

File No. P-17024/7/2019-RC (369625)
Government of India
Ministry of Rural Development
Department of Rural Development

Krishi Bhavan, New Delhi
Dated the 6th February, 2020

Minutes

Sub: Minutes of the Meeting of the Pre-Empowered Committee to consider project proposals for PMGSY-III Batch-I, (2019-20) submitted by the State Government of Gujarat-reg.

The undersigned is directed to enclose herewith a copy of minutes of the meeting of Pre-Empowered Committee held on 31st January, 2020 under the Chairpersonship of the Additional Secretary (RD) & DG, NRIDA to discuss the proposals submitted by the State of Gujarat under PMGSY-III, Batch-I (2019-20).

2. It is requested that a compliance report on all the observations of the Committee may be sent to the Ministry/NRIDA.



(Dr. Surabhi Rai)
Director (RC)

Distribution:

1. Shri S. B. Vasava, Secretary, Roads & Building Department, Gandhinagar-382010, Gujarat.
2. Shri A. K Patel, Chief Executive Officer, GSRRDA and CE (P) & Addl. Secretary, Road & Bridge Department Gandhinagar-382010, Gujarat.

Copy for information to:-

PS to Secretary (RD)/PPS to AS & FA/PPS to AS(RD)/ All Director, NRIDA, New Delhi.

MINUTES OF MEETING OF PRE-EMPOWERED COMMITTEE MEETING FOR THE STATE OF GUJARAT, PMGSY III, BATCH -I, 2019-20.

A Pre-EC meeting was held to consider the proposals of PMGSY III submitted by the State of Gujarat under the chairmanship of AS(RD) on 31st January, 2020 at Ahmadabad, Gujarat.

2. The meeting was attended by the following officials

Smt. AlkaUpadhyaya	Addl. Secretary (RD) & DG (NRIDA)
Dr.Surabhi Rai	Director (RC), MoRD
Shri P. Mohansundram	JD (Tech), NRIDA
Ms. Tanupreet Kaur	DD (P-I), NRIDA
State Govt. Representatives:	
Shri S.B. Vasava	Secretary, Gujarat
Shri. Ashok Kumar Patel	Chief Engineer, Gujarat
Shri Tapan Goswami	Deputy Executive Engineer, GSRRDA
Shri Siddharath Sojawla	Asstt. Engineer, GSRRDA
Shri J.H. Mali	Asstt. Engineer, GSRRDA
Shri Dhara Kalsariya	Asstt. Engineer, GSRRDA

3. The State submitted a proposal for 1000kms as given below

Item	As per State's proposal dated 29.01.2020				As per OMMAS dated 29.01.2020			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	105	1055	818.69	77.60	105	1055.00	835.92	79.23
Bridges	105	1055	818.69	77.60	105	1055.00	835.92	79.23

Mord share :Rs.491.06 crore State share:Rs. 344.86 crore

Target: Rs. 3012.50 km

3. ISSUES RELATED TO PLANNING

- a. **Equity:**At the very beginning it was pointed out that the State has proposed 1000 kms which have been prioritised in fewer blocks. In Batch-I, there are 26 Districts considered with 180 Blocks. Out of 180 Blocks only 64 Blocks have proposals while 116 have no proposals. Out of the 116 left out blocks,66 blocks have more than 100 rural roads. A lack of equity in the distribution of roads across Blocks was observed. It was observed that in Devgadhbhari (Dahod), Jasdan (Rajkot), Bhuj (Kutch), Gondal (Rajkot) and OkhamandalDwarka (DevbhoomiDwarka) roads proposed are higher in number in proportion to the BlocksDRRP length; Moreover all proposed roads are more than 5km and of 5.5m width. PMGSY is a scheme to consolidate access to higher education, markets and health facilities with the final goal of poverty alleviation and doubling farmer's income. SRRDA may ensure that proposals have equity across blocks and commensurate to DRRP lengths in each block.

- b. **Aspirational Districts:** Gujarat has two aspirational districts – Dahod and Narmada. It was observed that Narmada wasn't part the Batch-I's district list. In Dahod District, only 2 Blocks have received a total 9 proposals.
- c. State responded that since only 1000 Kms was proposed all blocks were not equally represented. It was also decided that a team from NRIDA would come to Ahmedabad for scrutiny of DPRs and finalisation of cost in the last week of February. State was directed to prepare/correct the DPRs for 1000 kms as per the Pre EC observations and get it scrutinised from STAs before the last week of February'2020.
- d. **Exclusion of CUCPL Roads:**76 High priority roads have been excluded with proper reasoning. Land issue was recorded as one of the issues. It was clarified to the state the PMGSY-III is not a scheme only for widening of roads. The decision to widen depends on the traffic as per stipulated norms. Existing rural roads which require strengthening and have PCI ≤ 2 in the same carriageway-width can also be taken up in the scheme.
- e. The State has strictly adhered to proposing roads from the top 15 roads in the priority list. It was suggested that the state may consider proposing roads from the top 50 list as the top 15 roads are also the roads with high population usage and in a State like Gujarat with High infrastructure funding there is a higher possibility that these roads are well maintained.
- f. **Discontinuous Merging of Roads in Candidate Roads:** The following candidate roads have been found to be discontinuous in nature when seen through GIS. The SRRDA to examine the cases as pointed during the pre-EC and listed below. Further, SRRDA to have a mechanism to ensure no such routes have been proposed in the current Batch-I and additional candidate roads to be added.
- g. The state is instructed to compile the entire GIS data as one shapefile each for DRRP, Habitation and Block Boundaries and submit 2 weeks before the date of EC.

4. DPR AND OTHER ISSUES

- State needs to provide Copy of SLSC approval, MP-I, MP-II and MP-III formats and Mandatory certificates duly signed by the competent authority.
- DPRs are not prepared as per the template communicated by the NRIDA.
- Modified Penetration Macadam (MPM) is no more IRC specifications and too costly. Wherever MPM has been proposed, it should be replaced with WBM Gr III layer.
- Traffic category indicated on OMMAS seems to be incorrect. Certain roads proposed with T1 and T2 traffic category.
- Bituminous Macadam (BM) is invariably proposed in all roads. Needs to be corrected based on traffic category.
- GSB layer width should be 5.80 m for 5.50 m carriageway width roads.
- Existing road surface seems to be in good condition. However, the State has proposed widening of roads to 5.50 m. The overlay of PC & SC only is done over the existing pavement.
- Majority of the roads proposed are for widening to 5.5m carriageway width while the traffic stipulated in OMMAS by the PIU is not commensurate. Proposals which don't meet the traffic requirement as per norms, the widening should be dropped. Justification needs to be provided for the roads proposed for widening roads from 3.75 m to 5.50 m, based on capacity of traffic.
- Proforma C prescribed for PMGSY-III should be attached with the DPRs and the same should be uploaded on OMMAS.

- Certain roads the average cost/Km uploaded on OMMAS is not realistic, needs to be verified by the State. (GJ0701, GJ2006, GJ22GJCHO1, GJ22GJCHO2, GJ22GJ2205)
- X-section drawings are not attached with the DPRs, the requirement of cut or fill could not be verified.
- As per Para 1.6.3 of SP:72:2015, the minimum CBR of Sub grade soil for Rural Roads should be 5. Where the roads proposed with CBR less than 5, the sub grade should be improved using stabilization techniques and bring to minimum CBR of 5 and above. The pavement design should be based on improved sub-grade not w.r.t original sub-grade soil.
- As the State has proposed BM of 50 mm thickness, the tack coat proposed on primed granular surface should be deleted as per DO letter no. NRRDA-PO14 (11)/1/2018-JD (Tech) dated 23.03.2018.
- BM layer & OGPC layer on existing portion is provided without the application of tack coat.
- 3rd party traffic survey or axle load survey details needs to be provided wherever roads proposed more than 1 MSA, as per guidelines.
- The State needs to provide additional State share for the road proposed with 7 m carriageway under higher specification cost.
- Design stage Road Safety Audit details needs to be provided for the roads proposed more than 5 Kms length.
- Lump sum provisions such as Contingencies and unforeseen item cost have been included in DPR, which are not permitted as per PMGSY guidelines.
- Protection works need to be justified with X section drawings and clear coloured photographs. No X and L section attached with the DPRs, necessity of protective works could not be verified.
- After corrections made by the States and Scrutinised by STAs, DPRs needs to be checked at NRIDA on a sample basis.

4. PCI VERIFICATION ON OMMAS

- a. The photographs uploaded in the proposal module of OMMAS are not commensurate with the PCI values indicated in OMMAS. Irrespective of the traffic requirements, roads with PCI>3 are not eligible for PMGSY-III. SRRDA is requested to examine every road being proposed and ensure roads in good condition are not proposed under PMGSY-III. Further, the SRRDA on the behalf of the PIUs has to self-certify that none of the roads being proposed are under DLP in state schemes or PMGSY. The samples discussed during the PRE-EC are hereby listed:
- b. All the pictures uploaded on the proposals module should be geo-tagged with marking on the images with regards to the timestamp, latitude and longitude. There are many applications available for mobile phones which allow for the same.

5. R&D PROPOSAL:

- a. State has not uploaded any proposal under New Technology module of OMMAS. State was asked to propose the requisite percentage of roads using New Technologies as per New Technology initiative guidelines. 10% of total length should be proposed using Mainstreaming technologies and 5% of total length should be proposed using IRC Accredited Materials/Technologies.

- b. It was reiterated that under PMGSY III **50% of the New Technology is to be proposed under waste plastic technology.**
- c. **Steel Slag** Guidelines have been issued for using different new technologies in PMGSY in May, 2013. However, the selection of materials/technologies being made by the PIUs / States is not leading to expected economies / advantages. In order to assist the States in identification of waste materials for use in construction of roads as new technologies, efforts are being made to map these materials on GIS Platform with a facility of calculating the tentative lead of materials from the location of waste materials to the road construction sites. For the State of Gujarat, following three materials have been identified and their locations have been mapped on GIS Platform:

- Fly Ash and Pond Ash (Many locations as marked on Map)
- Steels Slag (Hazira Steel Plant)
- Copper Slag (Dahej Copper Plant)

To further facilitate the State, blocks have been identified in which the lead distance of these materials from plant location will be within 100 kms, 200 kms etc. A list of blocks with their distance from different plants has been prepared and provided to the State of Gujarat in a tabular form also. Characteristics of Steel Slag and Copper Slag as provided by the concerned plants have also been uploaded on GIS Map has attributes along with contact details of the person, responsible for supply of these materials.

The State was advised to make use of these materials in as many projects as possible, based on economics of transportation of these materials. It is worth mentioning that the Fly Ash can be used in construction of embankments, stabilization of subgrade and shoulders in the form of pond ash. IRC has brought out detailed guidelines for use of steel slag and copper slag (IRC SP:121-2018). Steel slag can be used in GSB, WBM and Bituminous works, whereas, copper slag can be used in GSB, Sub Grade and Shoulders.

6. Miscellaneous issues

State was asked to give requisite information on the mandatory conditions for PMGSY-III viz.

(a) Road side plantation on roads constructed under PMGSY-III by using funds under Mahatma Gandhi National Rural Employment Guarantee Scheme and other Central and State Schemes.

3. Amendments made in State Marketing regulations to adopt major pro-reforms provisions of State/UT Agricultural Produce and Livestock Marketing (Promotion & Facilitation) Model Act, 2017.

DECISIONS TAKEN

Finally it was decided a team from NRIDA would visit for verification of DPRs for 1000 kmsf 20th to 25th February, 2020. Based on the corrections in the DPRs of the first batch, the state would then bring up the balance length in the second batch.

The meeting ended with thanks to the chair.
