

Chapter-7 : Joint Physical Verification

7.1 Introduction

To assess the implementation of the PMGSY, Joint Physical Verifications of 528 roads in 173 districts of 28 states (except **Nagaland**) constructed at a cost of ₹ 1,223.76 crore were carried out by audit teams in the presence of staff of the implementing agencies. For this purpose, three roads completed during 2010-15 in each selected district were selected randomly. The verification covers execution of work as per laid down specifications, work abandoned mid-way, connectivity to the targeted habitation, maintenance of the road, installation of citizen information boards, PMGSY logo, planting of fruit bearing trees etc.

7.2 Summary of findings of joint physical verification

- 166 road works (31.44 *per cent*) were not constructed as per the length provided in DPRs which includes 112 cases where variation was more than 100 metres.
- 20 habitations were provided multiple connectivity.
- 15 road works were abandoned mid way.
- Specifications of DPRs were not adhered to in 59 road works of which, in 44 cases approval of competent authority was not obtained.
- 46 habitations were not provided all weather road connectivity.
- 179 roads were not maintained.
- In 21 road works, boards/logos were not installed
- In 485 road works (91.85 *per cent*), fruit bearing trees were not planted
- Out of 71 road works requiring acquisition of land, in 13 road works, land was not acquired.
- 40 roads were not functional for traffic due to non-construction of causeways, culverts, bridges, to complete stretch, etc.
- In 77 road works, contracts were concluded without rectification of the defects.

Some specific cases of the joint physical verification are discussed in succeeding paragraphs.

7.3 Irregularities in providing connectivity to habitations

In eight states {**Andhra Pradesh** (one), **Assam** (nine), **Bihar** (five), **Jharkhand** (six), **Mizoram** (two), **Rajasthan** (one), **Tamil Nadu** (one) and **Uttarakhand** (eight)}, connectivity to 33 ineligible habitations on account of ineligible population size, habitations already connected and habitations not forming part of CNW was observed. State-wise details are given in **Annex-7.1**.

7.4 Targeted habitations not connected

In five states (**Assam, Bihar, Chhatisgarh, Jharkhand** and **Odisha**), joint physical verification of roads showed that the targeted habitations were not connected due to hinderance in the alignment, deplorable condition of Through Route, non-construction of bridges, non-construction of road to the targeted habitations, etc. State-wise details are given in **Annex-7.2**. Some sample photographs are given below:



Connectivity was not provided to habitation because road was blocked by cement concrete pillars on both sides of railway track (in package no - BR-06R-148, Bhagalpur district, Bihar)



Dead end of road not constructed (Road from 'Chanchaki to K.A. Road- in Assam, HPIU, Nagaon Road Circle, Nagaon- AS 19-246).



Habitation Kumhardab (Jashpur district, Chhattisgarh), was not provided connectivity due to non-construction of long span bridge



Cross drainage work not executed (Road work 'T02 KULI KUKDA - BASAHA (package CG 0268)' in Bilaspur district, Chhattisgarh)



Road Raidih to Rajsar was completed without providing connectivity to Rajsar which was about 8 km. away from the end point of this road in Deoghar district, Jharkhand



Unconstructed portion of road (more than 500m) left the habitation as unconnected (in L046 to Jala, Block Garhwa Hazaribag district, Jharkhand)

7.5 Incomplete/Poor construction of road works

In eight states (Arunachal Pradesh, Assam, Chhattisgarh, Jammu & Kashmir, Jharkhand, Manipur, Sikkim and Uttarakhand), road works were either not completed or roads were in deplorable condition due to poor quality of bituminous works, potholes, bridge works left incomplete, non-completion of the Bailey bridge¹, defective cutting of hill side under Stage-I work. Further, defective road works were executed as shown in the photographs below and state-wise details are given in **Annex-7.3**.



Road found full of mud and big potholes during construction period under package no. AS 13-59 in district Silchar, Assam



Hard rock and forest land lying in path of the road 'L059-REO main road Kutmakachhar to Murambatoli via Jhimari 'in Simdega district, Jharkhand

¹ A type of bridge that provide flexibility of being constructed in a shorter span, ability to withstand loads of more than 100 MT and have a appreciable long life cycle.



Road Naugaon-Bhukhandi was found damaged in Pauri district, Uttarakhand



Road work from Chopda to Nalai, the quality of bituminous work was found poor at various places in Pauri district, Uttarakhand

7.6 Deficiencies in execution of works

In six states (**Bihar, Himachal Pradesh, Jharkhand, Sikkim, Tamil Nadu and Tripura**), during joint verification of completed works, instances of construction of road over existing PCC road, start point not as per CNW, provision of culverts instead of small bridge, non-construction of side drains/protection wall, non-provisions of desired number of culverts were observed. State-wise findings are given in **Annex-7.4**. Some sample photographs are given below:



Non-construction of side drain in Baidynathpur to Bahadurpur in Deoghar district, Jharkhand



Poor quality of road construction in Bhorso-Pinro, Nainital district, Uttarakhand



Non- construction of adequate number of cross drainage and poor construction in road Galak to Upper Rajwalta in Kathua district, Jammu and Kashmir



Unpaved and without revetment of Rumehar-Lam road in Kangra district, Himachal Pradesh

7.7 Road work damaged due to poor/non-maintenance

Joint physical verification of roads constructed and completed under the programme showed that roads were not maintained properly and in deplorable conditions. Photographs taken during this exercise corroborates the poor status of the roads are given below:



Deplorable condition of road 'Baraigram to Pecharpar', AS 13-36 due to non-maintenance in, Karimganj district, Assam



Part of vented culvert at the chainage 1/800 of road 'Kamboi Patel falia' washed away due to non-construction of pipes to allow the water to cross safely in Dahod district, Gujarat



Deplorable condition of road 'KN 15-67-T-02 (Bankalga Cross) to Maharashtra Border' at Afzalpur Taluk in Kalaburgi district, Karnataka



Damaged Culvert of road 'Pandripani Jaldega to Pandripani' in Simdega district, Jharkhand



Potholes developed on Marthapur-Jamunakote road due to non-maintenance of road Dhenkanal district, Odisha



Bituminous work of road Mailsain to Chopda was found damaged at various places in Pauri district, Uttarakhand

Conclusion

During joint physical verification of completed roads, audit came across instances of multiple connectivity to habitations, abandonment of works mid-way, targeted habitations not connected, poor/incomplete construction, deficiencies in execution of works, non-functionality of roads due to non-construction of causeways, culverts, bridges, etc. and non-maintenance of roads which corroborates the audit findings as discussed in Chapter-4.