

**No-P.17024/3/2021-RC (e-373948)**  
Government of India  
Ministry of Rural Development  
Department of Rural Development  
Rural Connectivity (RC) Division

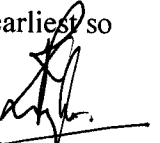
Room No.377  
Krishi Bhavan, New Delhi  
Dated the 25<sup>th</sup> November, 2021

**MINUTES**

**Subject: Meeting of Pre-Empowered Committee to discuss the project proposals for Pradhan Mantri Gram Sadak Yojana (PMGSY-III) submitted by the State of Assam for the 2021-22 (Batch-I)- Minutes thereon.**

The undersigned is directed to forward herewith the Minutes of the meeting of the Pre-Empowered Committee held on 11<sup>th</sup> November, 2021 at 11:00 AM (through Video Conferencing) under the Chairmanship of Joint Secretary (RC) and DG (NRIDA) to discuss the project proposals submitted by the State of Assam for the year 2021-22 under PMGSY-III, Batch-I.

2. State is requested to furnish the compliance of the Pre-EC meeting to the Ministry/NRIDA at the earliest so that EC meeting could be conducted on time.



(R.K.Singh)  
Under Secretary to Govt. of India

Distribution:

1. The Commissioner and Special Secretary, PWRD ( Govt. of Assam)
2. The Chief Engineer PMGSY, Assam
3. All Directors NRIDA

Copy for information to:-

PPS to Secretary (RD)/PPS to AS&FA/PPS to AS (RD)/PPS to JS(RC)/All directors, NRIDA, New Delhi

**Minutes of the Pre-Empowered Committee Meeting held on 11.11.2021 for consideration of proposal of the State of Assam under PMGSY-III, Batch I of 2021-22**

A meeting of the Pre-Empowered Committee for PMGSY was held on 11.11.2021 at 11.00 AM under the Chairpersonship of JS (RC) & DG (NRIDA) to consider the project proposal submitted by the State of Assam for PMGSY-III, Batch I of 2021-22. The following officials were present in the meeting: -

Dr. Ashish Kumar Goel	Joint Secretary (RC)& DG, NRIDA
Sh. Devinder Kumar	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. P. Mohanasundaram	Joint Director (NRIDA)
<b>State Govt. Representatives</b>	
Sh. Rajesh Kemprai	Commissioner and Special Secretary, PWRD, Assam
Sh. D. Saharia	Special Secretary, PWRD
Sh.B.Talukdar	CE, PWD & Empowered Officer
Sh. P. Barua	Addl. CE, PMGSY
C. Sarma	Addl. CE and SQC, PMGSY
Sh. Bimal Kumar Seal	FC, PMGSY
Sh. N. S. Sinha	AEE & ITNO, PMGSY
Sh. P. Bhattacharyya	AEE and NMO, PMGSY

2. **Current proposals of the State Govt. under PMGSY-III, Batch-I of 2021-22 are as under: -**

As per States proposal dated 06.11.2021					As per OMMAS as on 08.11.2021			
Item	Nos	Length (in km/ m)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Roads	248	1,581.21	1,062.68	67.21	248	1,581.21	1,033.95	65.39
LSBs	120	5,035.08	290.30	5.77/m	120	5,035.08	290.54	5.77/m
Total	248 roads 120 LSBs	1,581.21 m roads 5,035.08 m LSBs	1,352.98		248 roads 120 LSBs	1,581.21 m roads 5,035.08 m LSBs	1,324.49*	

\* MoRD Share : Rs. 1,186.45 Crores

State Share : Rs. 138.04 Crores;

Target: 4325 km

Sanctioned: 2,760

STA has scrutinized all proposals, however PTA scrutiny of at least 10% of the proposals is yet to be done. The state was advised to complete the PTA scrutiny. State has proposed 16.21 Km more than their allocation. State was advised to reduce the proposal accordingly.

3. **Carriageway width wise and Average cost wise details of road:** 50 roads of 5.5 m width are 443.65 km length with average cost 90.70 lakh/km and 198 roads of 3.75 m width are 1137.56 km length with average cost 55.52 lakh/km. Average cost of 5.5 m width road is on higher side. *Therefore, state should examine the DPRs of high-cost pavements and non-pavement costs, in both CW 3.75 and 5.5m categories,*
4. **Traffic wise details of road:** In 3.75 m carriageway width, 33 roads of 193.69 km are in T4&T5 category with average cost Rs 55.13 lakhs/km, 164 roads of 943.88 km are in T6 with average cost Rs. 55.61 lakh/km and 01 road of 10.70 km is in T7 category with average cost Rs. 54.86 lakh/km. In 5.50 m carriageway width, 25 roads of length 232.17 km with average cost Rs. 78.91 lakhs/km are in T6 category, 04 roads of length 30.32 km with average cost Rs. 74.37 lakhs/km are in T7 category and 21 roads of length 181.15 km with average cost Rs 108.53 lakhs/km are in T9 category. *It has been observed by Pre EC that distribution of roads based on the basis of traffic is abnormal in respect of T-5 & T-6 category, the State needs to conduct proper traffic survey so as to get proper traffic distribution. Also, the State may explore use of any other alternative technology to bring down the cost of high cost DPRs.*  
*State should adopt surface dressing for all T-4 & T-5 category of roads and 50 % for roads in T6 and T7 category.*
5. **Surface wise details of existing roads:** Out of the total proposed length of 1,581.21 km, 5.86 km is Brick soling, 96.81 km is Track, 116.26 km is Gravel/Moorum, 59.22 km is WBM, 1,229.29 km is BT, 73.77 km is CC. The State should justify high proportion of track/gravel/WBM/brick soling roads and as to how they are classified as MLR/TR. Are they smaller roads, standalone or part of larger roads as missing links? *Road wise information should be presented in a tabular form in which BT and non-BT portion length and percentage should be mentioned, and detailed justification be given for taking up non-BT portion and what is the projected PCU for these roads.*
6. **Length wise proposal details:** Out of 248 roads, 94 roads are 3 to 5 km in length with average cost Rs.60.16 lakhs/km and 154 roads are 5 km and above with average cost Rs.66.96 lakhs/km. *Committee has also pointed out that information should be obtained as to how many of them are marginally less than 5 Km. The distribution of candidate road length and eligible length (3-4Km, 4-4.5 Km, 4.5-5 Km) should be presented for these 94 roads.*
7. **High Pavement and Non pavement cost roads:** Pre EC observed that in case of 3.75 m width road, out of 198 no of roads, pavement cost of 36 roads is more 55 lakh/km. Similarly in case of 5.5 m width roads, pavement cost of 31 roads is more than 70 lakh/km. *State should adopt alternative technology for these high pavement cost roads.* Also, all those roads where non pavement cost is more that 15 lakh/km should be analysed properly e.g. in districts like Golaghat, Kamrup rural, Kokrajhar and N.C. Hills non pavement cost is high and needs proper scrutiny. *State should explore adoption of New Technology in protection works also. In case of composite bridges/ RCC bridges and Baily Bridges usage of baily bridges/ modular steel bridges may also be explored keeping in view salvage value of steel in future in case of bailey/ modular bridges. The state should organize webinar with FDR and cement stabilization vendors/ technology providers. High-cost roads may also be proposed under FDR.*
8. **PCU wise details of roads:** In case of 3.75 m width roads there are 13 roads where PCU is more than 2000. State should conduct proper traffic survey and propose widening if PCU is more than 2000.
9. **DPR issues:** Following DPR issues were presented for consideration before Pre EC. The Pre EC observations on these issues if any are also mentioned below: -

- 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 latest advisory issued by MoRD on 02 Jun 2020. This action should be accomplished at the time of EC so as to save time in sanction of these proposals.
- ii. Proper transect walk photographs, transect walk summary/ Minutes, and copy of Gramma Sabha's approval are not attached to most of the DPRs & need to be attached to the DPRs.
- iv. State should certify that the roads proposed in current batch are not the PMGSY roads which are under design life.
- v. State should ensure that the required land width is available to provide 7.50 m and 9 m top width for 3.75 m & 5.50m carriageway as per IRC guidelines. Further, State should ensure that the existing CDs are widened to 9 m width for 5.50 m width roads. State has not proposed any widening of existing CDs in certain DPRs.
- vi. 3rd party traffic verification as per recent advisory should be done by the State for design traffic considered more than 1 MSA and the reports should be attached with the DPRs (21 roads). Reports need to be provided to NRIDA for verification e.g. (Package no AS13336, AS03269).
- vii. State should ensure that the design stage RSA has been done for all the proposed candidate roads and the reports should be attached with the DPRs. Sample reports need to be provided for verification.
- viii. State may propose roads with FDR technology where the average pavement cost/km is on the higher side.
- ix. In most of the DPRs the Soil Test results have not been authenticated by the consultants or departmental officials.
- x. The test results for GSB, carted earth, and shoulder materials are not found attached to the DPRs.
- xi. Cost for planting of trees and their maintenance is added in some of the DPRs, it should come under state share (higher specifications).
- xii. Existing/proposed box culverts, slab culverts, Causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- xiii. State should follow the overlay thickness as per clause 2.2.3 of IRC:SP:72:2015.
- xiv. In some of the DPRs profile correction has been proposed with WBM/ WMM material of 20%-40% quantity, should be rationalized (e.g. Package no AS13336, AS18079, AS11882, AS09091)
- xv. In some DPRs State has proposed RCC Drain with 100 % cover slab at higher cost. It should be rationalized and may be proposed with Brick masonry with cover slab as per requirement (e.g., Package no AS03269).
- xvi. As per the IRC: SP:72-2015 para of 9.2 gravel shoulders should be provided with 100 mm thickness and restricted to 1 m width on both sides of road. But in some DPRs hard shoulders have been proposed more than required as per the specification should be corrected (e.g. Package no AS24265).
- xvii. Locations of road safety measures & road furniture should be provided in the road plan with proper justifications and quantities shall be rationalized as per the actual site conditions.

- xviii. State has proposed CC pavement/ Cell filled concrete pavement over the existing CC road. State should propose Paneled Cement Concrete/ Cell Filled Concrete on existing CC pavement wherever possible. About 12 km (14 roads) of existing CC roads converted to flexible pavement. Needs to be justified.
- xix. State should ensure that the cost towards utility shifting, electric pole shifting is added under Higher Specification cost in OMMAS.
- xx. Incomplete hydraulic calculations found in the Bridge DPRs (AS 16-205)/ Incomplete Geotechnical investigation data (AS18085).
- xxi. Mismatch between the data mentioned in design and drawings for structural members
- xxii. Joint Inspection reports of bridge site needs to be provided by the State.

## 10. Planning Audit

### (a) Trace map ranking

77.42% of roads are falling under trace map ranking of 1 to 15, 14.92% roads are falling under trace map ranking of 16 to 50, 6.45% roads are falling under trace map ranking 50 to 100 and 1.21% road is falling under trace map ranking more than 100. High trace map ranking can be because of low usage or inter-block roads. All proposals of Trace Map rank of more than 50 have been checked on satellite imagery and found satisfactory.

### (b) Proposal Level Checks

All proposals are uploaded on GEOSADAK. Sample of 72 proposals was identified by NRIDA and audited for their utility as TR/MRL under PMGSY-III based on trace map > 50, earthen portion [>50%] and high CUCPL rank. Out of 22 proposals which were flagged by NRIDA, 11 such proposals which were not fulfilling the PMGSY III guidelines and will not be proposed again in PMGSY III, for rest of the flagged proposals the State has given appropriate justification which are found to be satisfactory which required detailed/ significant justification or modification to the proposed alignment. In case of proposal checks related to data proposed length is more than Eligible CUCPL length in respect of roads shown in table below.

District	Block	WORK NAME	PACKAGE ID	TOTAL LENGTH (km)	Eligible CUCPL Length (km)
Sonitpur	Dhekiajuli	T23	AS22667	6.12	5
Cachar	Lakhipur	MRL05	AS03255	4.377	3.22
Nowgaon	Khagarijan	MRL15	AS19758	4.1	3.03
Baksa	Dhamdhama	MRL03	AS24261	7.2	5.65

\*\* State should provide appropriate justifications and ensure that non eligible portion of the candidate road is not part of proposal.

(c) Proposed Pucca Drain length is more than twice the CC length in case of packages given below in table. State should provide appropriate justifications for above proposals for providing additional Pucca drain length in open area.

District	Block	WORK	PACKAGE	Pucca Drain Length (km)	CC Length	Total Length	Pucca Drain Cost/km
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					(km)		
Cachar	Tapang	MRL01	AS03250	0.75	0.15	3.47	38.47
Darrang	Bechimari	MRL14	AS16205	2.00	0.40	6.30	44.31
Nowgaon	Pakhimaria	MRL02	AS19772	0.70	0.07	5.01	69.54
Nowgaon	Binnakandi	T03	AS19782	2.38	0.25	14.00	60.18
N.C.Hills	Diyung Valley	MRL15	AS18086	0.65	0.10	5.50	47.38

(d) It has been noticed by Pre EC that some high priority roads have been excluded from the current batch. State should submit the evidence against each exclusion as part of the signed Pre EC compliance. Wrongly excluded roads should be checked on Geosadak and photographs all roads having PCI > 3 should be checked.

(e) In some proposals, existing condition of the road is in fair condition. According to PMGSY-III guidelines, road with PCI>3 doesn't qualify for upgradation neither for riding quality improvement. State should reconsider the proposal (e.g. Package no AS02178, AS11882).

#### 11. R&D technology

The state has proposed 530.89 Km (33.57%) under Mainstreaming Technology using Waste Plastic and cold mix technology, 52 km (3.29%) under other main streaming technology (Lime Stabilization) and 94.51 km (5.98%) of total length using IRC Accredited Materials/ Technologies. State has proposed 101.17 km with CC pavement. State should propose all this CC length using Cell Filled Concrete/ Panelled Cement Concrete/ Roller compacted concrete. Whenever pavement cost is crossing a threshold limit, new technology should be used to reduce the cost. State should use FDR technology where cost of pavement is high. Other Mainstreaming Technology like cement stabilized sub-base/ base etc also needs to be increased. State should explore use of new technology in protection works as well. *State should adopt surface dressing for 100% T-4 & T-5 category of roads and at least for 50% road length in T6 and T7 category.*

#### 12. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs.117.27 crore which is 11.34% of construction cost and 6th year renewal cost cost of Rs 294.6465 crore which is 28.50% of construction cost. *The state should clarify whether this 28.50% is just the cost of renewal or includes 6-10th year maintenance cost as well? The 6-10th year maintenance cost should also be a part of the DPR.*

#### 13. Maintenance of roads under DLP

During 2020-21, against the liability of Rs. 40.11 crore, expenditure of Rs. 27.31 crore has been done which is 68.09% of liability. For the current financial year 2021-22, the maintenance liability is 57.73 crore and as on 08.11.2021, the expenditure is Rs. 0.71 crore. State has not credited any amount in SRRDA's account from 2020-21 to 2021-22. Therefore, State is requested to intimate the fund released to SRRDA under DLP during the above-mentioned periods. State has also not updated expenditure data for renewal of roads. State should update the same on priority, so that correct data is reflected on OMMAS before EC meeting.

#### 14. e-MARG

Out of total 3345 packages pushed to e-MARG, 184 packages are pending for locking, 272 packages are pending for manual entry expenditure (MEE) and 3045 roads are locked. 83 roads (3%) are pending for registration on e-MARG App, 1219 roads (40%) are pending for routine inspection (RI) and 1348 roads (44%) are pending for



1.	PMGSY I	8,381	26,987.25	7,987	26,678.85	394	173.80	0	0.00
2.	PMGSY II	251	1,724.35	93	1,699.92	158	24.44	0	0.00
3.	PMGSY-III	429	2,759.72	6	432.21	423	2,327.51	11	59.46
Total		9,061	31,471.31	8,086	28,810.98	975	2,525.74	11	59.46

**TYPE OF WORK-LSBs**

S.No	SCHEME	Sanction (Nos.)	Completed (Nos.)	Balance (Nos.)	Unawarded (Nos.)
1.	PMGSY I	1,346	1,041	305	-
2.	PMGSY II	66	21	45	-
3.	PMGSY-III	0	0	0	-
Total:		1,412	1,062	350	-

State has assured that all the balance works under PMGSY-I&II will be completed before the deadline of 31<sup>st</sup>March, 2022.

**18. Governance issues:**

- i. Regarding issues like staff strength at SRRDA and PIU level, the State reported that ASRB has sufficient capacity at both SRRDA and PIU level and state at present is performing below its capacity. Similarly, there is sufficient strength in technical wing involved in preparation & scrutinization of DPRs.
- ii. Regarding capability for design and execution of bridge works and their supervision during construction, the state reported that for supervision PIU also has experienced technical manpower. 15 Bridge experts are also outsourced and in house bridge design cell is also periodically deputed for field inspection.
- iii. Regarding mechanism of SQM inspections and effectiveness of quality cell, the state reported that they will try to strengthen QMC by appointing more qualified Engineers.

19. The State was asked to furnish the compliance report on the observations of the Pre-Empowered Committee urgently so that the proposal could be placed before the Empowered Committee at the earliest possible.

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

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