

File No.P-17024/14/2019-RC (FMS-369039)

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

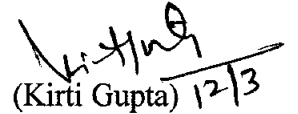
Room No.454
Krishi Bhavan, New Delhi
Dated the 12th March, 2021

MINUTES

Subject: Meeting of Pre-Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of Madhya Pradesh for the 2020-21 (Batch-II) – Minutes thereon.

The undersigned is directed to enclose herewith the Minutes of the meeting of Pre-Empowered Committee scheduled for **4th March, 2021 at 5:00 PM** under the Chairmanship of Joint Secretary (RC) & DG (NRIDA to discuss the project proposals for PMGSY-III submitted by the State Government of Madhya Pradesh for the year 2020-21 (Batch-II) for information and necessary action.

2. State is requested to furnish the compliance of the Pre-EC to Ministry/NRIDA for conducting the EC on time.


(Kirti Gupta) 12/3

Under Secretary (RC)
Tel: 011-23071326

Distribution:

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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 Meeting of Pre- Empowered Committee held on 4th March, 2021 for the proposals of the State of Madhya Pradesh under PMGSY-III, Batch-II (2020-21)

A meeting of the Pre-Empowered Committee for PMGSY-III proposals was held on 04.03.2021 through VC under the chairpersonship of Joint Secretary (RC) / DG, NRIDA to discuss the proposals under PMGSY-III, Batch-II, 2020-21. The following officials were present in the meeting:-

Government of India representatives	
Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG (NRIDA)
Shri K. M. Singh	Deputy Secretary (RC)
Shri B C Pradhan	Director , (Technical) NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. I.K. Pateriya	Director (Projects-II/ III), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri P. Mohanasundarm	Joint Director (Technical), NRIDA
Shri Harsh Nisar	Data Scientist, NRIDA
State Government representatives	
Shri Shashank Mishra	CEO, MPRRDA
Shri P.K. Nigam	Engg.-in-Chief, MPRRDA
Shri N.P.S. Niranjan	CGM (Finance), MPRRDA
Shri Govind Pancholi	ITNO, MP
Shri S.D. Pendse	General Manager, MPRRDA

2. Details of the proposal:-

As per State's proposal dated 03.03.2021					As per OMMAS as on 03.03.2021			
Item	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Roads	504	5,205.00	3379.44	64.92	503	5,186.36	3,372.77	65.03
LSBs	156	4,775.79	166.25	3.48/m	98	3,015.70	108.06	3.58/m
Total	504 roads 156 LSBs	5,205 Km roads 4,775.79 m LSBs	3,545.69		503 roads 98 LSBs	5,186.36 Km roads 3,015.70 m LSBs	3,480.83*	

***MoRD Share : Rs. 2,026.55 Crores**
Target : 12,362.50 Km

State Share : Rs. 1,454.28 Crores
Sanctioned : 6,223.53 km

143 roads of 1,844.14 km are 5.50 m wide with average cost of Rs. 77.52 lakhs/Km and 360 roads of 3,342.26 km are 3.75 m wide with average cost of Rs 58.14 lakhs/km. PTA has scrutinized 40 roads of 459 km on OMMAS. Balance (10 roads & Bridges) are to be scrutinized by PTA. State needs to verify and correct RQI length (592.62km).

3. DPR Issues :

- State needs to provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal.
- State needs to certify that the roads proposed in current batch are not PMGSY roads which are under design life.

- State needs to 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.
- 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. Sample reports need to be provided for verification.
- State needs to 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.
- State needs to propose Surface dressing where the roads designed with T5 and below traffic category as per design chart and Clause 7.3.3 of IRC:SP:72:2015.
- State needs to provide PCU/day details of the roads proposed with 5.5 m carriageway width, as all the proposals for 5.5 m roads are for widening from 3.75 m roads.
- The test results for GSB materials, carted earth, and shoulder materials are not found attached to the DPR.
- State needs to ensure that due credit has been given for existing pavement and overlay thickness proposed in the DPRs as per clause 2.2.3 of IRC:SP:72:2015.
- For overlay thickness, the Para 2.2.3 of IRC SP:72:2015 should be used for all upgradation roads. The stretches where existing surface is extensively damaged, the design chart given in Fig 4 of IRC SP:72:2015 can be used.
- In some DPRs, 2 layers of tack coat is proposed. One layer tack coat needs to be deleted as per D.O. letter No. NRRDA-P014(11)/1/2018-JD (Tech) Dated- 23-03-2018.
- State has proposed 636.12 km (12.27%) using CC pavement. Out of this 448.25 km is existing CC pavement. State has proposed only 24.91 km using Paneled Cement Concrete. Majority of these roads may be proposed with Paneled Cement Concrete/ Cell Filled Concrete. **What will be done to the existing CC pavement should be clarified. What is the design life of current CC pavement and how will the credit to it be given? Will it be destroyed and rebuilt? Road-wise justification needs to be given.**
- Pavement cost/km is on the higher side (>Rs 50 lakhs/km) in 30 roads of 3.75 m width roads. State needs to re-verify such DPRs.
- Pavement cost/km is on the higher side (>Rs 70 lakhs/km) in 19 nos of roads of 5.5 m width roads. State needs to re-verify such DPRs.
- **Non-pavement cost is very high in many districts. This needs to be examined road wise and proper justification be given.**
- In 83 proposals BM is considered though the Traffic is less than T9 category. Such proposals need correction.
- In some DPRs, 1.9m width on either side and 150mm thick hard shoulder is proposed. Hard shoulder should be proposed only 1m width on either side and maximum 100 mm thickness as per IRC SP: 72:2015. (E.g.- MP47711, MP17707)

- Due credit has not been given for cutting earth work quantity obtained from drains. Needs to be reduced in overall earthwork quantity.
- Existing/proposed box culverts, slab culverts, Causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- In 23 roads, CD work is found on higher side i.e. >15 Lakhs/km). State needs to re-verify such DPRs
- In 6 proposals, protection work is found on higher side MP02704, MP15708 MP17708, MP21706, MP33714, & MP34715. (i.e. > Rs 150 Lakhs). State needs to re-verify such DPRs.
- Locations of road safety measures & road furniture should be provided in road plan with proper justifications.
- Utility shifting charge needs to be shifted to higher specification cost. In some DPRs the Utility Shifting is considered but Higher Specification cost is Zero.
- State needs to provide the rate analysis with comparison of cost between conventional method and roads using new technologies and couple of DPRs using these technologies including rate analysis needs to be scrutinized at NRIDA.

4. Length wise proposal details:-

SI No	Items	No of roads	Length in km	Pavement cost	Cost/ km	Total cost in Crores	Average cost/ km
1	4 to 5 km	3	12.81	7.23	56.44	8.65	67.53
2	5 km and above	500	5,173.55	2,537.56	49.05	3,364.12	65.03
	Total	503	5,186.36	2,544.79	49.07	3,372.77	65.03

For the State, average Candidate road length is 11.25 km while the average proposed road length is 10.31 km.

There is need to call reports from some Districts where average cost is much higher. There is huge difference between pavement cost and total cost per km which needs examination.

5. Surface wise details of existing roads:-

Out of 5186.36 km of road length, the break-up of roads as surface wise is as under:-

Brick soling	Track	Gravel	WBM	BT	CC	Total
9.38	411.33	291.93	16.75	4,008.72	448.25	5,186.36

The following points need to be clarified:

(i) How are track and gravel roads counted as TR/MRL? All roads where BT/CC is less than 90% should be analyzed and their status as TR/MRL should be justified road-wise and it should be examined on GIS/Satellite map.

(ii) State should send detailed justification on the proposed 39 roads which are to be constructed on Track and Gravel surface.

(iii) Committee is not agreeing in taking roads with major portion of earthen, track or gravel as these are not major routes. State to send proper justification for opting these roads, if at all required.

(iv) There is need to re-categorize the existing surface beyond 50% into 50-70%, 70-80%, 80-90% and 90-100%.

(v) All the 155 roads which have been excluded due to 'Ownership Issue' may be included. Exclusion of roads should be justified by giving reasoning by State in each case.

(vi) 10 roads had good quality surface, how they qualify for up gradation, needs to be examined.

6. Planning Audit (Satellite based):-

Proposals are in-process of being uploaded to GEOSADAK. Sample of 162 proposals was identified by NRIDA and audited for their utility as TR/MRL under PMGSY-III. Out of 162 samples, 50 were found correct and 15 proposals need clarification. 97 are pending to be uploaded on GEOSADAK. The 15 proposals which need clarification, require detailed justification from the State from the view of objectives by benefiting educational, health and agro access. **Road wise concerns of Audit and Audit remarks have been sent to State for justification separately.**

7. Data related proposal checks:-

There are 5 proposals with Pucca drain Length more than twice the length of CC length and pucca Drain is more than 1 km. The State is to submit satellite maps of these proposals stating the exact position of the drains with justification.

5 proposals are also there where proposed CC length is less or equal than existing CC length with High CC Cost. State needs to see if existing CC in DLP is being re-proposed and identify economy by use of new technologies. Proposal wise ATR is also needed.

In respect of data related checks, state to submit satellite maps of the proposals where they are taking pucca Drain length than CC length.

State is to check that existing CC in DLP is being re-proposed or not and to identify economy by use of new technologies.

8. Excess length being proposed:-

In 24 packages of 24 Districts, proposed length is in excess beyond the eligible CUCPL length. Non-eligible length beyond measurement error is to be moved to higher specification cost.

If non-eligible length beyond measurement error is proposed then state is to propose this under State's Higher Specification Cost. This needs re-examination.

9. Maintenance

State has proposed Rs 20,516.11 lakhs (6.08% of Construction Cost) for 5 years Routine Maintenance and Rs 42,247.77 lakhs (12.53% 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 18 to 20% of construction cost considering the price escalation. State should also include 5 years routine maintenance cost after 6th year's renewal in DPRs.



10. R&D technology

State has proposed 1721.77 km (33.20%) under Technology with IRC Specification (Mainstreaming Technology) and 305.63 km (5.89%) under IRC Accredited Materials/Technologies. State need to adopt adequate length under mainstreaming technology other than Waste Plastic such as Roller Compacted Concrete, Cement Stabilization, Cell Filled Concrete. Also the state need to propose adequate length under IRC Accredited technology in respect of soil stabilization and Nanotechnology in the GSB/ Base Course instead of Nanotechnology in bituminous surfacing course. State needs to adopt surface dressing as bituminous wearing course for the roads having traffic T5 and less.

Use of FDR in around 200 km of high pavement cost proposals should also be considered. State should strive to propose around 25% length under proven mainstreaming or accredited technology other than Waste Plastic and Cold Mix like surface dressing, FDR, white topping, cold mix, etc.

11. Progress of PMGSY works

State was advised to complete the balance length of roads about 186.76 kms under PMGSY-I, 61.45 kms under PMGSY-II and 58.20 km under RCPLWE before the end of this financial year. The State has informed that certain roads and Bridges are to be dropped. The State was advised to send the dropping proposal on priority basis.

12. Maintenance Abstract (as per OMMAS)

Year (s)	Maintenance Liability during Year (Rs. Cr.)	Fund Received (Rs. Cr)	Expenditure (DLP) (Rs. Cr.)
2016-17	51.78	0	0
2017-18	56.69	4,682.68	828.38
2018-19	68.83	819.70	249.62
2019-20	79.94	844.42	212.57
2020-21 (as on 04.3.2021)	85.25	133.18	195.19
Total:	342.49	6,479.98	1,485.76

It was observed that funds received status is not updated. Hence, State should verify and update the same. Funds which have been received against DLP are to be entered in OMMAS.

13. Maintenance Renewal Length -(Report generated as per OMMAS)

Year (s)	Length due for Renewal (km)	Renewal Length (Km)	Expenditure (Rs. Cr.)	Incentive given to State (Rs. Cr.)
2016-17	45,169.54	5,109.39	-	-
2017-18	48,119.36	7,720.24	24.25	2,375.60
2018-19	50,771.41	4,882.64	63.27	411.25
2019-20	55,619.24	2,451.43	50.05	292.93
2020-21 (04.03.2021)	60,600.21	2,857.11	113.71	175.44

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

14. Quality Control (1st and 2nd Tier)

Out of 831 no. of ongoing packages, labs have not been established in 43 packages. Out of 507 completed and ongoing works, 43 have not been inspected by SQM. 1 ATR against completed work and 3 ATRs against ongoing work are pending with state which needs to be submitted by the State immediately. **The State needs to improve the quality of SQM inspections; They should hold an orientation workshop of SQMs, to be chaired by CEO.**

15. Fund Position

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

- i. Non transfer for fund received & Expenditure incurred of Incentive money to new Heads**
- ii. Heavy Expenditure incurred under the head Travel Expenses (Expenses incurred: 15.72 crores and Expenditure limit is: 5.07 crore.**
- iii. Non-submission of PMGSY financial reconciliation report.**
- iv. There are 6 works pending for financial closure for more than 180 days as on 2nd March, 2021. State needs to look into the issue.**
- v. State is to submit PMGSY financial reconciliation report on priority basis.**
- vi. State is to release funds pending with State treasury before EC meeting. (Central Share: - 293.75 crore and State share: - 636.05 crores). State clarified that these figures are old and they have only Rs.205 crore in treasury and State will be able to spend this entire fund within two-three days.**

Meeting ended with Vote of Thanks to the Chair.

