



## GOVERNMENT OF JAMMU & KASHMIR

Chief Minister's Monitoring Cell

Physical verification report of the project namely  
"Upgradation of road from Puthkhah to Mongam"  
(PMGSY), Baramulla



View of the blacktopped portion of Puthkhah – Mongam road, Baramulla

By Joint Director,  
CM's Monitoring Cell.

### PHYSICAL VERIFICATION REPORT

In district Baramulla a total of 90 schemes have been sanctioned under PMGSY under different phases. The phase-wise position with physical and financial details is indicated as under: -

Phase	No. of schemes	(Rs in lacs)	Physical status	
		Sanctioned cost	Completed	Under progress
I	1	26.36	1	-
II	6	856.65	4	2
III	11	1718.91	5	6
IV	7	356.90	6	1
V	3	231.99	-	3
VI	35	9751.19	10	25
VII	27	6949.36	-	27
Total	90	19890.64	26	64

The schemes pertaining to Phase I and II are executed by the RDD while as the schemes from Phase III – VII are executed by JKRDDA. Out of the total of 90 schemes, 88 schemes are meant for providing new connectivity in rural areas while as the remaining 2 schemes are for upgradation of the existing roads.

The intention was to inspect the work which may be under execution preferably being at the stage of blacktopping and, therefore, the scheme namely "Upgradation of road from Puthkhah to Mongam" which is at the level of blacktopping was selected for physical verification.

#### Project Details

Name of the Project:	Upgradation of road from Puthkhah to Mongam"
Source of Funding	GoI, (PMGSY)
Executing Agency	PMGSY Division, Baramulla
Year of start of Work	23-09-2009
Target date of completion of the project:	22-03-2011

The road has been taken for upgradation under the programme having a length of 5.7 Kms. The condition of the road in question had deteriorated over a period of time and therefore was considered for upgradation under PMGSY. The road was previously looked after by the R&B department.

This road is considered as an important road of Sangrama constituency of Block Wagoora. This internal road touches almost whole area of Sangrama constituency. The road takes off from Puthkhah which is 4.3 Kms from National Highway, Baramulla and at Mongam it gets connected to Baramulla Baba Reshi Road.

Financial status:

	(Rs in lacs)
Sanctioned Cost	283.52
Allotted Cost	268.95
Expenditure incurred up to 31/03/2011	148.12

Physical status:

Major items of work	Unit	Target	Achievement
GSB	Km	5.70	5.50
WBM G –II	Km	5.70	5.50
BM 50mm thick	Km	5.70	2.00
OGP 20mm thick	Km	5.70	2.00
Retaining walls	RMts	500	400
Cement concrete drain	RMts	500	500

Field Observations/ Problem areas:

The completion of the scheme has already been delayed by one month. However the blacktopping of 2 Kms of road length has been done during the last summer. On the day of inspection the condition of the road was found good except at few spots where minor damages have caused to the road. The thickness of bitumen macadam and OGP was measured on spot and was found as per specification of the DPR. The width of the carriage of 12 feet as per DR norms was also found correct. One sqft of already laid macadam has been taken as a sample which shall be sent to Forensic lab for determination of quantity of tar and gradation of aggregates as per specification contained in the DPR.

The contractor of the project has also established a Field Testing Laboratory near Wagoora market as per the norms of the programme for testing of the material before being used in the project. The lab has been established in a hired accommodation where the material testing equipment has been installed.

The road is of tremendous importance from public point of view as it will provide benefit to 15000 souls. The blacktopping of the road should have been definitely completed only during the last summer but the delay in execution was attributed by AEE, PMGSY to law and order problem during last year.

There has been no work on the project since winter until the date of inspection. On enquiry it was explained by AEE concerned that the blacktopping of the already completed Grade II stretch of 3.50 Kms was not possible during winters as it requires specific level of temperature and shall, therefore, be carried out in the month of May during the current year.

The executing agency is facing problem at Km 3<sup>rd</sup> for a stretch of 200 Mts where no basic work by way of GSB or WBM Grade II has been done. It was reportedly by AEE that one namely Shri Mohammad Sultan Rather has moved litigation in the court of law who is claiming that the road stretch exists on his proprietary land and has therefore, been demanding compensation for the same. The said person is obstructing the executing agency for taking up the work on this stretch of 200 Mts of road which includes also construction of Retaining Wall of 100 Rmts.

During inspection the opinion of the public was also sought. The public is demanding that the berms existing on either side of the road which are earthen ones should be made hard ones. These earthen berms besides being in a haphazard and messy manner have been posing lot of difficulties to the public as well as the transporters who have to move either to the left or right edge of the road for paving way to the other vehicles operating on this road in view of the limited carriage way of 12 feet. This situation has reportedly led to one or two accidents. This problem usually gets aggravated particularly during the rainy days.

However, it was informed by the AEE, that the anticipated savings against the allotment of the work has been proposed for utilisation on conversion of earthen shoulders in to hard shoulders.

There is water supply pipe of 12"dia which runs parallel to the edge of the road for about 2500 Mts. This pipe was found leaking at many joints as a result of which the water gets accumulated on the road surface. There is every apprehension that the road surface may get damaged due to this water accumulation.

Suggestions:

The CE, PMGSY is required to take all possible steps and make all possible efforts to get the court case settled as quickly as possible so that the work on the stretch of 200 mts of road length which is coming almost in the middle of the total road length of 5.7 Kms is also carried out including construction of retaining wall of 100 Mts. He may also impress upon the concerned Xen to ensure the completion of the blacktopping of the remaining portion of the road in the month of May, 2010 as the date of completion of the work has already expired besides dressing of the jumbled earthen berms for making them of even level.

Since it is mandatory on the part of the contractor as per the norms of PMGSY to maintain the road for a period of 5 years after its completion, so he needs to be asked for carrying out the repairs to the damaged spots of the already blacktopped portion of road immediately.

PHE department may be asked to do the led jointing at the jointing points of the Water Supply pipe to avoid leakages which are very much apprehensive of causing damage to the road.

CE, PMGSY may consider the case for utilisation of the anticipated savings proposed by the PMGSY Division Baramulla for utilisation on conversion of the earthen berms into hard berms in the interest of the public of the area.

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:	AEE/Junior Engineer concerned of PMGSY Division, Baramulla



Water supply pipes leaking at the joints



View of the messy and jumbled earthen berms of the road



Measuring the width of the blacktopped road



Retaining wall constructed near on Km 2<sup>nd</sup> of the road



Checking thickness of the BM and OGP



Spot at which the obstruction is caused in construction of Retaining wall and road