

PHYSICAL VERIFICATION REPORT

(Conducted by Dy. Director, Planning on 21-11-2010)

1. **Name of Project:** Construction of Mughal Road (Poonch side).
2. **Funding Agency:** GOI
3. **Executing Agency:** **Public Works(R&B) Department
Hindustan Construction Company
(Road & Minor bridges)
& SP Singla (Major bridges)**
4. **Year of Start:** 2005-06
5. **Year of Completion:** 2010-11

6. Financial Status of Work:

(Rs. in Crores)

Sanctioned Cost	639.85
Expenditure Incurred (up to 10/2010)	195.45 (Poonch Side, Bufliaz to Peer Ki Gali)

7. Physical Status of Work:

(a) Linear Progress

S. No	Description	Unit	Target	Achievement	% Progress
1	Earth work (Single Lane)	Km	43.60	43.60	100%
2	Earth work (Double Lane)	km	43.60	38.50	88%
3	GSB (Double Lane)	km	43.60	20.90	48%
4	WBM G2 2-layers	km	43.60	18.80	43%
5	WBM G3 1-layer	km	43.60	16.65	38%
6	BM 50 mm	km	43.60	13.70	31%
7	OGPC 20 mm	km	43.60	9.60	22%
8	Major Bridges	Nos	4	Work not started	0%
9	Minor Bridges	Nos	12	2 complete 1 progress	17%
10	Service Bridges	Nos	2	Work in progress	50%
11	RCC Culverts	Nos	224	110	49%
12	Retaining Wall	km	4.40	1.846	42%
13	Breast Wall	km	4.40	1.056	24%
14	Sausage wall	Km		0.732	
15	Side drain	km		7.987	

- (b) State Forest Department has given clearance for transfer of 141.45 Hectares of forest land (9.45 hectares in Poonch & 132 hectares in Shopian) vide G.O. Nos. 384 FST of 2005 & 388 FST of 2005.
- (c) Land/ Structure/ Trees Compensation: - Out of six villages, award for land of six villages in district Poonch, viz. Buffliaz, Bhonikate Salian, Channan sar, Behramgala, Chandimarh & Dogrian has been given and payment of compensation is in progress.
- (d) Shifting of PHE/ Electrical Lines: -
 (i) Shifting of PHE pipe lines is in progress.
 (ii) Shifting of electric lines is 90% complete in district Poonch.
- (e) Building: - Two residential staff quarters and one residential quarter of Executive Engineer are complete. Work in Divisional Office building is in progress.

8. Field Observations:

- a. The entire stretch (43.60 km) of Mughal road from the take-off point at Buffliaz to Peer Ki Gali falling in district Poonch was travelled by the inspecting officer in the Departmental vehicle along with the engineers of Mughal Road Division, Buffliaz/ Surankote. Following is the list of different works that were either in progress or complete on the said stretch of Mughal Road: -
- (i) Work on a 15 meter span minor bridge at the take-off point was nearing completion.
 - (ii) A culvert along with breast wall and drain were observed at the 4th Km.
 - (iii) At 5th Km a culvert which was damaged due to land-slide was found.
 - (iv) On 6th km had double lane premix carpet had been laid.
 - (v) At 8th Km was Chandi Marh which was the base camp for the Engineers of Mughal Road Division comprising office as well as staff quarters.
 - (vi) At 9th Km the 2nd Minor bridge was seen.
 - (vii) At 13th Km the road was half blocked due to land slide.
 - (viii) At 14th Km Hot Mix Plant of Hindustan Construction Company was located from where the bitumen was prepared/ heated and supplied to the entire stretch of Mughal road in district Poonch.
 - (ix) Site for construction of a major bridge (56 meter span) was seen at 14th km, but work was yet to start.
 - (x) Work of a minor bridge (12 meter span) was in progress at 15th km.
 - (xi) At 20th km bitumen was being laid and the temperature and depth of the BM layer was checked using the devises

- available with the AEE, Mughal Road. The depth of the BM layer was 5.5 cm and temperature was 124 degrees.
- (xii) At 23rd km work of culvert was in progress.
 - (xiii) At 24th km, constructing of retaining wall was in progress.
 - (xiv) At 25th km crusher of the HCC Ltd. was seen.
 - (xv) At 26th km batching plant of concrete was seen.
 - (xvi) At 32nd km slab of a culvert was being laid.
 - (xvii) At Chata Pani a service bridge was functional and site of constructing a major bridge was seen. The major bridge was yet to be constructed.
 - (xviii) At 36th Km, at Ratta Chamb, site of another major bridge was shown by the Executive Engineer, Mugal Road Division, Poonch.
 - (xix) Before reaching the end of Mughal Road in Poonch district at Peer Ki Gali, about 6 hair-pin bends were seen where earthwork was in full swing and nearing completion.
- b. It was reported by the Executive Engineer that good quality sand was brought from Kakpora, Kashmir since it had very little content of mud/ silt. The Bitumen was brought from Panipat in Tankers by HCC. It was also observed that bajri was being properly washed before mixing with bitumen at site.
 - c. At certain stretches where villages were located in the valleys along the road, blasting could not be done while carrying out the earthwork and drilling was the only option which took a longer time in completing the earthwork on such stretches.
 - d. Occurrence of landslides was evident at many places which is another cause for slow pace of execution, since extra effort and extra time is required to clear these stretches again and again. It was reported that one AEE of Mughal Road also lost his life while he was hit by a shooting stone.

9. Suggestions:

- a. The job of const. of Mughal Road is tough due to which pace of execution seems to be slow, especially in respect of bridges. The laying of bitumen on most of the stretches where earthwork is complete may spill over to 2011-12, but the pace in which bridges are being constructed; it may take another couple of years for these to complete unless some immediate steps are taken.
The construction work of all the bridges (major/minor) may be taken up simultaneously by the private agencies viz; HCC (minor bridges) and SP Singla (major bridges) to whom these have been assigned.
- b. **The engineers working on the Mughal Road are doing a commendable job in this far-flung area in tough conditions against their counterparts working in and around urban**

centres and the Government should consider providing them certain incentives in the shape of extra salary. This would not just act as a financial support but would also be a motivating factor encouraging them to perform their duties even in hard conditions with vigour and enthusiasm resulting in early completion of the job assigned to them.

10. Additional Suggestions:-

The Mughal Road when completed will be a double lane road of 84 km length connecting Buffliaz with Shopian. But the road from Surankote to Buffliaz, a 10 km stretch is single land and so is the other one which connects Buffliaz to Rajouri via Thana Mandi.

It is necessary to convert both these stretches into double lane along with completing the work of Mughal road so that the local commuters on either side of the Pir Panjal as well as the Tourists who visit Shahdra Sharief (about 8 lakh annually), Budda Amarnath (about 4 lakh annually), and Nangali Sahib (about 2 lakh annually) can enjoy their drive to the Kashmir valley through this heritage road opening the doors of the hidden treasures of scenic beauty in this part of the State thereby bringing an even greater influx of tourists to the State.

11. Conclusion:-

The construction work of Mughal road, although challenging, need to be completed at an early date for which efforts are being made by the staff posted there, but with some extra planning and additional effort its completion needs to be expedited since this road is going to be the turning point in development of districts Rajouri and Poonch.

Physical Verification Conducted by :	Madan Gopal Sharma, Deputy Director Planning, Monitoring Cell, Chief Minister's Secretariat.
Officers of Executing Agency who accompanied	1. Kabir Shah, Executive Engineer, 2. Mohammad Javid, Assistant Executive Engineer, 3. Abdul Aziz Bhat, Assistant Executive Engineer, Mughal Road Division, Buffliaze/Surankote