status:

(Rs. In Lacs)

Approved Cost	1692.37
Work Allotment to Contractor	1688.20
Expenditure incurred till June 2011	1020.83
% Expenditure incurred	60%

8. Physical Status:

S.No.	Type of work	Target	Achievement	% Ach.
1	GSB layer	15.50 kms	15 kms	97%
2	WBM layer	15.50 kms	10 kms	65%
3	Black Top	15.50 kms	7 kms	45%

9. Need for the Project:

The existing road from Laroo to Munnad was a single lane road and not in a very good condition. This road provided connectivity to a number of villages and also had some new off-shoots under PMGSY. Keeping in view the high traffic flow and the huge population it was catering to, the up-gradation of this single lane road into double lane was taken up under PMGSY.

10. Field Observations:

The up-gradation of the single lane Laroo Munnad road into a double lane road via Poniwa, Bolus, Yaripora, Kanjikulla, Hangabush Gofan was approved under PMGSY. It was informed by the Executive Engineer that about 72% of the approved project stands executed till date.

Black top has been laid for about 7 kms of the road length, WBM layer is complete up to 10th km and was in progress in 11th km, SGB layer is complete for about 15 km stretch of the road.

The quality of work wherever the black top is complete was found satisfactory. However, the driving on the road was not pleasurable as after every 200-300 meters there are patches that are yet to be black topped either on entire width or single width of the road. The reason for pendency in work even on the initial 7 km stretch was due to delay in shifting of utilities of PHE pipelines, electric poles and unconstructed/ partially constructed cross drains.

The work on the bridges and cross drains/culverts was also found satisfactory. However, the width of hard shoulders along maximum stretch of the road was found to be inadequate.

Observations while inspecting up-gradation works along the linear length of the 15.50 km double-lane road from Laroo to Munnad: -

- a) At the beginning of the road construction work of open drain was in progress along the left side of the road.
- b) At RD 165 an 8 meters span culvert was ready. The width of BT layer was measured as 6.20 meters against the approved carriage width of 5.50 meters and culvert width was 7.75 meters.
- c) At RD 300, the work of black topping has been stopped for a certain stretch as a PHE pipeline had to be shifted. The PHE Department is yet to start the shifting work of pipeline.
- d) At RD 530, work of RCC culvert was in progress, half of the culvert had been constructed and remaining half not yet started. There is problem in acquiring land from the locals at this location.
- e) At RD 700 (Kanipora Junction) and thereafter a number of patches on the left side of the road are without blacktopping due to leakage of a PHE pipeline running along the road which had to be shifted/ replaced.

- f) At RD 1190 the work is pending on a certain stretch in order to shift the electric poles. Moreover, Sh. Gulam Mohmad, a local resident is demanding compensation for his trees.
- g) At RD 1200 again work has discontinued on a certain stretch for shifting of electric poles.
- h) At RD 2785 another culvert of 2.8 meters span has been constructed.
- i) At RD 2930 there is land dispute with an orchard owner besides leakage of PHE pipeline was also observed on the road.
- j) At RD 3800 where a culvert is to be constructed, work has been stopped on a stretch of about 100 meters due to non-shifting of utilities (PHE pipes/ Electric Poles).
- k) At Balsoo Chowk, the local MLA has demanded for development of chowk which is not approved under the project.
- l) At about RD 7000, the black topped portion of the road comes to an end.
- m) At RD 7000 an old bridge constructed by R&B had a width of just 4.70 meters. The Engineers of PMGSY informed that the width of this bridge could not be altered and will be left as it is. The width of this bridge if not widened will permit only one way passage for vehicles.
- n) At the same location, there is another newly constructed Steel Bridge of 25 meters span which was found ready for traffic movement. It is complete up to WBM layer, but blacktopping is pending. It had a carriage width of 5.5 meters. The girders used in the bridge are of SAIL.
- o) The Batching plant for upgradation work of this road was also located close to the bridge. It was informed that sand is brought from Khudwani, Anantnag and stones from Woyen Crusher at Pampore.
- p) A stretch of 1Km of the road has been kept pending which runs across the village Yaripora and is supposed to be taken up at the appropriate time without disturbing the routine life of the villagers
- q) At Kathpora work is held-up due to demand for compensation by the locals.
- r) At RD 11000 work of WBM was in progress.
- s) A little ahead shuttering of another cross drain was observed.

- t) The last 4 to 5 kms stretch of the road up to SGB level and under construction did not have any obstructions alongside the road and hence the work can be carried out at a pace faster than the preceding length.

11. Problem Areas/ Suggestions:

S. No	Problem Areas	Suggestions
1	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.	The PHE and PDD Department needs to immediately carry out the work of shifting of pipes and poles coming in the alignment of the road so that the black topping of left over patches on the initial 7 kms of the road is completed.
2	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.	The Deputy Commissioner, Kulgam may fix a time-frame for the Revenue staff (Patwaris) to complete the land acquisition formalities along the entire stretch of the road and disburse compensation as well so that the approved width of BT and hard shoulders is maintained on the entire stretch of the road and locals do not interrupt the development work.
3	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.	The Deputy Commissioner, Kulgam needs to ensure that such issues are also resolved at the earliest so that the execution work is carried out by the PMGSY Division smoothly.
4	Incomplete work of cross drains: The construction work of cross drains remains pending at a number of locations.	The PMGSY Division Kulgam needs to ensure that the construction work of cross-drains where-ever pending along the entire stretch of the road may be completed on priority so that the vehicles plying on the road at least have a two way passage until the WBM/ blacktopping is completed.

S. No	Problem Areas	Suggestions
5	Widening of PWD bridge at RD 7000: An old bridge constructed by PWD which has a width of just 4.70 meters has been left as it is.	The PMGSY Division Kulgam needs to find an engineering solution for widening this bridge because the entire stretch of 15.50 kms of the road will be two way except for this particular bridge. Vehicles coming from either side will have to wait before the vehicles coming from the one direction pass this bridge thereby causing hindrance to smooth flow of traffic at this location.
6	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.	The PMGSY Division Kulgam needs to ensure that the approved width of road way (8.5 meters) and road land is maintained on the entire stretch of the road. The Deputy Commissioner Kulgam needs to play an important role in resolving disputes with the locals with the assistance of Patwaris. Maintaining width of hard shoulders is necessary as this will prevent damage of BT layer and can also be developed into concrete footpaths along markets/ residential area under Block/Panchayat Development funds. It is advisable that mileage stones of adequate height may be planted on either side of the road edges after a distance of every 500 meters at least so that the locals do not encroach the acquired state land.
7	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.	It is suggested that any saving under the project may be utilized for painting the divider line and edge line along the entire stretch of the road after it is black topped.

12. Conclusion:-

The work on the road is going on at a slower pace mainly due to delay in shifting of utilities and inadequate support from the Revenue staff. The work taken in hand can be completed only when the District Administration, PHE, PDD and Revenue Department extend full cooperation to the PMGSY Division Kulgam.

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.