

**No-P.17024/25(1)/2021-RC (e-376220)**

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

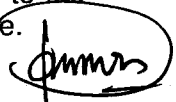
Room No.464  
Krishi Bhavan, New Delhi  
Dated the ~~August, 2021~~  
<sup>1<sup>st</sup></sup> September, 2021

**MINUTES**

**Subject: Meeting of the Pre-Empowered Committee to discuss the project proposals for Pradhan Mantri Gram Sadak Yojana (PMGSY-III) submitted by the State of Tripura 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 **19<sup>th</sup> August, 2021 at 3:00 PM (through Video Conferencing)** under the Chairmanship of Joint Secretary (RC) & DG (NRIDA) to discuss the project proposals submitted by the State of Tripura 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.

  
(Devinder Kumar)  
Director (RC)  
Tel. No.011-23070129

**Distribution:**

1. The Secretary, PWD, Govt of Tripura
2. The Chief Engineer & Empowered Officer, TRRDA
3. All Directors in 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 19th August, 2021 for consideration of proposal of the State of Tripura under PMGSY-III, Batch-I of 2021-22**

A meeting of the Pre-Empowered Committee was held on 19.08.2021 at 3:00 PM through VC under the chairmanship of Joint Secretary (RC) & DG (NRIDA) to consider the project proposal submitted by the State of Tripura for

PMGSY-III, Batch-I 2021-22. The following officials were present in the meeting: -

| <b>Government of India representatives</b> |   |
|--|---|
| Dr. Ashish Kumar Goel                      | Joint Secretary (RC) & DG (NRIDA)         |
| Shri Devinder Kumar                        | Director (RC)                             |
| Shri BC Pradhan                            | Consultant/Director, (Technical) NRIDA    |
| Shri Pradeep Agrawal                       | Director (Projects-I), NRIDA              |
| Dr. IK Pateriya                            | Director (Projects-II/ III), NRIDA        |
| Shri Deepak Ashish Kaul                    | Director (F&A), NRIDA                     |
| <b>State Government representatives</b>    |   |
| Shri Kiran Gite                            | Secretary, PWD (Govt. of Tripura)         |
| Shri Dhruva Chakraborty                    | Chief Engineer & Empowered Officer, TRRDA |
| Shri Pradip Bhattacharjee,                 | ITNO                                      |
| Shri Sukhen Sarkar                         | Executive Engineer                        |
| Shri Sudip Chakraborty AE                  | Asst. Engineer                            |
| Shri Shibabrata Bardhan (FC)               | Financial Controller                      |

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

| <b>As per State letter dated</b>     |                    |                       |                           |                            | <b>As per OMMAS as on 14.08.2021</b> |                       |                           |                            |
|--------------------------------------|--------------------|-----------------------|---------------------------|----------------------------|--------------------------------------|-----------------------|---------------------------|----------------------------|
| <b>Item</b>                          | <b>No of Roads</b> | <b>Length (in km)</b> | <b>Cost (Rs in crore)</b> | <b>Avg. Cost/km (Lakh)</b> | <b>No of Roads</b>                   | <b>Length (in km)</b> | <b>Cost (Rs in crore)</b> | <b>Avg. Cost/km (Lakh)</b> |
| Roads                                | --                 | --                    | --                        | --                         | 41                                   | 293.90                | 314.52                    | 107.02                     |
| <b>*MoRD Share: Rs. 283.06 crore</b> |                    |                       |                           |                            | <b>State share: Rs 31.46 crore</b>   |                       |                           |                            |
| <b>Target: 775 km</b>                |                    |                       |                           |                            | <b>Sanctioned: NIL</b>               |                       |                           |                            |

All proposals are uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny of the proposals is yet to be carried out. State has not proposed any LSBs in this batch. State has confirmed that in these 41 roads, LSBs are not required.

3. **Carriageway width wise and Average cost wise details of Road:** - All 41 roads are of 3.75 m carriage width. 1 road of length 12.877 km is with average cost Rs 107.31 lakh/km. 9 roads of length 80.383 km are with average cost Rs 101.15 lakh/km. 31 roads of length 200.637 km are with average cost Rs 109.35 lakh/km. Pre-EC observed that as the average cost of pavement is high due to high cost of material, the State should examine alternative technologies to bring down the cost of construction. Even the non-pavement cost is quite high, which needs examination.

4. **Traffic wise details of road-**

- i. In 3.75 m carriageway width, 1 road of length 12.877 km is in T3 category with average cost Rs 107.31 lakh/km (average pavement cost Rs. 90.01 lakh/Km).
- ii. In 3.75 m carriageway width, 9 roads of length 80.383 km are in T4 category with average cost Rs 101.15 lakh/km (average pavement cost Rs. 75.68 lakh/Km).
- iii. In 3.75 m carriageway width, 31 roads of length 200.637 km are in T5 category with average cost Rs 109.35 lakh/km (average pavement cost Rs. 81.25 lakh/Km).

*Pre EC observed that 01 road work of 3.75m width is in T-3 category. How can such road be MRL with such a low traffic? What are the PCU for this road and other T4 roads? This (T3) road is required to be seen on the map and it needs to be ascertained as to what population and facilities this road is serving and where it is terminating. The pavement cost of this road is also the highest. Similar exercise needs to be carried out for all the roads.*

#### **5. Length wise proposal details-**

Out of 41 roads, 5 roads are 3 to 5 km in length with average cost of Rs. 97.45 Lakh/Km and 36 roads are 5 Km and above in length with average cost of Rs. 107.79 Lakh/Km. Average candidate road length is 7.74 KM and average proposed road length is 7.17 km.

*State should justify the inclusion of roads of length less than 5 Km in proposal. State to confirm whether these roads which are less than 5 Km in length are part of longer candidate road. Also examine their UV and justify their inclusion in the proposal.*

#### **6. Surface wise details of existing roads-**

Out of the total proposed length of 293.90 km, 9.78 km is Brick soling, 40.72 km is Track, 14.38 km is Gravel, 6.70 km is Moorum, 3.90 km is WBM, 217.16 km is BT, 1.26 km is CC. *Pre-EC pointed out that whether these track/gravel roads are TR/MRL and how these roads are eligible to be considered in PMGSY-III. NRIDA should thoroughly examine these roads on satellite map/ GIS. 03 proposals are fully earthen (greenfield) roads and 3 roads are more than 75% earthen roads, which do not seem to fall under the definition for PMGSY-III. There are 14 roads which have less than 75% BT/CC, which need to be examined critically.*

#### **7. DPR and general issues-**

- 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 now so as to save time in sanction of these proposals.
- ii. Transect walk photographs and copy of Gramma Sabha approval has not been attached in the some of DPRs which is mandatory as per Para 7.5 of

PMGSY guidelines.

- iii. State should certify that the roads proposed in current batch are not PMGSY roads which are under design life.
- iv. 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.
- v. State has not proposed the cost pertaining to the utility shifting in the higher specification cost.
- vi. New proforma-C circulated to State to be filled up by PIUs again and sent to NRIDA for scrutiny and record (no need to get STA scrutiny done again on the new proforma)
- vii. In 19 nos. of roads average pavement cost/km is on the higher side, i.e. more than Rs 80.0 L/km and in 9 nos. of roads average non pavement cost is on the higher side, i.e. more than Rs 20L/Km. These need proper examination and scrutiny.
- viii. State should 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.
- ix. State has proposed OGPC as a wearing course, however as per the Fig.4 of IRC: SP-72-2015, for a traffic category of T-5, surface dressing should be proposed.
- x. In some of the DPRs, existing/proposed slab culvert and RCC bridge portion needs to be deducted in pavement quantity. The State has added the same in the calculations of DPR in format F6. The quantities have been added rather than subtracting.
- xi. State has not attached the photographs of pit test conducted at site. However, these are up-gradation of roads. Clear colour photographs of pit test conducted at site per km should be attached with the DPR to check the crust thickness.
- xii. In Package No.: TR0201 (P3), State has proposed 20% quantity for profile correction; however, it should be as per actual assessment and limited to 10% of the one-layer WBM. State should either provide the requirement as per actual survey or reduce the quantity to 10%.
- xiii. In Package No.: TR0202 (P3) Profile correction of 25% is added in GSB-II and WBM G-II which is not in order and the same to be deleted from DPR.
- xiv. Side drains must be provided only at the location where there are habitations along the road. It shall not be provided at locations where forest area or agricultural land.
- xv. In Package No.: TR0401P3, The CBR of sub-grade soil reported as below 5 and the pavement has been designed based on the CBR of 3 to 4. As per IRC: SP: 72:2015, the minimum sub-grade CBR should be 5. The State may go for the stabilization techniques to bring the sub-grade CBR of 5.
- xvi. In some of DPRs, higher number of CD structures have been proposed. State may re-verify the requirement of CDs as per site requirement and wherever possible existing CDs should be retained along with repairs.
- xvii. In Package No. TR0301 (P3) The PCI of the entire road is between 2 to 3 and as per guidelines the road is only eligible for RQI, but DPR is prepared for up-gradation. State may reconsider the provisions made in the DPR.

## 8. Planning Audit

- i. Trace Map ranking- 85.37% of roads are falling under trace map ranking of 1 to 15, 14.63% of roads are falling under trace map ranking of 16 to 50.
- ii. Target allocation within State-State was asked to share the target sharing policy used in the state for distribution of total target length among all districts. The State of Tripura has DRRP length of 13225 Km. Target of PMGSY-III is 775 Km which is 5.86% of total DRRP length. Pre-EC observed that there is no discernible logic to allocation of target to various districts of the state. **State needs to explain what strategy has been adopted by them for allocation of targets to various districts.**
- iii. Proposal level checks-Planning Audit were concluded before Pre-EC. Out of 41 proposals, 37 proposals are uploaded on GEOSADAK. State needs to upload 04 proposals for Audit. All proposals were audited for their utility as TR/MRL under PMGSY-III by NRIDA. State needs to submit the justification for the proposals as mentioned earlier.
- iv. It has been noticed by Pre-EC that 64 high priority roads have been skipped in CUCPL. State has not uploaded any reason for their exclusion on OMMAS. According to state, due to problem of consultants they were not able to finalize the proposals/ prepare the DPRs for these roads. State was asked to share the list with NRIDA and ensure that these are proposed in next batch, and they are within the overall target for the state. **It should not be the case that lower priority roads are sanctioned and higher priority are left out because the target has been exhausted. 27 roads have been left out due to ownership issues, which is not an acceptable reason under PMGSY. If such roads have higher priority, and have traffic and are TR/ MRL, they need to be taken up, unless they are already taken up under another scheme.**
- v. The proposals with majority of surface in good condition having PCI 2 to 3, state should propose RQI where required.

## 9. R& D Technology

State has not proposed any mainstream technology and has not proposed any IRC accredited technology. State needs to propose a minimum 10% length using mainstreaming technology and 5% length using IRC accredited technology. Due to high cost of aggregate material, it is advised that technologies such as cement treated base/ sub-base, full depth recycling, etc are adopted as per their suitability.

## 10. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 23.7099 crore which is 7.54% of construction cost and 6<sup>th</sup> year renewal cost of Rs. 62.0845 crore which is 19.74% of construction cost. State has been advised that 6<sup>th</sup> year's renewal cost should be accompanied by a post 5-year routine maintenance period and such cost should be a part of the DPRs.

**11. Maintenance of roads under DLP**

During 2020-21, against the liability of Rs. 27.33 crore, expenditure of Rs. 21.59 crore has been done which is 78.99% of liability. For the current financial year 2021-22, the maintenance liability is 13.79 crore and as on 14.08.2021, the expenditure is Rs. 2.95 crore. State has not credited any amount in SRRDA's account from 2019-20 to 2021-22. Therefore, State is requested to intimate the fund released to SRRDA under DLP during the above-mentioned period. State has also not updated expenditure data for renewal of roads. State should update the same on priority. The state should also intimate the target for renewal in 21-22.

**12. e-MARG**

Out of total 328 packages pushed to e-MARG, 70 packages are pending for locking, 86 packages are pending for manual entry expenditure (MEE) and 266 roads are locked. 26 roads (10%) are pending for registration on e-MARG App, 204 roads (77%) are pending for routine inspection (RI) and 218 roads (82%) are pending for performance evaluation (PE). 794 bills are pending for submission by contractor. 157 packages (65%) are pending for payment for more than 12 months. Payment of Rs.8.30 core has been done using e-MARG.

**13. Financial Issues**

- i. State has not furnished Bank Interest verification report from FY 2010-11 to 2015-16.
- ii. Interest of Rs. 14.14 crore is pending to recover from bank for FY 2016-17 to 2019-20.
- iii. Annual State budget of PMGSY is not reflected in PFMS TSRY-07 report.
- iv. State also has not furnished PMGSY financial reconciliation report.
- v. Financial closure of 76 no. of works is pending with the State for more than 180 days as on 13.08.2021. The State was asked to take immediate action and expedite pending financial closure of completed works.

**14. Quality**

As per Geo referenced field lab details in OMMAS (1<sup>st</sup> tier), 104 packages are in progress and in all packages, lab has been established.

- i. Number of active SQMs are 21 against requirement of 16 SQMs. It should be clarified whether they are independent SQMs or from quality cell of PWD or departmental officers. During 2021-22, 710 SQM inspections are targeted and till date, only 62 SQM inspections have been conducted. There are 11 works where SQM inspections have not been done even once. This is a serious issue. 47 ATRs are pending at State Level.
- ii. U% for ongoing works has been 17.12% and for maintenance works is 24.55%, which is clearly a serious issue. The state needs to give their strategy for improving the quality in EC meeting. Proper QMCell should have been established with dedicated staff.

- iii. Following anomalies in respect of SQM inspection have been observed:
- All information boards are rusted and are in very poor conditions (Package No. TR430UG)
  - Shoulders are not maintained properly. (Package No. TR04153)
  - Size of pit is not uniform & lab photograph showing partially equipped. (Package No. TR0607P2)
  - Lab photograph is not uploaded. (Package No. TR0383)
  - Shoulders not maintained properly. (Package No. TR01250-18A)
  - Photograph of road is not uploaded. (Package No. TR01137)
  - Vegetation on shoulders but graded as "Satisfactory" (Package No. TR0605P2)

#### 15. Progress of PMGSY works

The details of work sanctioned, completed and pending under PMGSY-I and II are given below.

#### TYPE OF WORK-ROADS

| S.No | SCHEME        | Length in Km |                 |              |                 |              |                |              |               |
|------|---------------|--------------|-----------------|--------------|-----------------|--------------|----------------|--------------|---------------|
|      |               | SANCTIONED   |                 | COMPLETED    |                 | BALANCE      |                | UNAWARDED    |               |
|      |               | No. of Roads | Length          | No. of Roads | Length          | No. of Roads | Length         | No. of Roads | Length        |
| 1    | PMGSY I       | 1364         | 4937.618        | 1291         | 4531.321        | 73           | 238.285        | 2            | 4.985         |
| 2    | PMGSY II      | 42           | 307.233         | 0            | 43.41           | 42           | 263.823        | 3            | 17.488        |
|      | <b>Total:</b> | <b>1406</b>  | <b>5244.851</b> | <b>1291</b>  | <b>4574.731</b> | <b>115</b>   | <b>502.108</b> | <b>5</b>     | <b>22.473</b> |

#### TYPE OF WORK-LSBs

| S. No | SCHEME        | SANCTION (Nos.) | COMPLETED (Nos.) | Balance (Nos.) | Unawarded (Nos.) |
|-------|---------------|-----------------|------------------|----------------|------------------|
| 1     | PMGSY I       | 70              | 48               | 22             | 3                |
| 2     | PMGSY II      | 1               | 0                | 1              | 0                |
|       | <b>Total:</b> | <b>71</b>       | <b>48</b>        | <b>23</b>      | <b>3</b>         |

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. State will submit the dropping proposal for 02 roads and 03 LSBs under PMGSY-I. The 3 roads under PMGSY-II have been awarded.

16. 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.

I/100488/2021

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

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