

PHYSICAL VERIFICATION REPORT

(Conducted by Dy. Director, Planning on 19-11-2010)

1. Name of Project: Construction of 313 meter Span PSC Girder Bridge over Nowshera Tawi in Rajouri.

2. Funding Agency: GOI (CRF)

3. Executing Agency: JKPCC Ltd. & PWD (R&B)

4. Month/ Year of Sanction: Sept 2007

5. Month/ Year of Completion: Sept 2010 (3 years)

6. Financial Status of Work:

(Rs. in Crores)

Sanctioned Cost	14.90
Funds Released	12.50
Expenditure Incurred	11.29

7. Physical Status of Work:

S. No.	Major Works/ Items	% of work completed	Executing Agency
1	Const. of 313 meter span PSC Girder Bridge	70%	JKPCC Ltd.
2	Left approach road	60%	PWD (R&B)
3	Right approach road	10%	

8. Necessity of the Bridge:-

At present the people/ farmers of villages Hanjana, Rajal, Hanjana Thaka, Chillima, Hanjana Topia which lie on the left bank of Nowshera Tawi are using a non-motorable pedestrian iron suspension bridge to reach the nearest market/ tehsil headquarter at Nowshera which lie on the right bank.

This bridge on completion will have two benefits:-

- the people/ farmers of the villages lying on the left bank of Nowshera Tawi will have a motorable link to Nowshera town/ market for meeting their daily needs; and
- the people of Nowshera will have an alternate road which will by-pass the army area and meet Jammu-Rajouri Highway at Rajal instead of Nowshera crossing.

9. Field Observations:

a. Left Approach Road: -

The left approach road having a length of about 308 meters is usable as fair weather road. The boundary plinths and drains running along the entire length of this road is complete. However, laying of macadam and bitumen is pending.

b. Bridge: -

- Sub-Structure of the 313 meter long (10 Span) Nowshera Tawi bridge comprising 9 Piers including their caps and left side abutment are complete except the right side abutment and return walls, the work of which is in progress.
- As regards the progress of Super-Structure is concerned, Deputy General Manager, JKPCC Ltd. reported that the steel structural material for four spans was brought at site and launching of first span would to be started shortly whereas the material for remaining six spans was under fabrication at Jammu. On inquiring about the material being fabricated vis-à-vis the type of structure approved by GOI, the Deputy General Manager, JKPCC Ltd. intimated that the original DPR was prepared for a PSC(Pre Stressed Concrete) Girder Bridge, but now this would be a Steel Girder Bridge without PSC.

c. Right Approach Road: -

The work of earth filling for construction of the right approach road having a length of 155 meters is in progress.

d. Connectivity of approach roads with the Jammu Rajouri Highway: -

- The double-lane left approach road is being connected to the Jammu Rajouri Highway at Rajal by a single lane rural road BT of which is being laid under PMGSY.
- The double-lane right approach road is connected to the Jammu Rajouri Highway at Nowshera turning again by a single lane Nowshera- Mangal Devi Fort road.

e. Land/ Property Compensation: -

The right approach road was cutting across the structure of an unused poultry farm barrack and Deputy General Manager, JKPCC Ltd. Rajouri intimated that the land and structures coming in way of the approach road were private property and stand acquired, however, the payment of compensation is still pending.

f. Completion of the Project: -

The Assistant Executive Engineer, PWD (R&B) intimated that the work of approach roads on either side would be completed by March 2011 whereas the Deputy General Manager, JKPCC Ltd. Rajouri intimated that the bridge would be ready by May 2011.

10. Suggestions:

a. Structural design of the bridge: -

The PWD(R&B) Department may be asked to intimate the reasons for changing the structural design of the bridge from PSC Girder to Steel Girder and whether necessary approval have been obtained from the competent authorities. PWD(R&B) may also be asked to intimate the effect of changes made in structural design of the bridge on:-

- (i) cost of the project; and**
- (ii) life-span of the bridge.**

b. Land/ Property Compensation: -

It was reported by Assistant Executive Engineer, PWD (R&B), Nowshera that the total compensation amount to be paid to 7 persons (2 persons on the left approach road and 5 persons on the right approach road) works out to about Rs 37.50 lacs (Rs 12.50 lacs structural compensation & Rs 25.00 lacs land compensation), which is yet to be paid. **PWD (R&B) may be asked to release the entire amount of compensation at the earliest to avoid any litigation which may hinder the execution of the project.**

c. Completion of the Project: -

On inquiring about the value of work done, the Deputy General Manager, JKPCC Ltd. Rajouri intimated that out of total releases of Rs 12.50 crores, an amount of Rs 11.25 crores has been released for the Bridge and the remaining amount of Rs 1.25 crores to Executive Engineer, PWD(R&B) for the approaches. Against Rs 11.25 lacs released to JKPCC Ltd. the value of work done till date is about Rs 7.05 lacs, which is well below the amount available at its disposal. **Both the executing agencies, viz. JKPCC Ltd. & PWD (R&B) may be asked to speed up the pace of execution to ensure completion of the bridge by March 2011 since the stipulated time for completion has already lapsed.**

11. Additional Suggestions:-

The Bridge along-with its approaches on either side is a stretch of about 800 meter which is double-lane, but the road on either side which connects the approaches to the Jammu-Rajouri Highway is single-lane.

The single-lane road from Nowshera turning on the highway up to Nowshera town where it touches the right approach passes through Army installations and a narrow market of Nowshera town and so work to convert this into a double-lane road seems to be a tough job and could be taken up at a later date.

However, the single-lane road which takes off from Rajal on the Jammu Rajouri Highway up to the left approach road and is being constructed under PMGSY could be taken up for conversion to a double-lane road immediately since, at present there are fields on both sides of this road with no houses or structures near by.

Once the bridge is commissioned, the market/ commercial area of Nowshera town would definitely extend along this new road which is being constructed under PMGSY and its conversion into double-lane would also become difficult.

12. Conclusion:-

The work of the bridge is progressing well, however, the pace of execution needs to be enhanced for its early completion and use by the public of the area.

Physical Verification Conducted by :	Madan Gopal Sharma, Deputy Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied	Abdul Majeed Wani, Deputy General Manager, JKPCCL Ltd. Unit 8 th , Rajouri. Tilak Raj, Assistant Executive Engineer, PWD (R&B), Nowshera. Sunny Dogra, Junior Engineer, PWD (R&B), Nowshera.