

Visit of the Sub-Projects of Roads and Bridges Sector (PWD North) of Multi- Sector Rehabilitation and Improvement Project (MSRIP)

Sub-Projects of R&B Sector of MSR&IP have been visited by the following on August 27, 2015

- | | | |
|------|----------------------|-------------------------------------|
| i) | Aijaz Hussain Lone | Director General M&E, P&DD |
| ii) | Abrar Haider Gardezi | Chief M&E, P&DD |
| iii) | Syed Najam Gillani | Executive Engineer Highways Hattian |

Status of projects, observations noted and inputs given are elaborated below.

1)

Project:	Construction of Reshain Leepa Road
Sector:	Roads and Bridges
Date of Visit:	27-08-2015
PC- I Proposed Length:	14 km
Expected completion length	09 km
Revised PC-I Cost:	156.969 million
Proposed Expected Cost	123.500 million
Exp. by August 2015:	72.439 million

Background:

- This sub-project is being executed under Roads and Bridges component of an Umbrella Project named as Multi-Sector Rehabilitation and Improvement Project (MSRIP) and coordinated by a PCU established under P&DD. Initially the scheme was supervised by the Engineering staff appointed and posted by the C&W department. On January 1st 2013, the ongoing sub-projects of R&B Sector of MSRIP were shifted to the line department for their completion under existing set-up of the geographical location of the sub-projects.
- The work order of the project was issued in 2007. The contractor is being paid on the same rates along with price adjustment in view of price hike in the market. In this scenario expected completion length has curtailed to 09 km because the cost of the project is fixed and no further revision is possible.

Status:

- Earthwork up to 8 km completed.
- X-drainage and protection works in 4 km comprising 10 culverts and 03 causeways completed.
- Protection work in 4 km executed so far out of 09 km.
- Premix up to 4.5 Km completed.
- Only a Breast wall and premix in remaining portion in 4.5 Km is in progress.
- Progress of sub-base in RD No. 21, 22 and 23 is in slow pace.
- Pace of work in view of balance amount of Rs. 51.000 million allocated and available for FY 2015-16 is extremely slow to complete the same by June 2016.
- Overall Financial and Physical progress of this sub-project is 59% and 65% respectively.

Observations:

- Topping of PCC 1:2:4 in Reshain Bazar has been damaged in some portions which are required to be undertaken again as per specifications.
- Water near the Reshain Bazar in Km No.1 was not properly drained resulting in damage of premix (wearing surface) and it requires treatment as per specifications.
- Undersized stones were being used in wire crates of Breast Wall in Km No.1 which were removed during visit and the executing staff was directed to manage use of stones as per specifications.
- Bed cutting is required in the slide portion of the road in order to improve the geometry of the road and creating ease for vehicular traffic.
- Soil stabilization is needed in slide portion and for the purpose; Proper tree plantation may reduce the causes of soil desalination.
- Approved revised work schedule was not available to watch the activities as per timeline.
- Pace of work at project is not satisfactory.

Recommendations:

- Work schedule should be got approved for the remaining period and activities should be simultaneously undertaken.
- Workmanship should be improved as per specifications.

- Specifications and depth of road payment structure should be strictly followed so as to avoid any structure failure.
- The Forest Department may be approached for tree plantation and other necessary possible arrangements.
- Project Management should take measures to complete the project within stipulated time
- In Km No 5 to 8 road faces heavy snowfall and avalanches. To keep the road open for traffic, continuous road clearance with chain dozer is carried out throughout the winter season. Premix in this portion is not pragmatic and viable solution and is rather waste of public money. It is proposed that PCC 1:4:8 as lean and PCC 1:2:4 as topping in the remaining portion may be undertaken to avoid damage of top surface during heavy snow fall and its clearance.
- Executing Department should analyze the proposal and decision should be made immediately so that work could be started forthwith.
- Traffic diversion plan towards Moji may be finalized in consultation with the OC Engineering Company because food dumping is going on in these months.
- As per discussion with XEN Highways Hattian, Work Order regarding Reconditioning of Sharian to Reshain portion is expected soon. Due to start of work on this portion, dumping of gravel and sand required for PCC will be slowed down manifold. Contractor should manage his activities keeping in view this aspect also.

2)

Project:	Construction of Gurmanda to Pandu Road
Sector:	Roads and Bridges
Date of Visit:	27-08-2015
PC- I Proposed Length:	7.07 km
Expected completion length	7.07 km
Revised PC-I Cost:	97.628 million
Proposed Expected Cost	97.628 million
Exp. by August 2015:	93.355 million

Background:

- This sub-project is being executed under Roads and Bridges component of an Umbrella Project named as Multi-Sector Rehabilitation and Improvement Project (MSRIP) and coordinated by a PCU established under P&DD. Initially the scheme was supervised by the Engineering staff appointed and posted by the C&W department. On January 1st 2013, the ongoing sub-projects of R&B Sector of MSRIP were shifted to the line department for their completion under existing set-up of the geographical location of the sub-projects.
- Almost 03 km of the ending portion having protection works and Black top has been done and paid by the existing executing staff of the Highway division Hattian Bala and remaining portion by the previous staff of MSRIP posted and transferred from C&W department.

Status:

- Scope of the road is almost complete.
- Financial and Physical progress of this sub-project is 95% and 98% respectively.

Observations:

- Premix (Black Top) in many portions of the road supervised by both the old and new set-up has been severely damaged leading wastage of public money.

- PCC 1:2:4 in many portions of the roads supervised by the new set-up has been damaged and required rehabilitation.
- During monitoring it has been revealed that the activities were being carried out without technical supervision which seems to be one of the causes of damage done. In comparison Reshian Leepa road whose 4.5 km road portion has been black topped having same specifications and altitude, same pattern of road usage bears very good surface only because of Professional Engineer appointed on behalf of the contractor as per Agreement.

Recommendations:

- The Chief Engineer Highways (North) is strongly requested to visit the project so that remedial measures may be undertaken to overcome the damaged occurred and make the intervention purposeful for the general public at large and army deployment in the snow bound areas.

Project Director/Project Manager/Coordinator/Xen/directly responsible for the execution of the project:

S#	Name of Officer	Designation	Contact	Duration	
				From	To
1	Raja Mushtaq	Project Coordinator	05822-921971		

Monitoring Team (P&DD)

S#	Name	Designation	Signature
1.	Ajaz Hussain Lone	Director General (M&E), P&DD	
2.	Abrar Haider Gardezi	Chief (M&E), P&DD	
3.	Syed Najam Gillani	XEN PWD Highways Hattian	