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Government of India
Ministry of Rural Development
Department of Rural Development
(RC Division)

Krishi Bhawan, New Delhi
Dated the 25th February, 2019

Subject: Meeting of the Pre-Empowered Committee held on 21st February, 2019 at 10:30 AM to discuss the project proposals of Jharkhand under Regular PMGSY-II-MINUTES THEREON

The undersigned is directed to enclose herewith Minutes of the Meeting of Pre-Empowered Committee held on 21st February, 2019 at 10.30 AM under the chairpersonship of Joint Secretary (RC) to discuss the project proposals of Jharkhand under Regular PMGSY-II for necessary action.

2. State Government is requested that the compliance report on the observations of Pre-Empowered Committee may please be furnished to the Ministry.

Yours faithfully

Encl: As above

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(Lalit Kumar)
Under Secretary (RC)
Tele No. 011- 23386378

Distribution:

1. The Secretary, RWD-cum-Chief Executive Officer, JSRRDA, 2nd Floor, F.F.P. Building, -157605/19
Dhurwa, Ranchi-834004, Jharkhand.
2. The Chief Engineer, Jharkhand State Rural Road Development Agency (JSRRDA), Rural -157605/19-1
Development Department, Government of Jharkhand, Ranchi.

Copy to :

- (i) All Director of NRIDA, New Delhi - 427058/19 to (2)
- (ii) PPS to JS(RC) - (3)

*issued
no
encl.
26/2/19*

MINUTES OF THE MEETING OF PRE-EC HELD ON 21.02.2019 FOR THE PROPOSALS OF THE STATE OF JHARKHAND PMGSY-II BATCH-I (2018-19)

A Meeting of the Pre-Empowered Committee of Jharkhand PMGSY-II Batch-I (2018-19) was held on 21.02.2019 in chamber of Joint Secretary (RD).

As per State's letter dated 20.02.2019					As per OMMAS dated 20.02.2019			
Item	No of works	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Up-Gradation	164	1,643.41	1290.12	78.50	164	1,643.38	1,444.00	87.86
Bridges	6	911.41	54.27	5.95	6	911.41	54.27	5.95
Total	164 roads 6 LSBs	1,643.41 Km roads 911.41 m LSBs	1,344.39**		164 roads 6 LSBs	1,643.38 Km roads 911.41 m LSBs	1,498.27*	

*MoRD Share : Rs. 884.80 Crore

Target : 1,650 Km

State Share : Rs. 613.47 Crore

Sanctioned: Nil

DISCUSSIONS HELD AND DECISIONS TAKEN

- The average cost per kilometers is seen as Rs. 87.86 lakhs on OMMAS which has been reduced to Rs. 75.5 lakhs is offline but not corrected on OMMAS as yet. State was directed to shift all the roads under World Bank- AF and G&CR roads.
- The upgradation costs of Rs.178.5 lakh seemed to be very high in comparison to the earlier sanctions of 2017-18 at 43.86 lakhs. Similarly, the average cost of bridges has increased from Rs. 3.05 lakhs in the previous sanction to Rs. 5.95 lakhs in the present sanction. The State was asked to review the DPRs and check the higher costs proposed.
- The 5- year routine maintenance cost has been proposed at 7.557 % with respect to the construction cost which should be increased to 10%. Similarly, the sixth year renewal cost has been proposed at 13.1% with respect to construction cost. The State was asked to increase it to 18-25%. A 5-year DLP period should be provided at the end of the 6th year renewal.
- State should provide the following documents: - soft copy of approved DRRP, Candidate road list, CUCPL and copy of SLSC approval for NRIDA record, MP-I, MP-II and MP-

III. Transact walk photographs, summary and Grama Sabha approval have not been attached with the DPR.

- The test results for GSB materials showing MDD, OMC, LL, PI and CBR has not been attached with the DPR. Cost of GSB seems to be on higher side. State should explore the possibility of providing natural GSB wherever possible.
- State should provide Third party traffic verification for all cases where more than 1 MSA traffic has been proposed as per the provisions of IRC guidelines (Clause 3.4.1 (iv)). **State committed to submit within 15 days of issue of sanction letter.**
- Average provision of CC pavement is high. Length of CC pavement in some district is more than 20%. CC pavement length may be reviewed as per guidelines or the entire length may be proposed with Panelled Cement concrete/Cell Filled concrete in order to increase the new technology length.
- As per circular (D.O.Lr.No.NRRDA-P014 (11)/1/2018) only one layer tack coat (above the BM layer not on prime coat) is required where more than 40 mm thick of BM layer proposed. But in DPR two times tack coat proposed.
- 225 mm WMM has been proposed with 50 mm Bituminous Macadam which 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 (JH18SME03 & JH13MARS05).
- 25/30 mm thickness of Semi Dense Bituminous Concrete (SDBC) has been proposed over BM. As per IRC SP:72:2015, OGPC with Seal coat should be proposed.
- GSB has been proposed for entire width of 6.10 m without deducting existing width of BT layer. GSB should be proposed for carriageway width/widening portion only (JH18SME03). State agreed to this.
- Deductions have not been made for existing Slab culvert, Bridge etc. State agreed to this condition.
- State has proposed BM and SDBC for T8 traffic category roads which is against the IRC SP:72:2015 (JH09AEC002).
- Arbitrary catchment area taken for deciding CD works. Catchment area has not been calculated based on Topo sheet or survey data.
- 5 m span slab culvert has been proposed for 7.50 m width where the width of carriageway proposed is 5.50 m (JH18SME03). For 5.50 m carriageway way width roads, the minimum top width requirement is 9 m as per IRC guidelines. State should ensure all roads proposed with 5.50 m carriageway have 9 m top width and existing CDs also proposed for widening to minimum 9 m width in order to avoid accidents at these locations.
- Protective works, Guard wall and CD works are not justified with L and X section drawings (JH09AEC002 & JH18SME03).
- Wearing coat is not required for small CD structures. BT can be provided over CD works as per clause 7.4 of IRC SP-20-2002.
- Average cost/m of LSB works is on higher side when compared to previous sanctions. State responded that it is due to pile foundation on these bridges. State was asked to send the sample DPR of the longer bridges with more cost to NRIDA for verification.
- Joint Inspection report of STA/CE/SE for bridge site as per format prescribed by NRIDA has not been provided.
- Road analysis for R&D proposals needs to be verified at NRIDA on sample basis. The State has not submitted even a single MoU for performance evaluation of earlier sanction roads. State was asked to sign MoU with technology provided at NRIDA before physical starting the work in all these cases as this was not been done in earlier sanctioned works.
- Regarding pending works, State has submitted that 12 roads will be proposed for dropping. 90 roads are delayed due to court cases and litigation.

- Concern was expressed at the slow rate of progress with regard to physical targets. Only 100651 Kms has been achieved against target of 5000 Kms and 804 habitations connected against the 1700 habitations.
- The issue of availability of maintenance funds to SRRDA was taken up. The State responded that **budget provision has been made for maintenance** and this will not be an issue in the future.
- With respect to quality 40.98 % of packages do not have geo reference field labs on OMMAS and 188 packages have been inspected by SQM where labs were not even established. 806 works have not even been inspected even once by SQM and 87 such works payments of over one lakh have already been made. 19% contractors are such whose works have not been inspected even once by NQMs. The State has 11 pending ATRs of old completed works and 120 ATRs of ongoing works. 37.4% 'U' grading in maintenance was cited as a cause of concern.

The Empowered Committee meeting has been fixed on 28 /2/ 2019 at 5.30 P.M.

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