

## PHYSICAL VERIFICATION REPORT

- 1. Name of the Project:** Construction of Mughal Road (Shopian side up to Peer Ki Gali)
- 2. Year of start:** 2005-06
- 3. Targeted date of completion:** March, 2011
- 4. Contract for execution awarded to:** M/S Hindustan Constrictions Company Ltd;
- 5. Contract for construction of 03 major bridges awarded to :** M/S SP Singla CC Ltd;

**6. Financial Status:**

<b>Total Project Cost :</b>	Rs 639.85 crore
<b>Expenditure:</b>	Rs 200.03 crore (ending October, 2010) (Shopian side- up to Peer Ki Gali)

**7. Physical Status of Work:**

(a) Linear Progress

Item of the work	Unit	Target	Achievement ending October, 2010	Achievement %age	Remarks
Earth work (DL)	Km	41	40.50	99%	
GSB	Km	41	25.8	63%	
WMB G2	Km	41	24	59%	
WMB G3	Km	41	23	56%	
Black topping	Km	41	22	54%	
RCC Culverts	No	204	120 complete (10 in progress)	59%	
Minor bridges	No	7	2	29%	
Major bridges	No	3	0	0	

Drains	Rmts	28796	10200	35%	
B/ Walls	Rmts	18240	970	5.31%	

b) The overall physical progress in respect of the above mentioned components works out to 57%.

### 8. Field Observations:

- I. The physical verification of the construction of the road from Shopian side up to Peer Ki Gali was carried out on 22/23-11-2010. The Xen and the AEE of the Mughal Road Construction Division accompanied to the sites of the project;
- II. The construction of the road has been started in the year 2006 and is targeted for completion by March, 2011;
- III. The total project cost is Rs 639.85 crore against which Rs 200.03 crore from Shopian side (up to Peer Ki Gali) has been incurred ending October, 2010;
- IV. The contract for execution of the project stands allotted to M/S Hindustan Constructions Company Ltd under the supervision and technical control of Chief Engineer, Mughal Road Construction Division.
- V. The construction of the road includes construction of 3 major bridges at Dubjan (50 Mtr span on 18<sup>th</sup> Km), Zaznar (40 Mtr span on 31<sup>st</sup> Km ) and near Lalgulam (42 Mtr span on 35<sup>th</sup> Km);
- VI. The contract for construction of all the three bridges has been allotted M/S SP Singla Construction Company Ltd in the month of Oct, 2010 and are yet to be taken up for execution;
- VII. The bridge at Kanipora (14.10 Mtr span, double lane) on 1<sup>st</sup> Km of Mughal Road has been completed at a cost of Rs 67.63 lacs (except footpath flooring) and thrown open for vehicular traffic in the month of September, 2010;
- VIII. The bridge at Heripora (17.90 Mtr span, double lane) on 11<sup>th</sup> Km of the road has also been completed (except footpath flooring) at a cost of Rs 63.47 lacs and thrown open for vehicular traffic during the month of September, 2010;
- IX. The overall finishing of both the bridges at Kanipora and Heerpora was not satisfactory neither was provision kept for footpath along railing of the bridges.
- X. Earth work for the total target length of 41 Kms has almost been completed; out of which 22 Kms (54%) have been black topped;

- XI. WBM Grade 1<sup>st</sup> done for 1.3 Kms, WBM Grade 2<sup>nd</sup> laid for 1 Km and WMB Grade 3<sup>rd</sup> done for 1 Km while as GSB laid stretch is 0.5 Kms;
- XII. The remaining 15.2 Kms is at earth work level which includes ruffled surface of about 1.5 Kms;
- XIII. The stretch of the road includes construction of 204 culverts, against which 120 have been completed, which works out to 59%. The construction of 10 numbers of culverts is under progress. The remaining 74 culverts are yet to be taken up for execution;
- XIV. Against the target of 18240 Rmts of breast walls; 970 Rmts have been completed which works out to 5.31%. Similarly the construction of 10200 Rmts of drains has also been completed against the target of 28796 Rmts which workout to ;
- XV. Diversions at 7-8 places are used in the road where either the work has been recently completed or was under execution;
- XVI. Some public transport vehicles (sumo vehicles) were found operating on the route ferrying passengers for Poonch and Rajouri.
- XVII. The overall quality of works executed was found satisfactory.

## **9. Problem Areas:**

- a) The pace of the work on the stretch of road was found very slow as only little men & machinery at 2-3 places was seen working on the project;
- b) The target date of completion of the project by March, 2011 does not seem achievable as still lot of work has to be done for making the road properly traffic worthy;
- c) There has not been much progress on the execution of the project particularly during the current fiscal as the agency is lagging behind the targets;
- d) There are very less expectations of achieving the current years targets in full as the working season in this stretch of road shall be over by ending November
- e) On enquiry, the Executive Engineer, Mughal Roads Division explained that the slow progress is attributed to the heavy rains which occurred during the months of May and June thereby resulting in the triggering down of the mud/landslides at various places coupled with the flight of the labour force from the site of construction due to the law and order situation which prevailed in the valley for about four months;

- f) The inspecting team tried to contact the Project Manager of HCC Ltd but he was not available.

#### 10. Remedial measures/ suggestions:

- a) The project is of prime importance for the government and therefore all possible steps are required to be taken for its early completion;
- b) Since the working season on the stretch of road from Shopian to Peer Ki Gali is generally from late April to October only, so the contractor needs to be pulled up for working on the project in at least two shifts during this period;
- c) The contractor (SP Singla CC) has to be impressed upon to start the construction of the three major bridges at Dubjan, Zaznar and Lalgulam simultaneously as otherwise execution of the bridges in the different phases will take at least 6-7 years;

#### 11. Conclusion:-

It would be in the fitness of the things to convene a meeting in which Commissioner/Secretary, PWD(R&B), Chief Engineer, Mughal Roads Division and DDC, Shopian shall be called for working out the strategy for completion of the stretch of road as early as possible.

<p><b>Physical Verification Conducted by :</b></p>	<p>Altaf Ahmad Zargar, Joint Director Planning, Monitoring Cell, Chief Minister's Secretariat.</p>
<p><b>Officers of Executing Agency who accompanied :</b></p>	<p>1. Executive Engineer, MRD 2. Assistant Executive Engineer,  <b>Mughal Road Division, Shopian</b></p>