

Response to Observations of Projects Monitored by NABCONS

Jammu Division			
S.No	Name of the Project	Observation/Comments	Response
1	<p>Improvement/Upgradation of various City Roads</p> <p>a) A,B,C and D blocks in Gandhi Nagar</p> <p>b) Pawan Chowk to Balmiki Chowk.</p> <p>c) Trikuta Nagar and extension in Trikuta Nagar.</p> <p>d) Bikram Chowk to Zorawar Chowk to Railway Station</p> <p>e) Ambedkar Chowk to Narwal Chowk.</p> <p>f) Old Oteroi Post to Railway station</p>	<p>Some patches were found in surface which should be rectified at cost and risk of contractor.</p> <p>To keep elevation and chamber wherever required.</p> <p>The monitoring committee observed that in the same area different agencies were looking after the improvement/Repair of roads with the result roads are not in a good condition.</p> <p>The committee recommended it should be coordinated so that all the roads falling in these localities were maintained properly.</p>	<p>a-f) The patches have been rectified by the Contractor. Camber and elevation wherever required has been provided. Some area of road was damaged by ERA authorities for laying of water supply lines and same has been restored by way of laying of premix carpet in the damaged width due to which slight variation in profile has occurred. Efforts are being made to merge this profile with existing road surface.</p>
2	<p>Improvement/Upgradation of Bikram Chowk to Satwari Airport</p>	<p>Width from Satwari to airport is inadequate to cater the volume and intensity of the traffic.</p> <p>The committee recommended that portion from Satwari to Airport should be increased to 8 lanes.</p>	<p>The existing road from Satwari to Airport is a four lane road. There is proposal for widening of road upto 6 lanes and the same would be taken up after completion of Land Acquisition proceedings</p>
3	<p>Construction of Bari Brahmna to Badhori road</p>	<p>In km 8th RD 7/30 drain and R/Wall on B.S are required to protect from erosion. Berms are required to be further strengthened.</p> <p>Some patches in prefix surface had appeared which need to be rectified by the contractor at his cost and risk.</p>	<p>Drain and Retaining wall has been constructed as per necessity at site. Berms have also been strengthened. Some minor damaged BT patches have also been rectified by the Contractor.</p>

4	Improvement/Upgradation of Gurah Slathia Road	No testing laboratory was found at the site. In some stretches, Camber was not properly maintained Drains was required in 2 nd Km near police station where water was stagnated Km 3 rd RD 300-400 R/Wall/Edge wall is required to protect road surfaces.	The quality control and material testing laboratory is established at Nagrota and material was tested in the same laboratory. Kachha drain has been constructed at required stretch and construction of Retaining wall, edge wall are in progress at required stretches.
5	Improvement/Upgradation of Janglote and Logate Link Road	Black Topping of left over portion should be carried out on priority.	Black topping of left over portion of the said road has been carried out.
6	Improvement of road from Vijaypur to Railway Station	Camber was not up to the mark due to which water accumulated at the road surface. The committee recommended that the site drains with proper slope should be rectified to drain off the water from road surface	Wherever there was scope for improvement of camber the same has been done and proper Kachha side drain has been constructed to drain off surface water.
7	Improvement of link road to Smailpur Bazar	Raising and Pacca drains are required in some stretches. Arrangements should be made for clearance of Chocks in the drains. Bar Chart should be prepared.	Pucca drain has been constructed to drain off waste water from houses as well as rain water. Moreover Main Chowk has been cleared of debris / mulba.
8	Samba Mansar Road	Projects should be executed after framing the Bar chart	BAR CHART has been prepared and is being implemented from 2012-13.
9	Improvement of Battal Mansar Road double lane	Present crust thickness is not adequate to sustain the heavy volume and intensity of traffic plying on this road. The committee suggested that proper design taking into consideration of traffic and other parameters should be considered and upgradation of the entire road should be carried out accordingly.	The project of the said road, length 27 Kms, AA Cost 33.61 Crores has been submitted under PMRP-II (conforming to MOST specifications) Sanction is awaited. The other option of constructing the road under PPP Mode is being explored for which expression of interest has been invited.

10	Restructuring of Play ground and Construction of Gym/Indoor at GMC Jammu	<p>Lab should be established for testing the material</p> <p>Work should be executed as per the Bar Chart.</p> <p>Proper drawings should be prepared immediately.</p> <p>BOQ for all items of works to be prepared.</p>	<p>Common laboratory has been established in Dental Hospital, Jammu for Medical related works being executed by JKPCC. Work was being executed as per BAR CHART but due to revision in proposals, revised BAR CHART is being prepared by JKPCC</p> <p>Proper Drawings have been prepared and submitted to Competent Authority. BOQ will be prepared as per revised proposal as soon as the AAA is accorded for the revised proposal. Work is being executed by JKPCC.</p>
11	Road from Phalline to Tuli Bana	<p>The Bridge at Km.1st shall be completed as it would facilitate movement of material and machinery for completion of work.</p> <p>No material testing laboratory at site.</p>	<p>Sub structure of the bridge has been completed. Super structure of the bridge has been fabricated and being transported to the site. Transportation delayed due to construction of culvert in Km.1st of PMGSY road which is approach road to the bridge. As the site falls in a far flung area material testing laboratory could not be established at the site. However quality control and material testing laboratory is existing at Udhampur and necessary tests have been carried out at the laboratory.</p>