

No. P-17024/20(1)/2016-RC
Government of India
Ministry of Rural Development
Rural Connectivity (RC) Division

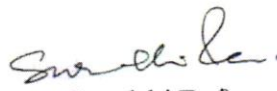
Krishi Bhawan, New Delhi
Dated the 13th January, 2017

Subject: Pre-Empowered Committee Meeting for Batch-III (2016-17) proposal under Pradhan Mantri Gram Sadak Yojana (PMGSY) held on 7th November, 2016 in respect of the State of Odisha- Minutes thereon.

The undersigned is directed to enclose herewith a copy of the Minutes of the Meeting of the Pre-Empowered Committee meeting held under the Chairmanship of Joint Secretary (RC), MoRD on 7th November, 2016 to discuss the Batch-III (2016-17) project proposal of Odisha under PMGSY.

2. It is requested that a compliance report on all the observations of the Committee as stated in Minutes may please be sent to the Ministry for scrutiny before the Empowered Committee meeting.

Encl: as above


(Dr. Surabhi Rai)
Deputy Secretary (RC)

Distribution:

1. Principal Secretary (RD), Government of Odisha - 90501/17
2. Engineer in Chief, SRRDA, Odisha - 90501/17-1

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PPS to Secretary (RD)/PPS to AS&FA/PPS to JS (RC)/ All Directors,
NRRDA.

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Minutes of the Meeting of Pre EC held on 7th November, 2016 for the proposals of the State of Odisha under PMGSY, Batch-III (2016-17)

A Meeting of the Empowered Committee for PMGSY was held under the Chairmanship of Shri Rajesh Bhushan, Joint Secretary, Rural Connectivity and DG (NRRDA) to consider the proposals from the State Govt. of West Bengal for upgradation under Regular PMGSY, Batch-I (2016-17). The following officials were present in the meeting:-

Shri Rajesh Bhushan	JS (RC) & DG (NRRDA)
Dr. Surabhi Rai	DS(RC)
Dr. I. K. Pateriya	Dir (Tech), NRRDA
Shri Mahesh Hiremath	Dir (P.I)
Shri Uttam Kumar	Dir(PIII)
Shri Praveen Kumar	DD (F&A)
Shri Bhim Prakash	Under Secretary, MoRD
State Govt. representatives from OSRRDA	
Shri. Madhu Sudan Padhi	Principal Secretary
Shri. Prabir Kumar Pradhan	CEO, OSRRA
Shri Bharat Kumar Pradhan	CE, PMGSY
Shri. Rajendra Kumar Nayek	SE(SQC)
Shri.R Mishra	GM, NBCC, Bhuwaneshwar

Details of Current Proposals

As per State's letter dated 09.09.2016					After sample scrutiny at NRRDA (State's letter dated 01.11.2016)				As per OMMAS as on 07.11.2016			
Item	No	Length in Km	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No	Length in Km	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
New Connectivity	329	1471.20	730.07	49.62	328	1476.28	695.09	47.08	328	1476.44	693.60	46.98
LWE affected blocks	302	1020.07	521.90	51.16	301	1012.64	517.29	51.08	301	1014.84	517.29	50.97
Bridges	116	8612.30 m	375.99	4.37/m	116	8612.30	375.99	4.37/m	116	8612.30	375.99	4.37/m

Total	631 Roads	2491.2 7 Km	1627.9 6		629 Roads	2488.9 2 Km	1588.3 7		629 Roads	2491.2 8 Km	1586.8 8	
	117 Bridges	8612.3 0 m Bridge			116 Bridges	8612.3 0 m bridge			116 Bridges	8612.3 0 m bridge		

2. The following issues were pointed out during the course of discussions

Number of Eligible unconnected habitations

Item	1000+	500+	250+	100-249	Total
As on 1 st April, 2000 (as Reconciled by State)	3703	6741	5666	2066	18176
As per OMMAS as on 07.11.2016	3703	6741	5666	2066	18176
Sanctioned habitations as per State's earlier reconciliation	3666	6429	4281	390	14766
Sanctioned habitations as per OMMAS as on 07.11.2016	3659*	6426*	4362	484	14931
Balance unconnected habitations reconciled by the State	27	162	1270	1676	3135
Balance unconnected habitations as per OMMAS	34	165	1189	1582	2970
Proposed in current batch as per State's report (2016-17)	11	30	340+2 cluster	407	790
Balance unconnected habitations to be sanctioned	16**	132**	928	1269	2345

* The reconciled details of PMGSY benefitted habitations should be corrected on OMMAS and reconciled data should match with the OMMAS.

** State should submit balance proposals based on order of priority.

Details of Sanction and Completion of works

Sl No	Year	Sanctioned			Completed			Balance			
		Total Value of Projects (Rs. In Crores)	Net No. of Roads	Net No. of LSBs	Length of Roads in Km	Net No. of Roads	No. of LSBs	Length of Roads in Kms	Net No. of Roads	No. of LSBs	Length of Roads in Kms
1	2000-2001	174.69	521	0	1069.43	519	0	1052.77	2	0	16.66
2	2001-2002	340.58	571	0	1692.78	571	0	1657.07	0	0	35.71
3	2003-2004	440.68	630	0	2010.36	621	0	1911.01	9	0	99.35
4	2004-2005	398.64	418	0	1646.94	407	0	1583.50	11	0	63.44
5	2005-2006	883.92	747	0	3105.89	728	0	2888.58	19	0	217.31
6	2006-2007	1091.50	843	0	3023.95	804	0	2749.93	39	0	274.02
7	2007-2008	2669.57	1689	0	6616.51	1594	0	5916.38	95	0	700.12
8	2008-2009	4036.84	2076	74	10127.07	1929	63	8913.24	147	11	1213.83
9	2010-2011	402.56	122	60	585.69	110	45	495.66	12	15	90.03
10	2011-2012	2479.85	1567	0	6195.94	1257	0	4928.62	310	0	1267.32
11	2012-2013	2445.72	1334	0	5189.41	972	0	4042.70	362	0	1146.71
12	2013-2014	2453.61	1131	158	3924.65	459	56	1734.70	672	102	2189.95
13	2016-2017	2848.32	1356	12	5864.51	0	0	0.00	1356	12	5864.51
	Total	20666.48	13005	304	51053.11	9971	164	37874.16	3034	140	13178.95

DPR issues

- Proposal has not been received as per NRRDA letter No. H-11020/2/05-Tech dated 10.01.2013. MP1, MP2, MP3 formats and SLSC approval needs to be submitted by the State.

- State has reduced about Rs. 37 Crores after scrutiny for 328 roads (roads proposed with 250+) only. The details of corrections made in DPRs after scrutiny could not be verified as none of the corrected DPRs with component wise cost comparison made available to NRRDA.
- Measures for achieving economy in construction as suggested in recent report have not been adopted.
- Joint Inspection report of STA/CE/SE for bridge site as per format prescribed by NRRDA has not been provided .
- 2 roads in blocks other than LWE affected blocks with 100-249 population (4 habitations) have been proposed (Gurundia and Subdega blocks). In case these are clusters, it should be mapped on OMMAS. Geo-tagged photographs have not been provided by the State and not mapped as clusters on OMMAS. Hence, these roads are not eligible under PMGSY.
- Zilla Panchayat resolution has not been obtained in certain cases (Sundargarh and Gajapati dist). Approval of Zilla panchayat needs to be obtained and updated on OMMAS since it is mandate of the PMGSY guidelines.
- Photographs are not provided at 100m interval. It is mandatory to provide clear coloured photographs at every 100m interval of road along with the photographs of salient features like existing/new proposed CD and protection works locations for justification. Transect walk report and photographs are not enclosed in DPRs.
- Soil test results at least one at every 1km of road, indicating sieve analysis, LL, PL, OMC, MDD and CBR are not attached in many of the DPRs.
- Traffic seems to be overestimated in most of the DPRs. The photographs attached do not show any vehicle even two wheelers or cars against the number reported in enclosed traffic surveys. Further, traffic count indicated different on different pages of DPRs.
- Roads with AADT less than 100 (excluding 2 wheelers), carriage way width need to be changed as 3 m instead of 3.75 m. Accordingly, DPRs needs to be corrected (24 cases).
- 301 roads proposed for habitations having population 100-249 (LWE area) only Stage-I construction is permitted. However, the State has proposed upto BT standards.
- The Average Provision for CC pavement is very high. Districts which are proposed CC roads of more than 15% total proposed length should be got verified and CC length needs to be reduced accordingly.

- State has proposed 11.78 Kms using Cell filled Concrete and 36.45 Kms using Panelled Cement concrete which is only 16% of total proposed CC length of 297 kms. Majority of it may be converted to Cell filled or Panelled CC pavement for economy in construction.
- 5.50 m carriage way width proposed for 2 roads in Narayanpatna block (OR19231) and Lathikata block (OR30218). Additional state share entered by the State is about 41.22% only. State share will have to be worked out and updated on OMMAS.
- 3 Link roads designed with IRC 37 in Sundargarh district for New connectivity and the benefitted population is less than 500. Such link roads cannot have traffic of 2 MSA or More. Third party traffic verification against the provisions of IRC guidelines has not been done.
- State has proposed OGPC instead of Surface dressing for T3 & T4 category traffic where the CBR is more than 5.
- IRC: SP-72-2015 mandates, pavement design to be based on 5% subgrade CBR which has not been done.
- State has not proposed any roads using Fly ash. Thermal Power Plants are available in Angul, Jharsuguda, Cuttack, Dhenkanal districts.
- Two layers of WBM, each of 75mm thickness are proposed for T2 and T3 category traffic (151 cases). For such low volume road, one layer of WBM III of 75 mm thickness and an equivalent increase in remaining thickness of GSB would be sufficient as per SP:72-2015 and accordingly DPRs needs to be corrected.
- Flexible pavement designed for two layers of WBM of 150mm with GSB (125-150mm) and PMC 20mm. As the cost of GSB is about Rs. 550/Cum. State may use para 6.2 of design chart given in the IRC SP-72-2015 and increase the sub base thickness by deleting one layer of WBM. Since the rate of GSB (Rs 500-700 per m³) is observed to be much less than WBM II rate (Rs 2000-2500 per m³), removing one layer of WBM II and providing equivalent GSB thickness would be economical.
- Existing surface in many DPRs observed to be a good earthen road with adequate embankment height. In such roads provision of embankment and sub-grade needs to be justified and Earth work quantities needs to be rationalised.
- In cases where soil test results show CBR value marginally less than 5, the first effort has to be towards to increase the CBR by enhancing compaction standards.
- Horizontal curve are very badly designed and not in accordance with SP:20 Rural Road Manual.

- In many DPRs the road length is terminated beyond the Habitation end point. The length of roads needs revision. Further in cases where both the side of the proposed road ends with BT road, multi connectivity for the habitation is not permitted. State should ensure to give single connectivity to the eligible habitation and balance excess length proposed should be deleted from the proposal.
- CC pavement should be provided only where the building line on either side of the road is abutting the roadway edges. Length of CC pavement should be judiciously decided only on the habitation area.
- Existing CC pavement portion needs to be deducted in the proposed length. However, if it is damaged, it may be retained as a base layer and only 100 mm thick additional layer of M30 concrete may be provided considering feasibility as per site conditions.
- GSB proposed on both sides of WBM layer for Drainage needs to be deleted.
- Provisions of hard shoulders and concrete shoulders need to be changed to earthen shoulders or the difference in cost should come as additional State share.
- Closely spaced CDs proposed needs to be merged / integrated in order to achieve economy in construction. CD works are proposed without justification from L and X section drawings.
- All existing CD works proposed for replacement in many of the DPRs. From photographs it can be observed that cleaning of CD structures only is required for most of the CDs. They need not be replaced being in good condition.
- Boulder apron provided on U/s and D/s of small culverts needs to be justified.
- Height of head wall provided in the DPR does not match with the levels indicated in the L/X section drawings. Headwall height needs to be rationalised according to the requirements. Further, the expert committee report on economy in rural road construction suggests construction of splayed wing walls instead of straight headwalls and boulder pitching with filter. This should be adopted to achieve the economy in cost.
- Protection works (Retaining wall and toe wall) are provided without justification from photographs and cross section drawings. Provisions of protection works not justified included in DPR contributes to substantial increase in cost of construction should be deleted.
- Sand soling provided in retaining wall, drain and culverts below PCC is not as per IRC SP-20-2002.
- Provision of side drains inappropriately made in the DPRs. It should be made in habitation area only. Further the designs of drains are not as per SP:20-2002, Rural Road

Manual. The cost per m of drain in order of Rs. 2600-3000 is on higher side. Location of drain needs to be judiciously decided and the cross section should be provided as per actual needs of discharge flow with low depth at starting point. Invariably drain has been proposed in all roads. Pucca drains proposed in open areas needs to be deleted.

Quality Issues

Year	Sanctioned Projects	Completed Projects		Ongoing Projects		Un-awarded Projects
		Works	SQMs Inspections	Works	SQMs Inspections	
2012 - 2013	1334	968	2750	360	913	6
2013 - 2014	1289	511	1330	749	1456	29
2016 - 2017	1368	0	0	3	0	1365
Total	3991	1479	4080	1112	2369	1400

- The number of field labs established has gone down from 17.7% in June 2016 to 7.17% in November 2016. 81 packages has been inspected by SQM where lab not established.
- Out of the total 3249 involved works 57 were not inspected by SQMs and payments were made in 46 cases where the works had not been inspected by the SQMs.
- Out of the target 4336 SQM inspections in the current financial year, 2700 inspections had been completed up to 4th Nov, 2016 while a balance of 1636 works were left to be inspected by the SQMs. 409 inspections are required per month to complete the target.
- For completed works 6 ATRs and 16 ATRs are pending at the level of NRRDA and the State respectively and for ongoing works 2 ATRs and 173 ATRs are pending at the level of NRRDA and the State respectively.
- It is seen that out of 561 contractors, works of 354 have been inspected by NQMs while 207 contractors' (36.8%) works haven't been inspected even once.
- Against a target to Achieve 90% satisfactory grading in 2016-17 and 95% in 2017-18, the current satisfactory grading is 90% in completed works, 84.24% in ongoing works and 82.14% in maintenance works.

Detail	Geometric	CD Works	Sub Base	Base Course	BT Works	Quality Issues	
						Deficiency in QC register	Functioning of Lab
Grading	SRI	SRI	U	U	U	SRI	SRI
Total Inspection	258	258	122	122	122	258	258
Deficiency Found in	97(37.5%)	96(37.2%)	28(22.9%)	67(54.9%)	23(18.8%)	69(26.7%)	55(21.3%)
Reasons	Camber not proper	Poor Workmanship	Inadequate compaction	Gradation not proper	Surface Unevenness	QC record not proper	Lab not functioning

Financial Issues

- Rs. 11.48 crores of stale cheques were outstanding.
- 59 PIUs have started the E-Payment out of 65 PIUs in OMMAS
- 1114 final bills are pending which is 11.55% of total 10113 physically completed work.

The Meeting ended with thanks to the chair.
