

File No. P-17024/8/2019-RC (FMS-369627)

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

Krishi Bhavan, New Delhi
Dated the 29th December, 2020

MINUTES

Sub: Minutes of Meeting of Pre-Empowered Committee to discuss the project proposals for PMGSY-III, submitted by the State Government of Haryana for the 2020-21 (Batch-II)-reg.

The undersigned is directed to enclose herewith the Minutes of the meeting of the Pre-Empowered Committee held on **22nd December, 2020 at 4:00 PM** under the Chairpersonship of Director General, NRIDA and Joint Secretary (RC) to discuss the project proposals submitted by the State Government of Haryana under PMGSY-III for the year 2020-21 (Batch-II).

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



(Anurag Bhatnagar)
Assistant Commissioner (RC)
Tel: 011-23381343

Distribution:-

1. Shri Alok Nigam, Additional CS, PWD (B&R) and Vice President, HaRRIDA, Room No. 306, 3rd Floor, New Secretariat, Sector-17, Chandigarh – 160017.
2. Shri Nihal Singh, Secretary General, HaRRIDA-Cum-Engineer-In-Chief, Nirman Sadan, 1st Floor, Sector-33A, Chandigarh – 160020.
3. All Directors, NRIDA.

Copy for information to:-

PPS to Secretary (RD)/PPS to AS & FA/PPS to AS (RD)/New Delhi.

Minutes of the Pre-Empowered Committee Meeting held on 22.12.2020 for consideration of proposal of the State of Haryana under PMGSY-III, Batch II of 2020-21

A meeting of the Pre-Empowered Committee was held on 22.12.2020 at 04.00 PM under the Chairpersonship of Joint Secretary (RC) and DG (NRIDA) to consider the proposal of the State of Haryana for PMGSY-III, Batch II of 2020-21. Following officials were present in the meeting:

Shri Ashish Kumar Goel	Joint Secretary, (RC), MoRD and DG (NRIDA)
Ms. Mamta	Joint Director (RC), MoRD
Sh. B. C. Pradhan	Director (Technical), NRIDA
Dr. I.K. Pateriya	Director (P-II), NRIDA
Sh. Pradeep Aggarwal	Director (P-I) & P-III, NRIDA
Sh. Deepak Ashish Kaul	Director (F&A), NRIDA
Sh. Mohan Sundaram	Joint Director, (Technical), NRIDA
Sh. Harsh Nisar	Data Scientist, NRIDA
Sh. Pankaj	Senior Technical Officer, CDAC, NRIDA
<i>State Govt. Representatives</i>	
Sh. Nihal Singh	Chief Engineer (PMGSY), Haryana
Sh. B. S. Khokkar	SE (PMGSY) & SQC
Sh. Varun Gupta	EE, PWD (B&R), Haryana
Sh Jatin Khurana	SDE (PMGSY), Haryana

2. Current Proposal of the State Govt. under PMGSY-III, Batch-II of 2020-21

A presentation on the proposal submitted by the State of Haryana was made by NRIDA before the Pre- Empowered Committee. The details of the proposal are as under:-

As per State's proposal dated 09.12.2020					As per OMMAS as on 21.12.2020			
Item	Nos	Length (in km)	Cost (Rs Crores)	Avg. Cost/km in (Lakhs)	Nos	Length (in km)	Cost (Rs Crores)	Avg. Cost/km in (Lakhs)
Up-Gradation - Roads	120	1,213.33	558.00	45.99	119	1,206.08	550.18	45.62
Total	120	1,213.33	558.00	45.99	119	1,206.08	550.18*	45.62

*MoRD Share: Rs. 329.20 Crores;
Target: 2500 km;

State Share: Rs. 220.98 Crores
Sanctioned: 688.94 km (88 roads) on 17.072020

i. Carriageway width wise details of road

Out of 119 proposed roads, 3 roads of 26.43 km are 3.75 m wide with an average cost of Rs.28.30 lakh/km and 114 roads of 1,161.03 km are 5.5 m wide with an average cost of Rs.45.96 lakh/km. 2 roads of 18.64 km are 7 m wide with an average cost of Rs. 48.50 lakh/km. NRIDA has informed that all proposals have been uploaded and scrutinized by STAs on OMMAS. State has wrongly uploaded RQI as 991.26 km on OMMAS and it needs to be corrected. Further, Committee observed that PTA has not scrutinized any proposals. State is advised to have at least 10% of the proposal scrutinized by PTA before EC.

ii. Traffic wise details of road

- a. Under **T6 to T8 category**, there are total 68 roads, out of which 3 roads of 26.43 km are in 3.75 m carriageway width and 65 roads of 664.23 km are in 5.5 m carriageway width.
- b. Under **T9 category**, there are total 49 roads, out of which 48 roads of 484.43 km are of 5.5 m carriageway width and 1 road of 8.72 km is of 7 m carriageway width.
- c. Under **IRC 37 category**, there are total 2 roads, out of which 1 road of 12.37 km is in 5.5 m carriageway width and 1 road of 9.92 km is in 7 m carriageway width.

The state needs to provide justification as to the width of these roads with respect to the traffic category and PCU. If any widening is being proposed, it should be justified on the basis of PCU. The latest instructions on conducting traffic survey using ATCC should be complied with.

iii. District wise details of roads

Haryana has proposed road works in the current batch from 13 districts. Out of these, 2 districts viz Jind and Sirsa have high average cost per km. The cost reported by the State in these two districts is Rs. 70.19 lakh per km and Rs. 63.99 lakh per km respectively. *State has informed that these high cost is due to the provision of CC pavement and drain on both sides of the roads in these districts. The State has been requested to provide details regarding length and average cost of roads under RQI and Upgradation separately. The length of CC and drain should also be verified using satellite map of habitation portion in the concerned roads.*

3. Trace Map ranking

- i. Out of 119 roads, 103 roads (86%) are under top 1-15 trace map category and 15 roads (12.4%) are in 15-50 trace map ranking and only 2 roads (1.6%) are in 50-100 trace map ranking. 2 roads proposed under 50-100 rank have been verified on satellite imagery and found to be TR/MRLs serving PMGSY III objectives. *The state is advised to upload proposals' alignments on new GEOSADAK website before EC.*
- ii. Certain roads proposed from Sirsa (T14-Masitan to Dabwali via Shergarh), Bhiwani (T05-Bawani Khera Pur Dhanana), Kurkshetra (T04-G.T. road to Kharindwa via Machhrauli) etc. seem to be in good condition in satellite imagery which neither require Upgradation nor RQI. *NRIDA has been advised to have detailed examination of such proposals. State has also assured that it will review such proposals and if not found properly justified, these proposals will be dropped.*

4. Exceptions

NRIDA has brought following exceptions in the State's proposal to the notice of the Committee:

In the proposals submitted by the State, 6 have greater than 2.9 km or more pucca drain length. 1 proposal has 6.4 km of pucca drain. These proposals don't have correspondingly large CC lengths proposed. 3 proposals have more than 10% variation in eligible length and proposed length. 11 proposals have more than 75% length with PCI between 2 and 3 but RQI length proposed is zero. *NRIDA is advised to have satellite map verification of these proposals and get the compliance report from the State.*

5. DPR Issues

NRIDA has highlighted following DPR issues for consideration before Pre-EC:

- i. State should provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and **consent letters of Hon'ble MPs on final proposal (as per advisory dated 2 June 2020)**. *State should expedite and provide documents before EC.*
- ii. State should certify that the roads proposed in current batch are not PMGSY roads which are under design life. *State should provide the certificate before EC.*
- iii. Average cost/km of Jind and Sirsa districts seems to be on the higher side. *Though State has provided justification for high average cost like provision of CC pavement and drain on both sides of the roads, nevertheless details on length and average cost/km under RQI and Upgradation may be provided for examination and correlated on satellite map.*
- iv. State needs to ensure that the required land width is available to provide 9 m top width for 5.5 m carriageway and 12 m top width for 7 m carriageway width roads as per IRC guidelines. Further, State should ensure that the existing CDs are widened to 9 m/12 m width for such carriageway. *State should make this provision as advised.*
- v. Overlay thickness over existing BT layer should be proposed as per Clause 2.2.3 of IRC:SP:72:2015. *NRIDA informed that 17 DPRs have been verified. In balance DPRs this provision should be ensured.*
- vi. Though State has submitted sample third party traffic verification report, *State needs to ensure that it has been carried out for all roads considered under traffic more than 1 MSA as per IRC guidelines, and as per latest instructions in this regard, issued by MoRD.*
- vii. State needs to ensure that the road safety audit has been conducted on all roads of length 5 km & more, as per guidelines. Sample RSA reports need to be provided and the details should be uploaded on OMMAS under RSA module.
- viii. The pro-rata cost beyond 5.5 m width carriageway should come under higher specifications from the State (HR18-III-10). State needs to provide PCU details for the roads proposed with 5.5 m & 7 m carriageway width.
- ix. DPR observations communicated to the State should be complied with. *State should send the compliance as soon as possible.*
- x. Transect walk summary/Minutes, copy of Gram Sabha approval and Certified test results for GSB material indicating LL, PI, MDD, OMC, and CBR have not been found attached to the DPRs. *State should ensure to attach copy of certified test results and other certified documents with DPRs.*
- xi. Format F-9A and F-9B must be signed and certified by PIU officials and attached with the DPRs. *State should ensure to provide the authenticated documents with DPRs.*
- xii. Photographs showing existing crust details, typical cross section of pavement indicating existing crust and proposed layers with thickness & width needs to be attached with the DPRs. Existing/proposed box culverts, slab culverts, Causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities. *State should ensure the compliance.*
- xiii. Provision of WBM should be restricted to carriage way width i.e. 3.75 m for single lane and 5.5 m for intermediate lane (HR0404). Locations of road safety measures & road furniture should be provided in road plan with proper justifications. The provision of Metal crash barrier, junction improvements etc needs to be verified and rationalized by the State.

6. R&D technology

The state has proposed 127 roads of 1201 km under R&D Technology, out of which 109 roads of 997.62 Km (83.13%) are under Technology with IRC Specification (Mainstreaming of Technology) using Waste Plastic. State has proposed 18 roads of 203.01 km length using IRC Accredited Materials/Technologies using Nanotac and Zydax (*State has wrongly uploaded name of technology as Nanotechnology water proofing instead of Zydax which should be corrected by the State*). Responding to the query regarding advantage of using R&D Technology, State clarified that though there has not been any empirical study done so far to show the cost benefit analysis, yet it is environment friendly without much cost advantage. State should sign MoU with Technology Provider and NRIDA before physically starting the work for Performance Evaluation in all these cases. **The state needs to provided cost comparison and justification for using particular technologies, road wise.**

7. Maintenance

- i. State has proposed Rs 3,869.62 lakh (7.03% of Construction Cost) for 5 years Routine Maintenance and Rs 14,618.99 lakh (26.57% of Construction Cost) for 6th year's renewal to be borne by State Govt. Committee agreed to the proposal.
- ii. **Two physical copies of the MoU signed by the competent authority on each page of the document should be sent to the Ministry at the earliest.**

8. Maintenance under DLP – Financial

As per OMMAS, State has Rs 23.52 crore maintenance liability over the last five years and Rs 111.94 crore has been received in SRRDA account. State has spent Rs 16.26 crore over the last 5 years on roads under DLP. During FY 2020-21, expenditure of Rs 4.17 crore has been incurred on DLP roads so far. Yearwise details of last 5 years are as under:

Year(s)	Maintenance Abstract			(Rs in crore)
	Maintenance Liability	Funds Received	Expenditure(DLP)	
2016-17	6.15	0.00	1.32	
2017-18	5.99	41.51	3.06	
2018-19	6.26	11.49	2.07	
2019-20	4.25	56.94	5.64	
2020-21	0.87	2.00	4.17	
Total	23.52	111.94	16.26	

The state needs to ensure proper expenditure on DLP, so that funds flow to the state is not disturbed during 2021-22.

9. e-Marg status

Under e-Marg, 99% packages have been locked and payment has started on 38% of workable packages. Payment of Maintenance bills worth Rs. 4.24 crore have been made through e-Marg portal. 100% onboarding and payment of packages needs to be ensured on e-Marg. Substantial progress on this front should be done before EC.

10. Quality Issue

4 packages are in progress in the State, however no lab has been established yet. Against the 32 SQMs required in the State, only 7 SQMs are active and against the target of 500 SQM inspections in FY 2020-21, none has been carried out yet. Overall Unsatisfactory % based on NQM inspections done on maintenance works between April' 2017 to November' 2020 is 6.67%. State has 1 pending ATR of ongoing works. State is advised to hire more SQMs as per the norms under the scheme and should establish Quality Monitoring Cell (QMC) with requisite manpower for periodic performance evaluation and proper examination of SQM reports and related activities.

11. Progress of PMGSY works:

State has no works pending under PMGSY I & II. State was sanctioned 83 works of 688.93 km under PMGSY III (Batch-1, 2020-21) on 17th July 2020 and as per OMMAS, 70 works of 518.39 Km are yet to be awarded. *Taking strong objection to the undue delay in award of PMGSY III works, Committee suggested the State to expedite the award of balance works and start execution immediately so that target of 200 km in FY 2020-21 may be achieved in time. State has also been advised to adhere to the programme guidelines and complete all tendering activities within 72 days of issuance of clearance letter by the Ministry in letter and spirit. The state should present its action plan for timely award of these works before the EC.*

12. Governance issues:

- i. Regarding governance issues like staff strength at SRRDA and PIU level, the State reported that HaRRIDA has sufficient capacity at both SRRDA and PIU level. Similarly, there is adequate strength in technical wing involved in preparation & scrutiny of DPRs.
- ii. State has also informed that presently, number of SQMs is sufficient for carrying out required no of inspections. However, more SQMs shall be appointed by the state in future as per requirement. It is further stated that there are no bridge works either under Batch-I or Batch-II of PMGSY-III. However, separate SQMs for bridge work will be empaneled if any bridge project is taken up in Batch-III of PMGSY-III.

13. Fund Position

State has Rs 147.99 crore available and utilized only Rs 1.5 crore as on date. However, State has proposed to incur Rs. 350 crores in current Financial Year.

The Committee asked the state to put up proposals for EC, after complying with the above observations.

Meeting ended with Vote of Thanks to the Chair.
