

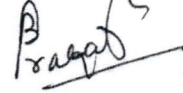
No. P-17024/5 /2017-RC(355129)
Government of India
Ministry of Rural Development
Department of Rural Development
(Rural Connectivity Division)

Krishi Bhawan, New Delhi
Dated 1st May, 2017

Subject: Minutes of meeting of Pre-Empowered Committee held on 1st May (Monday), 2017 at 11.00 AM to discuss the project proposals of the State Govt. of Chhattisgarh under PMGSY-II -reg.

The minutes of the Pre-Empowered Committee Meeting held on 1st May (Monday), 2017 at 11.00 AM under the Chairmanship of Joint Secretary (RC) in his Chamber, Krishi Bhawan, New Delhi to discuss the project proposals of the State Govt. of Chhattisgarh under PMGSY-II, is forwarded herewith for information and necessary action.

Yours faithfully,



(Bhim Prakash)

Under Secretary to the Govt. of India

Encl: As above

Distribution:

1. Shri M.K. Raut, Additional Chief Secretary, Govt. of Chhattisgarh, Panchayat & Rural Development, New Mantralaya, Mahanadi Bhavan, New Raipur, Chhattisgarh-492002
2. Shri Rakesh Chaturvedi, Chief Executive Officer (CEO), Chhattisgarh Rural Road Development Agency (CRRDA), Civil Lines, Raipur, Chhattisgarh, Raipur.
3. Shri K. K. Katare, Chief Engineer (PMGSY), Chhattisgarh Rural Road Development Agency (CGRRDA), Civil Lines, Raipur, Chhattisgarh, Raipur.

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Copy to:

PPS to JS(RC)/ Deputy Secretary (RC-SR)/ All Directors (NRRDA).

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Minutes of Pre- Empowered Committee meeting held on 1st May, 2017 for the proposals of the state of Chattisgarh under PMGSY-II

A Meeting of the Pre-Empowered Committee for PMGSY was held under the Chairmanship of Joint Secretary (RC) on 1st May, 2017 at 11.00 AM to discuss the proposals from the State of Chhattisgarh for PMGSY-II. The following were present in the meeting:-

Shri Rajesh Bhushan	Joint Secretary, Min of Rural Development
Dr. Surabhi Rai	Deputy Secretary(RC), MoRD
Dr. I. K. Pateriya	Director (Tech), NRRDA
Shri. Mahesh Hiremath	Director (P-I), NRRDA
Shri. Uttam Kumar	Director (P-III), NRRDA
Shri Basavaraja	Director (P-II), NRRDA
State Govt Representatives from CGRRDA	
Shri Rakesh Chaturvedi	CEO, CGRRDA
Shri S K Gupta	CE, CGRRDA
Shri K Kkatara	CE, CGRRDA
Shri R K Devangan	ITNO, SE, CGRRDA
Shri M. Yunus	FC, CGRRDA

2. Proposal by the State

As per Pre EC brief submitted by State on 01.05.2017					Current proposal				
Item	No of Roads	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No of Roads	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	
Up-gradation	190	2,395.17	2,061.08	86.05	189	2,379.17	2,049.51	86.14	
Total	190 Roads	2,395.17 Km	2,061.08	86.05	189	2,379.17	2,049.51	86.14	

MoRD Share: Rs. 1228.92 crores

State Share: Rs. 820.59 crores

Target – 2245 Kms

Proposed : 2379.17 Kms

- State has proposed 134.17 Kms higher than the allocated target length under PMGSY-II. The State was directed to reduce the roads/length so that it matches the target allocated.

- There has been a substantial increase in the average cost for this proposal which is Rs. 86.14 crores per km, which is almost double of the average costs of the earlier proposals. Except Haryana no other state has been sanctioned this average cost per km. Haryana had most of the roads in the National Capital Region and hence very heavy traffic, which is not the case with Chhattisgarh.
- The Average Provision for CC pavement is very high (162 Kms). Districts which are proposed with CC roads of more than 15% of total proposed length should be got verified by SRRDA and CC length needs to be reduced accordingly. JS (RC) directed that the 50% of the total CC length should be converted to Cell filled or Panelled CC pavement for economy in construction and proposing requisite length under new technology.
- In 5 districts of Balod, Bijapur, Dhamtari, Gariaband and Sukma, the average costs are very high; these may either be reduced or shifted to batch –II(at a later date).

3. General issues

- Measures for achieving economy in construction as suggested in recent report have not been adopted.
- With the exception of only 4 roads, all other roads in the present batch have been proposed for 5.50 meters. Most of the roads have been shown in T9 category traffic which will have to be verified through a sample check by the ministry. PCU of 2000-4000 per day does not justify the 5.5 meter road width as per the IRC 73-1980, Page 14, Table 10 which specifies that PCU of 5000 is required for roads with intermediate width that is having a carriageway of 5.5. mts with normal earthen shoulders.
- The Director (Technical) noted that the state has proposed blended GSB with CBR more than 50. As per Pavement chart Fig 4 of IRC SP;72:2015, CBR of more than 15 can be used. As per test results submitted by the State during November 2016, almost all the results are qualified. Pure natural material costs Rs. 450/m³, Natural material mixed with sand and stone costs Rs. 611/m³ and natural material blended with stone dust and stone costs Rs. 820/m³.The State was asked to propose natural GSB (wherever easily available), in place of blended GSB which willbring about a sensible reduction in cost.
- Maintenance cost of 4.32% is on the lower side and should be increased to at least 6%.

3. DPR issues

- Traffic seems to be overestimated in most of the DPRs. For computation of design traffic, clause 3.4.1 computation of design traffic for up-gradation of existing road of SP:72-2015 should be referred (7.50% growth rate and 15 years design life has been adopted). It was observed that the growth rate should have been 6%.
- 1 road proposed with 3 m carriageway width for which the DPR has to be seen by NRRDA.
- 106 roads have been designed with T9 traffic category for which traffic survey results have to be verified by the NQMs deputed by NRRDA.
- Director (Technical) observed that proposal of 225 mm WMM with 50 mm Bituminous Macadam for upgradation work is not justified and it is against the para 2.2.3 of IRC SP:72-2015. Equivalent thickness of BM ie 75 mm should be deducted from the WMM layer thickness of 225 mm.
- Average cost per Km of 66 road works are more than 90 Lakhs/Km. The State was asked to verify these costs, once again.
- No road has been proposed with Cement Treated sub-base/Bases or any other stabilization techniques, state should propose some such roads.
- Hard shoulders proposed in DPRs needs to be changed to earthen shoulder or the difference in cost should come from additional State share.
- Provision of protection works and side drain are included in DPRs without any due justification with reference to L/S and C/S drawings. Cost of protective works is on higher side.
- The hot applied Thermoplastic paint should be provided only on curves.

4. Maintenance

- PMGSY 5 year maintenance cost is 4.32% with respect to Construction cost which should be increased.

- The 6th year renewal cost, which the state has fixed at 26.33%, should be reviewed.
- 1000 km from the current proposal is to be shifted to Batch –I of ADB and the remaining as Batch –I of PMGSY Regular.
- The State has confirmed that 2 (1000+) and 20 (500+) of balance unconnected habitations are not feasible.

5. R&D Proposals

- Automark Thermoplastic Road marking material is not to be included in New Technology.
- Fly Ash and Steel Slag are available in almost all districts of the State. The State was asked to explore this option in some pilot roads/pilot stretches.

6. Quality Control

- Lab photos which appear extremely doubtful, are being uploaded by SQMs; greater control needs to be exercised over the SQMs by the SQC &SRRDA.
- Smaller and more realistic targets should be assigned to the SQMs.
- List of works in which payments have been made without a single inspection to be given to the State by NRRDA for further action.
- 1 ATR of 2010-12 has still not been liquidated by the State despite regular reminders and will now be considered as non rectifiable.

7. Finance and Account issues

- A heavy balance is pending in savings bank account. The State officials alleged that State Bank of India was not cooperative. The State has been asked inform the Finance and Accounts division of NRRDA about the issues faced with the bank which will be taken up by NRRDA with the GM of the State Bank.

The meeting ended with thanks to the chair.
