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Government of India  
Ministry of Rural Development

Krishi Bhavan, New Delhi  
Dated the 18<sup>th</sup> November, 2013

Subject:- Meeting of the Pre-Empowered Committee held on 14<sup>th</sup> November, 2013 under the Chairmanship of Joint Secretary (RC) – Minutes thereon.

A copy of the Minutes of the Meeting of the Pre-Empowered Committee held on 14<sup>th</sup> November, 2013 under the Chairmanship of Joint Secretary (RC) to consider project proposals of State Government of Haryana under Pradhan Mantri Gram Sadak Yojana-II (PMGSY-II) is forwarded herewith for necessary action.

  
(P.K.Singh)

Under Secretary to the Government of India

Distribution:-

1. Financial Commissioner & Principal Secretary, HaRRIDA, Haryana PWD (B&R) Complex, Nirman Sadan, Sector-33 A Dakshin Marg, Chandigarh- 160020.
2. Executive Engineer- cum- Treasurer, HaRRIDA (PMGSY).

Copy to:-

PPS to Secretary (RD)/Sr. PPS to AS&FA/PPS to AS/PS to JS (RC)/Director (RC-YSD)/  
Director (RC-PMK) /DS (RC-MR)/ Director (F&A)/ Director (Tech)/Director (P.I)/  
Director(P.II)/Director(P.III), NRRDA, New Delhi

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE FOR  
PMGSY-II HELD ON 14<sup>th</sup> NOVEMBER, 2013**

**STATE: HARYANA**

A Meeting of Pre- Empowered Committee was held on 14<sup>th</sup> November, 2013 at 11.30am under the chairmanship of Joint Secretary (RC), MoRD to discuss project proposal of Haryana for upgradation of rural roads under Pradhan Mantri Gram Sadak Yojana-II (PMGSY-II). List of participants is given below:

<b>Sh. Rajesh Bhushan</b>	<b>Joint Secretary (RC), MoRD in Chair</b>
Smt. Manju Rajpal	Deputy Secretary, MoRD
Shri N. J. Thomas	Consultant (Fin), MoRD
Shri I. K. Pateriya	Dir (Tech), NRRDA
Shri N.C. Solanki	Dir (P-I), NRRDA
Shri Sunil Kukreja	Jt. Dir (F&A), NRRDA
<b>State Govt. Representatives</b>	
Shri Sanjeev Kaushal	Principal Secretary, PWD Govt. of Haryana
Sh. Mahesh Kumar	Engineer-in-Chief, HARRIDA
Shri K. K. Singh	Chief Engineer, PWD (B&R), Haryana
Shri R. K. Kaushal	Ex. Engineer, PWD (B&R), Haryana
Shri Varun Gupta	SDE PWD (B&R), Haryana

2. Details of proposals discussed by the Pre- Empowered Committee for the State of Haryana for PMGSY-II are as under

**Proposals under PMGSY-II**

<b>Item</b>	<b>Total (Upgradation)</b>
Value in Rs. Crores	650.46
No. of Road works	58
Length in Km	707.943
Average Cost in Lakh / Km	91.88
MoRD Share	487.84
State Share	162.62

Average cost for current proposal of upgradation of rural roads under PMGSY-II is Rs. 91.88 lakh/ km, which seems to be on the higher side. It was discussed that these proposals are with carriageway width of 5.5 meter and formation width of 9 meter; therefore, higher average cost is justifiable, subject to revision of DPRs after compliance of technical observations of NRRDA.

3. The Pre-Empowered Committee reviewed the progress of the implementation of PMGSY in the State of Haryana, considering all aspects of implementation of PMGSY works in the State.

4. The discussion was initiated around eligibility, entitlement of State and key provisions of PMGSY-II guidelines.

4.1 Engineer-in Chief of Haryana mentioned that an entitlement of 1,000 km under PMGSY-II was communicated by the Ministry whereas as per provisions of PMGSY-II guidelines (25% of upgradation target of PMGSY-I) the State SLSC has approved proposal for higher length under PMGSY-II which should be allowed to the State. It was clarified that approved length under PMGSY-II is 50,000 km for the entire country and accordingly, entitlement was further divided among States/UTs based on approved upgradation length under PMGSY-I so proposals in accordance with the communicated entitlement only would be considered.

4.2 Sh. Pateriya, Director (Technical), NRRDA pointed out that most of the roads have been proposed with 12 km average road length but a very few of roads have been proposed with less than 5 km road length. The State representative mentioned that only one road has length less than 5 km which is eligible as per utility value calculation. Engineer-in-Chief mentioned that 90% of proposed roads are through routes and remaining 10% roads are major rural links (MRLs) leading to States Highway or National Highway. The Committee agreed to recommend such proposed roads having less than 5 km road-length subject to carriageway width of 3.75 meter. In case State is able to justify the carriageway width of 5.5 meter on the basis of traffic calculations, the cost difference of 3.75 meter carriageway width from 5.5 meter carriageway width would be borne by the State governments.

4.3 The Committee further reviewed the progress of implementation of PMGSY in the State. It was observed that there is mismatch in habitation data mapped on OMMAS and reported to NRRDA, which State agreed to remove upto 26<sup>th</sup> November as the OMMAS has been unlocked for all the States from 11<sup>th</sup> November to 26<sup>th</sup> November, 2013 to reconcile the data gap. It was mentioned only after removal of data gap under PMGSY-I, the State data would be authorized to port the same data on to PMGSY-II platform available on OMMAS.

#### 4.4.1. Physical Progress:

The Pre-Empowered Committee reviewed the pace of the implementation in the State. As per OMMAS, out of 426 sanctioned road works all road works were reported as physically completed. It was informed that only 420 works were sanctioned under PMGSY-I, though the OMMAS reflects sanction and completion of 426 works which needs to be rectified. The State agrees to send its team along with required documents on 19<sup>th</sup> November, 2013 to coordinate with C-DAC team for necessary updation on OMMAS.

#### 4.4.2. DPR issues:

Director (Technical), NRRDA informed the Committee that following observations, based on sample DPRs received only from four districts and scrutinized by NRRDA, have been communicated to HARRIDA for revising the DPRs:

- The State would provide a consolidated list of candidate roads from which based on eligibility criteria, the proposed roads have Sample DPRs received only from four districts been approved by SLSC.
- The State needs to provide justification supported by third party traffic study details for higher average cost per km having carriageway width of 5.50 meter in all roads.
- The proposed quantity of earth work is very high and no justification is provided w.r.t. HFL in support. The State needs to correct the calculation of ESA as per VDF factor and 10% charges for steel escalation in the needs to be deleted.
- The PCU in some cases is 3320 whereas 5000 PCU required for 5.5m carriage way. The road width in such cases should be 3.75m only.
- The State should attach the CBR test results with DPRs.
- Designs of cement concrete pavement are proposed with IRC58:2001. It is opined that design should be prepared with IRC SP62: 2004 up to 450 CVPD. In case it is done with IRC 58: 2011 third party traffic certification is required.
- The State would replace M-20 grade concrete with GSB in the bedding of Hume pipe culverts. GSB to be provided below pipe culverts instead M 7.5 cement concrete.
- As per design, a portion of 500m i.e. rising wearing coat is proposed on OGPC & seal coat and in remaining portion is proposed with SDBC. It would be better to provide same wearing coat.
- Quantity for WBM, WMM, BM needs to be reduced due to provision at RCC slab culverts.
- Strengthening of pavement has been proposed based on Benkle beam method. Though the details of deflections are provided but details of existing pavement layer are not provided in design.

- Provision of WBM and WMM given in the DPR. As the rates of WMM are cheaper than WBM, therefore it is technically better to provide WMM than providing WBM.
- Side Drain proposed in the DPR is box type 0.6x6m of RCC M 20. This needs to be proposed with bricks masonry and as per standard drawing given in IRC SP: 20: 2001.
- The rigid pavements need to be redesigned in panel size 2.75X2.75m, in 5.50m wide carriageway.
- Design of CC Pavement is not as per IRC 58: 2011 as design is not based on axle load spectrum and minimum grade of concrete is M45 Whereas M30 is provisioned. DLC below CC pavement needs to be deleted and replaced with GSB.
- Wearing coat quantity of M. 20 needs to be replaced by Bitumen surfacing borne by the State share.
- Soil of CBR 8% is used in embankment and design of pavement done for CBR 6%, which needs to be revised.
- Cost of utility shifting should be borne by the State share.
- Wherever formation road width is taken as 9.1 meter it should be reduced to 9.0 meter as per IRC: 37.
- Road geometric design needs to be enclosed in DPR. In case IRC 58: 2011 is to be used for design then fatigue analysis as per the IRC code needs to be enclosed.
- Maintenance cost should include the renewal coat after five years and should be revised in accordance with the relevant provisions in book of specifications.

#### 4.4.3. **Quality Issues:**

The inspection reports of SQMs during the April, 2012 to June, 2013 do not reveal any unsatisfactory ongoing or completed work and no. of inspections were also not very substantial as there were hardly any ongoing works under PMGSY during this period. It was discussed that as PMGSY road projects were not sanctioned after year 2009-10 for the State of Haryana; therefore no team of NQMs has been sent by NRRDA to inspect the quality of completed road works and maintenance status of PMGSY roads. JS (RC) directed that Director P-III, NRRDA should immediately send a team for inspection to ascertain the status of quality of roads and maintenance during the contracted period of 5 years. Dr. Pateriya, Director Technical also mentioned that he is likely to visit Rohtak district so would be in a position to inspect few roads of nearby areas.

#### 4.4.4. **Maintenance:**

The details of maintenance funds required, released to SRRDA and utilized by them during the last two years and current year is given below:

(Rs in crore)

Year(s)	Required Maintenance Fund (As per Contract)	Amount Credited to SRRDA	Expenditure incurred	% expenditure on Fund Required
2010-11	3.65	0.00	0.20	5%
2011-12	17.49	11.68	1.39	8%
2012-13	3.94	0.00	1.86	47%
2013-14 (Upto June 13)	11.38	0.00	0.00	-
<b>Total:</b>	<b>36.46</b>	<b>11.68</b>	<b>3.45</b>	

It was discussed at length that State has not credited the required amount to SRRDA for maintenance and even the expenditure is not near to the desired level. The State representatives mentioned that quality and maintenance aspects in respect to PMGSY roads is primary focus of the State but standard bid document is not designed in such a way that encourages the contractors to come forward for higher maintenance expenditure. JS (RC) directed Director P-I to obtain a proposal from the state to look into the potential of revision in SBD in this regard. The State was advised to increase the proposed maintenance cost of 3.07% (excluding the renewal cost due in 6<sup>th</sup> year of construction) by 9% in the current proposal, which was agreed by the State.

#### 4.4.5. Absorption Capacity:

Shri N. C. Solanki, Director P-I, NRRDA pointed out that absorption capacity does not seem to be a constraint in the State as no works under PMGSY-I are pending for physical completion. The State representative gave the undertaking that SRRDA will increase the number of PIUs or make them dedicated for PMGSY-II, if required, to execute sanctioned works within allowed time-frame. It was felt that physical and financial progress of previous phases has been exemplary in the State; therefore, state's assurance regarding timely execution is trustworthy.

The State Principal Secretary, PWD mentioned that the balance 39 DPRs under PMGSY-II have also been scrutinized by the STAs so it is requested to held a Pre-EC meeting in last week of November, 2013 so that the upcoming EC Meeting may be held to consider the complete entitlement of State under PMGSY-II. JS (RC) agreed to consider the State request and asked the state officials to provide the compliance of observation of Pre-EC meeting by the next week end

#### 4.4.6. Financial/ Accounting Issues:

- Unspent Balance as on 31.03.2013 under Programme Fund was Rs. 23.78 Crore.

- It was pointed out that an amount of Rs. 9,64,815 have been spent on unauthorized head of maintenance from the Programme Fund Account. The State representative informed that this amount was utilized on DPR preparation, which is allowed under programme fund. It was assured that account would be rectified accordingly.
- State has utilized interest amount of Rs. 12.46 crore, which Committee advised to adjust from State share as interest amount is not allowed to use at the State level.
- State need to update programme and administrative fund entries from March, 2012 to October, 2013 prior to seeking date for Empowered Committee Meeting.
- As per OMMAS, 154 (36% of total no. of 426 physically completed works) works are still to be financial closed. As the state representative informed that all physically completed works have been financially closed in the States, only OMMAS updation is pending. It was advised to update the OMMAS prior to seeking date for Empowered Committee Meeting for current proposal.

**5. The State will complete following activities to fix up an early date for Empowered Committee Meeting:**

- 5.1. The DPRs should be corrected as per the observations of the Committee and NRRDA and uploaded on OMMAS after due vetting by STAs.
- 5.2. The Core Network data in respect of the current proposal should be amended/corrected in consultation with NRRDA, if required.
- 5.3. Provision of minimum 9% should be made for maintenance under the current proposal. The State would also incorporate the cost of renewal coat due after 5 year.
- 5.4. Financial closure of remaining 154 road works completed on OMMAS prior to EC Meeting, to be ensured.
- 5.5. Mandatory certificates like land clearance certificates and certificate regarding compliance of PMGSY-II guidelines provisions should be provided.
- 5.6. In such road works where proposed road length is less than 5 km but State is able to justify the carriageway width of 3.75 meter on the basis of traffic calculations, the cost difference of 3.75 meter carriageway width from 5.5 meter carriageway width would be borne by the State governments.
- 5.7. The State would reconcile the habitation data gap prior to 26<sup>th</sup> November, 2013 and update the PMGSY-I data status on OMMAS to get authorization to port the same data on PMGSY-II portal on OMMAS.
- 5.8. The State should send a compliance report on all issues as indicated at para 4 above along with Brief (10 copies) for the Meeting to the Ministry/ NRRDA while seeking date for EC meeting.

**6. The meeting ended with Vote of Thanks to the Chair.**

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