

No-P.17024/4(5)/2017-RC (FMS-358389)  
Government of India  
Ministry of Rural Development  
Department of Rural Development

Krishi Bhavan, New Delhi  
Dated the 2<sup>nd</sup> June, 2021

**Sub: Pre-Empowered Committee Meeting to discuss the project proposals of the State of Bihar for Road Connectivity Project in Left Wing Extremism Affected Areas (RCPLWEA), Batch-I, 2021-22 - reg.**

A copy of the Minutes of the Meeting of the Pre- Empowered Committee held on 28<sup>th</sup> May, 2021 through Video Conferencing to consider the project proposals for Road Connectivity Project in Left Wing Extremism Affected Areas (RCPLWEA), Batch-I, 2021-22 is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of Pre-EC on priority basis.

*Kirti Gupta*  
2/6/21  
(Kirti Gupta)

Under Secretary to the Government of India  
Tele No : 011- 23071326

**Distribution:**

1. Shri Amrit Lal Meena, IAS, Principal Secretary, Road Construction Department, Government of Bihar, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
2. The Nodal Officer (RCPLWEA), Road Construction Department, Govt. of Bihar, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
3. The Director (LWEO-II), Ministry of Home Affairs, North Block, New Delhi-110001.
4. All Directors in NRIDA

**Copy to:-**

PPS to JS(RC)/PS to DS(RC).

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 28<sup>th</sup> May, 2021 AT 3.30 PM TO CONSIDER THE PROJECTS UNDER Batch-I OF PMGSY-RCPLWEA (2021-22)**

A Meeting of the Pre-Empowered Committee (RC) was held through Video Conference on **28<sup>th</sup> May, 2021 at 3.30 PM** under the Chairmanship of Joint Secretary (RC) & DG, NRIDA to consider the project proposal submitted by the State of Bihar under PMGSY-RCPLWEA (Batch-I) of 2021-22. Following officers were present in the meeting: -

<b>Central Govt. Representative</b>	
Dr Ashish Kumar Goel	Joint Secretary, (RC), MoRD& DG (NRIDA)
Shri K.M.Singh	Deputy Secretary (RC), MoRD
Shri. B C Pradhan	Consultant (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Dr. I.K.Pateriya	Director (P.II&III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
<b>State Govt. Representatives</b>	
Shri Sanjay Kumar	CGM cum Empowered Officer, Bihar
Dr. Alok Kumar	JS cum Nodal Office, Bihar
Shri Birendra Kumar	CE South, Bihar
Shri Shrikant Sharma	EE, Banka, Bihar
Shri Ajay Kumar Azad	EE, Gaya, Bihar
Shri Sushil Kumar	SQC, Bihar
Shri Sujeet Kumar	AE, Bihar

**2. Details of RCPLWE (Additional) Proposals as per MHA approval dated 05.6.2020: -**

State	Approved by MHA dated 5.6.2020				Sanctioned till date				Proposals under consideration			
	No of roads	No of bridges/Culverts	Length in Km	Tentative cost (Rs. in Crores)	No of roads	Length in Kms	No of LSBs	Cost (Rs. in Crores)	No of roads	Length in Km	No of LSBs	Cost Rs. in Crore
Bihar	9	0	220.00	259.00					11	189.2	1	222.67

\*MoRD Share : Rs. 133.40 Crore

State Share : Rs. 89.27 Crore

5.5 m width road - 11 Nos & Length - 189.20 km - Rs. 117.34 Lakhs/km

All the proposals are of widening from 3.75 m c/W to 5.50 m C/W.

**1. General Observations:**

i) All proposals are uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny of the proposals is yet to be carried out. State was asked to take necessary action for PTA scrutiny urgently.

ii) The average cost of Rs. 117.34 lakhs/km for 5.50 m road is very high. State mentioned that the cost will be revised and modified. Also, average cost trend in respect of Bihar in comparison to other RCPLWEA States are very high. This needs revision.

iii) At present, there is only one bridge of 20 km, the average cost of LSB has come to 3.35 lakh/mtr. After receiving the DPR of another bridge, the cost will be revised. State was advised to include the bridge of 20 mtr length into single road package to avoid separate tendering process.

iv) All the roads are of 5.50 m carriageway width. Out of 11 roads, 4 roads are under IRC 37 with 75.5 km length. Out of 4 roads, 3 falls in Banka and 1 in Gaya District. The average total cost /km comes to 121.19 lakh/km. State was asked to send traffic survey report of condition of these 4 roads alongwith videography for further study of the condition of these 4 roads. Rest 7 roads are of T9 category with 113.7 km in length. The average total cost is 114.78 lakh/km. State mentioned that only 3 roads of Banka District are under IRC 37, there is no road of Gaya District. Rest 8 are of T9 category. It was explained that there is need for traffic and design correction on OMMAS. State assured to do so.

v) As per PCU data, 07 roads have around 5900 PCU (of T9 category) and 04 roads have PCU between 2371-3460 (of IRC 37). There are mostly two/three-wheeler and light vehicles traffic in practice. State was asked to provide independence third party traffic survey through ATCC and axle load survey to justify the projected traffic. State agreed to send video recording and crust details. State further mentioned that these 3 roads of Banka Dist. are MDR (major district road) in starting and rural roads at last.

## **2. Issues relating to criteria adopted for selection of road and increase in the number of roads than the sanctioned one:**

i) Committee inquired about the change in no of roads from 9 to 11. It was clarified by the state government officials that out of approved 9 roads, 2 have been dropped as both are being constructed under different schemes. Rest 7 roads have been split into 11 packages (3 packages in 1 road of Banka and 4 packages of 1 road (NH 139) of Aurangabad) to make it more attractive for prospective bidders as smaller road are likely to get more bidders from in and around area and therefore execution of projects would be swift. Also, the constructions period will be less for smaller road in comparison to longer road. These projects need to be completed before 31.3.23 hence execution time need to be aliened accordingly.

ii) State officials further informed that one bridge of 20 mtr length in Gaya district is also proposed on planned road. There is also another bridge of 149 mtr (with 10 mtr width) in

Banka District which is currently pending with STA and after scrutiny, the same will also be sent for approval. Hence, total no of bridges proposed would be two. State was advised to submit the DPRs of these two LSBs and they should be included in the same package of road works for which these LSB are proposed for. It was informed to the State that cost of the LSBs over and above the specifications as prescribed in the programme guidelines will have to be borne by the State Government .

iii) The Category of road proposed under the RCPLWEA by the state in this batch particularly one road of Banka district and another of Aurangabad district came up for discussion. It was seen that these roads are already drawing heavy traffic and as such appears to be good road. It was inquired whether state government has taken up these roads keeping in view the objective of RCPLWEA guidelines which has twin objective of seamless movement of armed forces for anti LWE operation and socio-economic development of the people living in the area . The primary focus in improving the road connectivity under this project is to bring people out of physical and functional isolation.

iv) Committee noted that the existing road is of 3.75 m width and has been attracting 5 to 10 msa traffic and is fairly in good conditions then how does it meet the objectives of RCPLWAE and how will it be useful in improvement of connectivity. State government officials explained that the road passes through the villages which come under naxal affected areas. Further, the crust of the road has got damaged completely. These roads have been identified and recommended by local administrative authorities and concurred in by the Home Department of the State.

v) Committee finally desired that the state government may provide a detailed rationale for taking up these roads under RCPLWEA which is already in operation and not providing any new route for the movement of security forces.

### 3. DPR Issues:-

State has submitted the compliance on sample DPR's observations on 11 May 2021. No cost reduction of the proposals was done by the state based on DPR's observations. Independent Third-party traffic survey through ATCC and axle load survey on the roads of more than 1 MSA are awaited from state.

- i. Sample soil test results of DPRs are to be shared.
- ii. PCI value of existing road surface has not been attached to DPR.
- iii. In Pavement strengthening, the annual growth rate of commercial vehicles adopted is 6% instead of 5% as per IRC:37-2018 clause 4.2.2 (Page No. 4). State assured to revise DPR with 5% instead of 6% but the same is still awaited.
- iv. 6th year's renewal cost taken by State is only 13.2% of total construction cost. State is to incorporate 5 year maintenance after 6th year renewal
- v. State is to share the traffic survey details through ATCC to NRIDA.

- vi. In the strengthening of Banka Santhal Pargana Road (BR03RC311), Traffic uploaded on OMMAS (2msa), Proforma-C (5msa) and DPR (10msa) was not matching. State was to verify the correct traffic and Independent Third party survey and axel load survey needed to be done for traffic more than 1 msa. This DPR is designed for 10 MSA which appears to be very much in higher side. State is to share the traffic survey details through ATCC to NRIDA to verify the proposal
- vii. In the strengthening of Banka Santhal Pargana Road, existing crust of pavement is 300mm (150mm GSB+150WBM) but in design, state is considering only the 100mm of existing crust. State needs to provide the existing thickness as per pit test at site to NRIDA. Crediting 100mm thick of existing crusts is too less. It should be evaluated properly as per IRC SP:72:2015 para 2.2.3 along with para 6.
- viii. In the strengthening of Banka Santhal Pargana Road, Higher no of CDs proposed. State needs to explore the possibility of maintaining existing good CDs with minor repairs instead of reconstruction, wherever possible. State mentioned that out of existing 36 culverts, 19 are damaged which are proposed for replacement. State needs to re-check the structural condition of the existing culverts and submit the location wise recommendations along with different angled photographs.
- ix. As per IRC SP: 72:2015, for surface course OGPC is allowed but the State has proposed provision for SDBC. The over and above cost for SDBC from OGPC should be borne by the State and additional cost needs to be added under Higher Specification Cost. State agreed to this proposition.
- x. In widening portion, in place of 200mm GSB, state has proposed 215mm GSB and same needs to be correct as per IRC SP: 72:2015. State assured to correct as 200mm GSB but no cost correction is done on OMMAS.

State was asked for compliances of the above observations before EC meeting.

#### 4. Maintenance:-

State has proposed Rs 1826.20 lakhs (8.23% of Construction Cost) for 5 years Routine Maintenance and Rs 2886.24 lakhs (13.00% of Construction Cost) for 6th year's renewal to be borne by State Govt. The State was advised to increase the 6th year's renewal cost to at least 18% of construction cost considering the price escalation. State should also include 5 years routine maintenance cost after 6th year's renewal in DPRs.

#### 5. R&D technology :-

State has proposed 18.92 km under Technology with IRC Specification (Mainstreaming Technology) but this is all relating to 'waste plastic'; and 9.46 km under IRC Accredited Materials/Technologies. State needs to adopt minimum 10% length for other mainstreaming technology other than waste plastic and cold mix technology and the State should propose adequate length under waste plastic and cold mix not under new technology but as conventional technology. Similarly, State should propose minimum 5% under IRC accreted and other technology as per guidelines.

State informed that they have selected 2 roads with 100% use of waste plastic IRC Accredited Materials. NRIDA asked state to use maximum new technologies being a directive of Niti Aayog.

6. **e-MARG: Onboarding :-**

State was advised to take necessary action for achieving 100% target for payment through e-Marg.

7. **Maintenance Abstract (as per OMMAS)**

It was observed that 45% expenditure has been done w.r.t. liability and 80% expenditure is done w.r.t. fund received. State to focus more on expenditure on maintenance.

8. **Renewal Length Status-(Report generated as per OMMAS):-**

Year	Due for Renewal (Cumulative)	Renewal Done during the year	Expenditure during the year (Rs. Cr.)	
			Center share	State share
2016-17	15945.79	551.30	1.04	0.04
2017-18	23009.81	801.24	2.84	0.00
2018-19	28489.58	748.49	-5.69	0.00
2019-20	32564.64	1214.23	0.00	0.00
2020-21	36010.16	987.38	0.00	0.00
2021-22 (as on 27.5.2021)	41025.55	34.51	0.00	0.00
<b>Total:</b>		<b>4337.15</b>		<b>0.04</b>

State is advised to confirm and update Renewal data. Renewal length and expenditure data seems to mismatch.

9. **Quality Issue**

- i. 35 works have not been inspected by SQM and payment has been made to 8 SQMs. There are 11 disputed works.
- ii. 78 SQMs are active as per OMMAS and 24 more are needed. For the FY 2021-22, target for SQM inspections is 1420 and till date 4 SQM inspections have been conducted.
- iii. In 27 ongoing works, 14.81% are U.
- iv. Pending ATRs for ongoing works at state level are 04.
- v. No maintenance work has been inspected.

10. **Finance:-**

State should look into the following points with regard to financial matters and take action to resolve the same:-

- i. State to submit Audited Balance Sheets for FY 2019-20.
- ii. State to submit bank interest verification reports for FY 2019-20
- iii. Recovery of interest for FY 2018-19 is still pending.

State assured to submit the same within first week of June, 2021.

Meeting ended with Vote of Thanks to and from the Chair.

\*\*\*\*

