

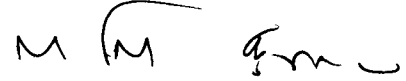
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Government of India
Ministry of Rural Development
Department of Rural Development

Krishi Bhavan, New Delhi
Dated 15th November, 2021.

MINUTES

Sub: Minutes of Meeting of Pre-Empowered Committee to discuss the project proposals for Road Connectivity Project on Left Extremism Area (RCPLWEA) submitted by the State Government of Telangana for the 2021-22 (Batch-I) -reg.

A copy of the Minutes of the Meeting of the Pre- Empowered Committee held on 12th November, 2021 through VC to consider the project proposals for Batch-I of 2021-22 under Road Connectivity Project for Left Wing Extremism Areas (RCPLWEA) is forwarded herewith for information and necessary action.



(Lalit Kumar)

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Distribution:

- i. Principal Secretary, Road and Building Department, Government of Telangana, 4th Floor, A-Block, T.S Secretariat, Hyderabad-500022.
- ii. Engineer-in-Chief, LWE & Building Errum-Manzil colony, Hyderabad, Telangana.
- iii. Director (LWE-II), North Block, MHA, New Delhi-110 001.
- iv. All Directors in NRIDA, 15 NBCC Tower, 5th Floor, Bhikaji Cama, Place, New Delhi-110066.

Copy to:-

PPS to JS (RC)

Minutes of the Meeting of the Pre-Empowered Committee held on 12th November, 2021 at 3:30 PM to consider the project proposals submitted by the State of Telangana under Road Connectivity Project for Left Wing Extremism Affected Areas (RCPLWEA) Batch-I of 2021-22

A Meeting of the Pre-Empowered Committee was held through video conference on **12th November, 2021 at 3:30 PM** under the Chairmanship of Joint Secretary, Department of Rural Development & DG, NRIDA to consider the project proposals submitted by the State of Telangana under RCPLWEA (Batch-I, 2021-22). Following officials were present in the meeting:

Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG, NRIDA
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
Shri Lalit Kumar	Deputy Secretary (RC), MoRD
MHA Representative	
Shri Nishant Mishra	Deputy Secretary
State Govt. Representatives	
Shri Pingali Satish	CE (R&B)
Shri M. Srinivasa Reddy	EE (R&B)

2. Details of Proposal:

The State of Telangana has so far been sanctioned 59 road works of 698 Km and 33 LSBs under RCPLWEA. The Ministry of Home Affairs had in the month of June, 2020 recommended additional proposals of 2,024 Km and 28 LSBs for the States of Bihar, Chhattisgarh, Jharkhand and Telangana, which included 104 road works of 454 Km and 2 LSBs for the State of Telangana. Of these, the current batch of proposal includes 88 road works of 324.72 Km and 1 LSB as per the following details:-

As per State's proposal					As per OMMAS as on 11.11.2021			
Item	No of Roads	Length (in km)	Cost (Rs in Crores)	Avg. Cost per Km/m (Lakhs)	No of Roads	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Roads	88	324.72	373.34	114.97	88	324.72	373.34	114.97
Bridges	45	2,132.08	138.60	6.56/m	40	1,899.42	124.56	6.56/m
Total	88 roads 45 LSBs	324.72 Km Roads 2,132.08 m LSBs	511.94		88 roads 40 LSBs	324.72 Km Roads 1,899.42 m LSBs	497.90*	

*MoRD Share : Rs. 270.82 crore

State share : Rs 227.08 crore

I. As regards balance 16 road works and 1 LSB, State representative intimated that those have already been covered in other schemes. The State was advised to confirm the same in writing that they will not be proposed further.

II. Out of 88 road works, the State has proposed 75 road works of 202.17 km length having 3.75 m carriageway at average cost of Rs 110.13 lakh/km. The State representative intimated that all these 75 road works are new formation. 12 road works of 102.55 km length have been proposed in 5.5 m carriageway width category with an average cost of Rs 122.70 lakh/km and 1 road of 20 Km length has been proposed in 7 m carriageway width with an average cost of Rs. 124.35 lakh/km.

III. Out of 88 road works and 40 LSBs proposed in the current batch, 51 road works and 40 LSBs have been scrutinized by STA on OMMAS. No proposal has been scrutinized by the PTA. The State representative assured that the STA and PTA scrutiny would be completed in the next 2-3 days.

3. Traffic wise details of road

- i) In 3.75 m carriageway width, 75 roads of 202.17 Km are in T4 and T5 category with average cost of Rs. 110.13 lakh/Km.
- ii) In 5.50 m carriageway width, 9 roads of 77.55 km are in T4 and T5 category with average cost Rs 110.81 lakh/Km.
- iii) In 5.50 m carriageway width, 2 roads of 13.00 km are in T6 category with average cost Rs 174.38 lakh/Km.
- iv) In 5.50 m carriageway width, 01 road of length 12.00 km are in T7 category with average cost Rs 143.58 lakh/Km.
- v) In 7.00 m carriageway width, 01 road of length 20 km are in T5 category with total cost of Rs. 124.36 lakh/km.

4. General Observations:

i) The Committee observed that average cost of proposals is very high. The State representative intimated that most of road works are adjacent to big rivers necessitating construction of large number of CD and protection works. The State was advised to adopt soil stabilization/cement stabilization technology in case of road works of higher pavement cost.

ii) The State representative intimated that the average cost/km is also seemingly high due to the reason that tender premium, price adjustment and higher specification cost, which are to be borne by the State Government have not been shown under higher specification cost. The State was advised to segregate the same.

iii) The State has proposed 12 roads for widening from existing carriageway width 3.75 m to 5.5 m carriageway width and 1 road from 3.75 carriageway width to 7 carriageway width. The Committee observed that except for 2 roads: Bhadradi Kothagudem (Laxminagaram to Laxmipuram road) and Mulugu (Edjerlapalli to Wazeedu Km.0/0 to 12/0) districts, the remaining 11 roads are having projected PCU/day ~~is~~ less than 2,000. The State was asked to review these proposals and propose them with 3.75 m carriageway width.

iv) The Committee after detailed deliberations directed NRIDA to depute 3 teams comprising NQM and technical experts for physical verification of the sites, provisions proposed by the State in DPRs and submit report.

v) The Technical Division of NRIDA was asked to convene a webinar with State officials including PIUs, STA and PTA to discuss the provisions proposed by the State, and especially inform them of the new technology alternatives so as to bring down the cost.

vi) The non-pavement cost is also very high. This is reportedly due to high number of CD works. This should also be verified by the visiting teams.

5. DPR Issues

- State needs to certify that the proposed alignments are as per the road alignments approved by the MHA.
- Proper transect walk photographs, transect walk summary/ Minutes are not attached to most of the DPRs & need to be attached to the DPRs.
- 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 should conduct the design stage RSA for the roads proposed with more than 5 km length and the reports should be attached with the DPRs. Sample reports need to be provided for verification.
- State has proposed Bituminous Concrete (BC) for all traffic categories which are against IRC SP: 72:2015. State should propose Surface Dressing or OGPC otherwise the additional cost should be uploaded under Higher Specification Cost. e.g. Package no. TS28RCPB02 and TS28RCPB06.
- State has proposed Tender Premium and Price Adjustment each of @ 5% of total construction cost. These costs should be deleted from the provision or should come under higher specification cost.
- The test results for GSB, carted earth, and shoulder materials are not found attached to the DPRs.

- Proper L sections are not attached in some of the DPRs. L section and X section drawings should be attached with all the DPRs.
- Existing/ proposed box culverts, slab culverts, Causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- Reported CBR of the existing sub-grade is less than 5%. As per IRC SP:72-2015, the minimum sub-grade CBR should be 5%. State needs to propose suitable stabilization to improve the sub-grade CBR is minimum 5% and Pavement should be designed based on improved sub-grade CBR (Package No. - TS28RCPB05).
- State has proposed the capillary cut off using stone dust of 100mm thickness. Also, the State has proposed embankment height of 700 mm with CBR of 5% and sub-grade with the soil CBR of 12%. The pavement should be designed based on the sub-grade CBR and needs to be corrected accordingly (e.g. Package no. TS28RCPB02 and TS28RCPB06).
- The cost of GSB material in all DPRs are on higher side and difference between cost of WMM and GSB material is very less. State should explore possibility to propose natural GSB/ River born material/ stabilized sub base to economise the cost of construction.
- 6th year's renewal cost should be 18 to 20% of project cost. But in some of the DPR it is very low. State needs to revise the same.
- The proposed bridges are High Level of simply supported slab type bridges supported on raft foundation (Span length: 8.37 to 10.76 m). State may propose RCC T-beam slab type structures with longer spans in the range of 18-20 m or so depending upon the site requirements
- State may design the structures by LSM referring IRC 112-2018 and other relevant codes/ guidelines etc.
- Joint Inspection report of Bridge site needs to be provided ((SE&STA) or (SE&CE)).

6. **Maintenance**

State has proposed Rs. 1,606.77 lakhs (4.30% of construction cost) for 5 years Routine maintenance as against the expected requirement of 6 to 6.50% and Rs. 4,981.53 lakhs (13.34% of construction cost) for 6th year's renewal against minimum requirement of 18 to 23%. State was advised to review and examine the same and increase it to 6 to 6.50% in case of 5 years Routine maintenance and 18 to 23% in case of 6th year's renewal.

7. R & D Technology

S.No	Name of Technology	No of stretches/ roads	Length(in km)	Percentage of R& D roads with respect to total length
A	Main streaming of Technologies			
1	Waste Plastic	6	38.88	11.97%
	Sub Total	6	38.88	
B	Other Main Streaming technologies			
C	IRC Accredited Technology			
2	Paneled cement concrete	5	2.62	0.80%
3	Others*	25	136.85	
	Sub Total	30	139.47	
	Total	36	178.35	12.77%

I. The State has not specified 'Other Technologies'; Technology name needs to be specified.

II. State has proposed only Waste Plastic under main streaming technology. State should propose adequate length under new technology as per new technology initiative guidelines.

III. State was advised to explore possibility of stabilization technology, especially in case of road works with high pavement cost.

IV. All CC works should be under new technology.

8. Progress of PMGSY works

The status of implementation of PMGSY-I, II, III, and RCPLWEA in the State are as under:-

S.No	Scheme	Sanctioned		Completed		Balance		Unawarded	
		Nos.	Length (Km)	Nos.	Length (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
1.	PMGSY I	2,924	10,193	2,870	9,766	54	214	0	0.00
2.	PMGSY- II	114	944	114	896	0	0.00	0	0.00
3.	PMGSY- III	356	2,396	9	446	347	1,949	24	156
4.	RCPLWEA	59	698	3	227	56	471	0	0.00
Total:		3,453	14,231	2,996	11,335	457	2,634	24	156

Bridge (No.)

Sl.No	SCHEME	Sanction (Nos.)	Completed (Nos.)	Balance (Nos.)	Unaward (Nos.)
1.	PMGSY I	284	267	17	0
2.	PMGSY II	17	16	1	0
3.	PMGSY-III	100	0	100	34
4	RCPLWEA	33	7	26	0
Total:		434	290	144	34

9. **Physical Progress**

Against physical target of 1,300 Km (including RCPLWEA) for the FY 2021-22, only 306 Km road length has been completed. Under RCPLWEA, against the physical target of 300 Km, only 34 Km road length has been completed, which is 11% of the target length. The State needs to expedite the pace of execution to achieve the target.

10. **Emarg**

The State has not yet boarded on eMarg insofar as RCPLWEA projects is concerned. The State was asked to take necessary action for onboarding on priority.

11. **Quality**

I. 74 packages are presently in progress and in 07 packages QC lab details are not uploaded on OMMAS. The number of SQMs required is 58 (PMGSY and RCPLWE Projects), whereas number of SQMs active as per OMMAS is only 41. The target for SQM inspections during 2021-22 (RCPLWE projects) is 530. But the inspection conducted during 2021-22 (RCPLWE projects) is only 64. State was advised to speed up SQM inspection in order to meet the target.

II. Unsatisfactory % based on NQM inspections (October'2018-October'2021) -

- Completed Works - 0.00 % - 1 Completed work inspected.
- Ongoing Works - 0.00% - 32 Ongoing works inspected.
- Maintenance works - 0.00% - 0 Maintenance Works Inspected.
- Bridge Works - 0.00% - 6 Bridge works inspected.

III. Pending ATRs at State level:-

- Ongoing Works - 04

IV. Anomalies of SQM Inspections during Jan'2021- July' 2021:-

- High embankment could be seen on the approach road of the bridge, protective measure have not been suggested by the SQM as it is accident prone. Package no. (TS03RCP2B4)
- For checking the thickness of SDBC/Pre-mix Carpet, BM, WMM and GSB has not been checked by taking the average thickness and pit excavated is not of standard size. Package no. (TS09RCP04, TS28RCP04, TS28RCP05)
- Site Laboratory is not seems to be fully equipped as major equipments are missing in the photograph, SQM would have given Satisfactory Required Improvement for the same. Package no. (TS10RCPII01, TS28RCP12)

- Citizen Information board is partially rusted, could not be readable, should be graded as Satisfactory Required Improvement” instead of Satisfactory, though no comments have been made by SQM. Package no. (TS3RCP5B1)

12. **Financial Issues**

Budget provision has not been shown on Treasury-07 report on PFMS. The State was advised to ensure the same on priority.

13. Pre- Empowered Committee suggested the state to send the compliance on all the observations mentioned in the foregoing paras as well as on the observations which will follow the team visits so that EC meeting for sanctioning of the proposal could be conducted at an early date.

The meeting ended with vote of thanks to and from the Chair.
