



GOVERNMENT OF JAMMU & KASHMIR
Chief Minister's Monitoring Cell

Physical verification report of the project namely
"CONSTRUCTION OF PMGSY ROAD-NADYALA TO BAGLA"
District Rajouri



By
Joint Director,
CM's Monitoring Cell.

In district Rajouri, 105 schemes have been sanctioned so far under PMGSY under Phase I to VII. The phase-wise position with physical and financial details is reproduced here under: -

Phase	No. of schemes sanctioned	Sanctioned cost (in lacs)	No. of schemes completed	Target length (Kms)	length achieved (in Kms)	Habitation connected till date
I	1	134.28	1	4.70	4.70	2
II	3	490.84	3	16.00	16.00	3
III	3	381.90	2	13.40	7.025	6
IV	3	549.84	3	17.00	17.00	6
V	19	6596.59	13	149.65	107.40	25
VI (New)	38	12618.11	18	218.64	162.73	40
(Upgra- dation)	8	2883.57	2	61.54	61.54	0
VII	30	14643.48	2	226.66	38.71	15
Total	105	38298.61	44	707.59	415.105	97

The schemes under Phase-I & II have been executed by the Rural Development Department and the schemes under Phase-III to VII are executed by JKRRDA. Out of the total of 105 schemes, 97 schemes are for providing new connectivity in rural areas and the left over 8 schemes are for upgradation of existing roads taken up under Phase-VI.

Rajouri Block of District Rajouri is considered as one of the backward and poverty stricken blocks of the state. The government has been taking all possible steps to provide road connectivity to all the rural and remote areas of the district Rajouri like other districts of the state through its various developmental programmes to ease out the hardships being faced by the general public in absence of the adequate road network. As a measure towards this effort the construction of the road from "Nadyala to Bagla" was projected under PMGSY which was subsequently approved by the GoI for execution under Phase-VI.

Project Details:

Name of the Project:	Construction of PMGSY Road-Nadyala to Bagla, Rajouri
Source of Funding	GoI (PMGSY)
Executing Agency	PMGSY Division, Rajouri
Date of start of Work	May, 2009
Original date of completion	May, 2010
Date of completion	October, 2012

Financial Status

(Rs. in lacs)

Sanctioned Cost	559.58
Allotted Cost	539.63
Expenditure ending, Sept. 2012	476.39
Value of Workdone, Sept. 2012	539.63

Physical Progress

The physical progress of the some of the major components of the scheme is detailed as under: -

S. No.	Item of work	Unit	Target	% age Achievement
1.	RCC Culverts	No.	11	100
2.	1 Mtr dia HP culvert	No.	50	100
3.	Walling (Semi Pacca)	Rmt.	1413	100
4.	Breast walls (Semi pacca)	Rmt.	405	100
5.	Pacca Drain	Rmt.	900	100
6.	Edge walls	Rmt.	200	100
7.	Earthwork	Cum.	133294	100

Observations/findings and Problem Areas:

In view of the hilly terrain and vast area, the PMGSY works in district Rajouri are looked after by the two PMGSY divisions of Darhal and Rajouri. The work in question falls within the jurisdiction of the PMGSY division Rajouri.

There has been a delay of 2 years and 5 months in its completion and the reasons for delay are attributed by the Executive Engineer to the pendency of NOC by the Forest Department for acquisition of forest land & trees. The delay is also attributed to the mud-sliding and land sliding at various spots during the execution period.

The scheme in question namely "construction of road from village Nadyala to Bagla" has been approved under Phase-VI for which the work was put to execution on stipulated date of May, 2009. The scheme was actually due for completion within one year in May, 2010.

Village Bagla is situated at a distance of 37 Kms on southern side of district headquarter Rajouri and the project envisages construction of road upto fair weather specification under stage-I by way of earth cutting work, construction of cross drainages and retaining structures, etc. for a length of 10 Kms with off take point at Nadyala which is at a distance of about 13.5 Kms from Jammu Rajouri Highway.

The contract of the work has been awarded to M/S ECI, Hyderabad who had further sublet the work to a local contractor. During on-spot physical verification which was carried out on 22.10.2012 the work was found having been completed. The works have been carried out all along the hill for a full stretch of 10 Kms. As per the DPR specification there has to be a formation width of 6 mtrs which was randomly checked at many spots and found as per the defined specification. The other works of construction of RCC culverts, breast and retaining/edge walls as per the progress report were also found executed.

Proprietary land of 2.9 hectares and forest land of 3.5 hectares has been acquired at a compensation cost of Rs. 13.43 lacs and Rs. 7.09 lacs respectively, besides involving state land, for construction of the road.

The road has provided connectivity directly to two (02) villages namely Kothari and Bagla benefitting a population of 2684 souls and about 2500 souls indirectly from other neighbouring villages falling along the length of the road.

The entire stretch of 10 Kms of road has been constructed all along the hill and the earth cutting work done appears to be a difficult task. However, during inspection it was found that the area is sliding prone and there is a need for construction of more retaining walls and protection works at various other spots just to avoid the soil erosion/land sliding which is apprehensive of causing damage to the fair weather road. On enquiry, it was reported by the Executive Engineer that there is no scope of extension of such works in the DPR and as such the protection works at these vulnerable spots can- not be executed. It was further informed that such projections though were made in the DPR but were subsequently ignored by the State Technical Authority (STA). It is in place to mention here that there are STAs separately for both the provinces of the state which gives technical nod to the projections in the DPR before recommending the case to the SE/Chief Engineer, PMGSY for further action.

The Technical Authority for Jammu Province is looked after by the HoD, Civil Engineering Department of GNET Jammu who has been appointed as Consultant by the Government as Incharge of Technical Specification. It was given to understand that the Consultant is making the technical scrutinisation of the projections made in the DPR mostly without assessing the real ground situation. Under these circumstances, the purpose of preparation of realistic DPRs gets defeated in most of the cases. The same is the fate of scheme in question where the targets of retaining/protection works has been curtailed reportedly without assessing the ground picture.

The road is proposed to be black topped under stage-II as per the norms of the programme. The area where the road is being constructed receives snow fall during winter months. As a general rule the thickness of the premix carpet (black topping) for the areas of Jammu division is allowed only upto 20 mm after metalling. Contrary to this, 50 mm premix carpet is allowed for the PMGSY roads in Kashmir Division because of the peculiar climatic considerations. The plea of the Executive Engineer is that the treatment of the road in question should be given for premix carpet on the analogy of the PMGSY roads for Kashmir

division. He is of the view that 50 mm thickness of BT should be allowed as against 20 mm thickness which will not be sustainable for the road which remains under snow for more than 2 months particularly being constructed at an altitude of 4000 feet.

The Executive Engineer further explained that during the process of execution of works under stage-I, land sliding particularly during rains remained a routine affair and, therefore, has pleaded for keeping a separate provision for its maintenance in case of natural calamity once the works under stage-I or II are executed. The contractor is already charged with the responsibility for maintaining the road for a period of 5 years after its completion under stage-II but in order to restore the damages caused due to the natural calamity by way of sliding/erosion, the provision for maintenance needs to be put in place.

The signboard indicating the project details were seen erected at the take off point in local language. The agency has established its testing lab for testing of the material particularly the cement concreting tests at the take off point at Nadyala. The overall quality of works executed has been found satisfactory.

Suggestions:

1. 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.
2. It should also examine and consider the demand of construction of more protection works under stage-II which have been curtailed in the DPR of stage-I being the road apprehensive of land sliding.
3. The State Technical Authority should always assess the ground situation before making curtailments in the targets projected in the DPR by the executing agencies.

4. 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.

Physical Verification Conducted by :	Altaf Ahmad Zargar, Joint Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied the inspecting officer:	i) Shri Maqbool Hussain, Executive Engineer (Civil), PMGSY Division, Rajouri. ii) Shri Prem Kapoor , AEE (Civil), PMGSY Division, Rajouri. Iii) JE concerned.
Date of conduct of physical inspection:	22-10-2012



Signboard erected at the take off point



A view of one of the 6 mtr culvert constructed



Protection works executed



One of the culverts constructed



Protection works executed





Protection works executed



One of the spots where protection work is required