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Government of India

Ministry of Rural Development

Department of Rural Development

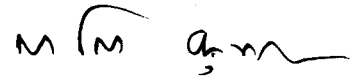
KrishiBhavan, New Delhi

Dated the 6th August, 2020.

Minutes

Sub: Minutes of Meeting of Pre-Empowered Committee to discuss the project proposals submitted by the State Government of Odisha under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) for the 2020-21 (Batch-I)-reg.

A copy of the Minutes of the Meeting of the Pre- Empowered Committee held on 30th July, 2020 through Video Conferencing (VC Code:- 297308) to consider the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) is forwarded herewith for information and necessary action.



(Lalit Kumar)

Under Secretary to the Govt. of India

Tel. No. 011-2338 2406

Distribution:

- (i) The Principal Secretary, Rural Development Department, Government of Odisha, Bhubaneswar-751001.
- (ii) The Chief Executive Officer, Odisha Rural Roads Development Agency, Bhubaneswar.
- (iii) The Chief Engineer, Odisha Rural Roads Development Agency, Bhubaneswar.
- (iv) All Directors in NRIDA.

Copy to:-

PPS to Secretary (RD)/ PPS to SS& FA/PPS to AS(RC)/PPS to JS(RC)

MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 30th JULY, 2020 AT 12:00 NOON TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF ODISHA UNDER PMGSY III (BATCH I), 2020-21

A Meeting of the Pre-Empowered Committee (EC) was held through Video Conference on **30th July, 2020 at 12:00 Noon** under the Chairpersonship of Additional Secretary (RD) & DG, NRIDA to consider the project proposals submitted by the State of Odisha under PMGSY III (Batch I) of 2020-21. Following officials were present in the meeting.

Smt. Alka Upadhyaya	Addl. Secretary (RD) & DG, NRIDA
Dr. Ashish Kumar Goel	Joint Secretary, (RC), MoRD
Shri Devinder Kumar	Director, 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 Harsh Nisar	Data Scientist, NRIDA
Ms Tanupreet Kaur	Deputy Director, NRIDA
State Govt. Representatives	
Shri Sudarshan Parida	CEO, Odisha SRRDA
Shri C.M. Pattanaik	Chief Engineer, Odisha SRRDA
Shri Sudhir Tripaty	SQC, Odisha SRRDA
Shri A.K. Mishra	ITNO, Odisha SRRDA

2. Details of Proposal:-

Item	As per State's proposal dated 29.07.2020				As per OMMAS dated 28.07.2020			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	518	3,461.33	2,095.57	60.54	519	3,462.48	2,095.57*	60.52**
LSBs	4	174.84	10.06	5.75	4	174.84	10.06	5.75
Total	518 roads	3,461.33 km roads	2105.63*		519 roads	3,462.48 km roads	2,105.63*	
	4 LSBs	174.84 m LSBs			4 LSBs	174.84 m LSBs		

•MoRD Share : Rs. 1,155.96 Crore

State share : Rs. 949.67 Crore

The State of Odisha has been allocated a target of 9,400 Km under PMGSY-III. The current batch of proposal comprising 519 road works and 4 LSBS is of 3,462.48

Km. Out of 519 road works, 380 road works measuring length 2,336.55 Km are of 3.75 m width and remaining 139 road works measuring length 1,125.93 Km are of 5.50 m width. The average cost of road works of 3.75 m is proposed to be Rs. 53.77 lakh/km by the State Government, whereas average cost of roads of 5.50 m is proposed to be Rs. 74.54 lakh/km. All the proposals have been scrutinized by STAs. However, no proposal has been scrutinized by PTA on OMMAS. State has proposed Rs. 5.17 lakh/Km under higher specification, which is to be borne by the State Government as per the programme guidelines.

State brought out that proposed Rs. 5.17 lakh/Km for higher specification is for land acquisition. Land acquisition is a tedious and lengthy process. Therefore, state should re-examine this proposal before coming to finality. Land acquisition should not be a part of DPR *per se*.

Out of the total proposed road length for upgradation, 1,064.89 Km roads are gravel road. On being asked, as to how many roads are entire gravel roads, the State representative intimated that only part stretches of these roads are gravel roads. Thus this information needs to be sent separately for each road in the form of an excel sheet, so that actual quantum of different types of existing surfaces can be made clear.

State has proposed 17 roads of 3.75 carriageway width 121 roads of 5.50 m carriageway width under T9 category. However, the third party survey report has not been submitted. The State was asked for get it done for all the roads proposed in T9 category.

3. DPR Issues

- State needs to provide Hon'ble MP's consent letter as per Ministry's advisory dated 02.06.2020 along with MP-I, MP-II and MP-III formats duly signed by the competent authority.
- Sample DPRs received have been scrutinized and Observations communicated to State on 29.07.2020. Further DPRs with higher average cost asked for are yet to received. NRIDA should examine DPRs of high average cost overall, and some from higher cost districts. Some DPRs of below average cost should also be examined along with surface photographs.
- Average cost per km is on the higher side when compared to PMGSY-II sanction. During discussion for this rise in average cost of road, state intimated that NGT has imposed ban on morrum extraction and now they have switched over to crushed stone. State to furnish justification for higher cost of roads and bridges along with cost comparison of morrum and crushed stone. Possibilities of new technology for cost economies should also be explored.
- 3rd party traffic survey or axle load survey details needs to be provided wherever roads proposed more than 1 MSA, as per guidelines.
- Design stage Road Safety Audit details needs to be provided for the roads proposed more than 5 kms length.

- Proper transect walk photographs, transect walk summary have not been attached to the DPRs, these should be provided.
- As per Proforma C, road way provided for 5.5m carriage way is 7.5m. State needs to ensure that proper roadway width is available for 5.5m carriageway i.e. 9 m (For Plain area).
- Quantity obtained from earth work in cutting needs to be reused in earthwork for filling and equal earthwork quantity need to be deducted from earthwork obtained from borrow pit.
- State proposed drainage layer with sand below sub base layer in rigid pavement design for the sub-grade CBR of 5 to 6% (OR27542), for which drainage layer is not required and need to be deleted.
- Existing crust needs to be given credit and for overlay thickness requirement, clause 2.2.3 of IRC:SP:72 read with clause 6.2 needs to be followed.
- GSB width for intermediate lane should be kept to 5.80 m including existing crust width at GSB layer.
- The test results for GSB materials not attached to the DPR.
- Existing/proposed box culverts, slab culverts, Causeways, bridge portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- The cost of CDs/km for Odisha State is Rs 9.63 lakhs/km (3.75 m width roads) whereas the total average for the States sanctioned/considered by EC/Pre EC is Rs 7.31 Lakhs/km. Closely spaced CDs need to be integrated and cost towards CD need to be rationalized (OR09172).
- For small slab culvert, wearing coat is not required as per clause 7.4 of IRC:SP:20:2002.
- As per IRC:SP:72, for traffic T09 category, OGPC is recommended for surface layer. State has provided SDBC. The State representative intimated the cost of SDBC is same or even less that of OGPC. The State was advised to re-look into the issue and provide cost comparison between the two to justify the same.
- State needs to justify the protection works with clear colour photographs and X section drawing (OR09172).
- Cost related to shifting of electric poles & telephone poles, fine dressing & turfing, etc. are to be considered under the higher specification cost, to be met through extra state share. Land acquisition cost should not be included in the DPR.
- In DPR, overhead charge of 15% is included as against 12.5%; thus, extra 2.5% overhead charge need to be shifted to the higher specification cost. State need to ensure it is being correctly considered under higher

specification.

- Bridge Joint Inspection reports have not been received.

A composite excel sheet, showing data of all the roads, and check-list as above should be made so that compliance of the above issues can be seen at a glance.

4. Planning

(i) There are 10 Aspirational districts in the State of Odisha. Proposals of 5 districts, namely Dhenkanal, Koraput, Kandhamal, Gajapati and Rayagadha are covered in the current batch. The target for Rayagadha are less compared to its DRRP length. SRRDA to re-look the target allocation to Rayagadha district.

(ii) The target allocation vis-à-vis DRRP length in some blocks is as much as 20%, whereas in some blocks the same is 1-3%. State to investigate why target allocation is less in these blocks and reconsider higher targets.

(iii) The length-wise proposal details are as under:-

Sl No	Items	No of roads	Length in Kms
1	Less than 3 Km	0	0
2	3 to 4 Km	61	210.57
3	4 to 5 Km	82	361.79
4	Greater than equal to 5km	375	2888.96
	Total	518	3462.47

(iv) Planning Audit

Issue	Detail	Action Needed	NRIDA Remark
Habitation Mapping	40 Blocks were rejected. As sample was high; all blocks were requested to redo mapping	Habitation Mapping to be rechecked for all Blocks	1 Block's compliance not satisfactory (Gaislet, Bargarh)
PCI	Suspicious/Faulty PCI Survey	18 Blocks had to redo PCI Survey	2 Block's compliance is not satisfactory (Kuanramunda, Sundargarh) and Athamalik, Angul)
Linearity and Continuity	Candidate Roads appeared discontinuous/T-shaped/Link Route on GIS.	Alignments of Proposals were requested before PRE-EC	100% alignments to be submitted before EC for verification on terminating link routes/Y shaped proposals.

The State was advised to remove blocks with unsatisfactory compliance from the current batch of proposals.

(v) Road photographs which does not justify the PCI of road

The Committee observed that PCI taken in DPR proposals in respect of some roads does not appear to be correct while seeing the photographs of those roads. The average cost taken also does not appear justifiable. Following two cases were placed before the committee as example:-

District Name	Block name	WORK NAME	CUPL RANK	Minimum TRACE MAP RANK	Weighted PCI	Avg Cost
Sundargarh	Kuanramunda	MRL04- Kacharu to Mitkundri Traffic category- T9 Carriageway width- 5.5 m	6	20	2.73, 3	86.21 Lacs/k m
Angul	Angul	MRL08- Khalagaon Kantamegha Via Talagarh Traffic category- T6 Carriageway width- 3.75 m	12	18	2-3	37.71 Lacs/k m

The SRRDA was advised to submit details on DLP and previous work done on roads and to re-scrutinize the DPRs.

vi) Few cases of exclusion of high priority eligible roads without proper justification were brought before the Committee. The SRRDA was advised to do verification of exclusion of roads in following blocks and submit detailed justification of each exclusion where existing reason is not satisfactory. The State was also advised to reconsider inclusion of wrongly excluded roads in the proposal.

District	Block
Rayagada	Chandrapur
Koraput	Laxmipur, Jaypore, Kotpad
Keonjhar	Ghasipura
Boudh	Boudh
Angul	Angul
Gajapati	Mohana
Kandhamal	Phulbani ,Kotgarh
Sonepur	Binika, Sonepur , Tarava, Ullunda
Bargarh	Gaislet

The State was also advised to send the list of wrongly excluded roads based on riding surface improvement for verification.

5. Maintenance

State has not included 5 years routine maintenance cost after 6th year renewal cost. The State was advised to include the same in the DPRs.

6. R&D Proposals

State has proposed construction of 807 roads 1543.98 km (44.59%) using green technology as per the following details:-

S. No.	Technology	No. of Roads	Length of road works
1	Waste Plastics	289	745.50
2	Cold Mix Technology	115	409.42
3	Processed Steel Slag	41	193.09
4	CC BLOCK	93	54.57
5	Cell Filled concrete	59	22.45
6	Panelled Cement Concrete	197	79.30
7	Soil Stabilizer JGRS	3	12.00
8	Nano Technology for Water proofing	6	11.54
9	Terrazyme	1	4.95
10	Zycosoil Nano Technology	3	11.16
	Total	807	1,543.98

Out of these, 40.51% of total road length has been proposed using Main stream technology, against minimum requirement of 10%, but the roads proposed using IRC accredited technology is only 4.08% against minimum requirement of 5%. The State was advised to propose at least 5% length using IRC accredited technologies/material. The State was also advised to change some IRC accredited technologies to coir technology for 470 Km in terms of NRIDA's advisory dated 23rd April, 2020. State must sign MoU with Technology Provider and NRIDA before physically starting the work for Performance Evaluation in all these cases. State needs to provide performance evaluation reports of earlier sanctioned works and the roads have been completed. No interim reports received so far.

7. Status of Marketing Reforms

Odisha has adopted all the Provisions under model APLM Act, 2017.

8. Maintenance- Financial

(Rs in Crore)

Year (s)	Amount required as	Amount Credited in account of	Amount Utilized by	% Expenditure w.r.t maintenance funds	Unsatisfactory % based on NQM inspections
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	per Contract	SRRDA	SRRDA	Required	(Under DLP)		
					Total Insp (Nos.)	"U" Nos.	U %
2014-15	67.77	48.00	23.99	35.40	7	1	14.29 %
2015-16	56.79	53.00	27.99	49.29	14	2	14.29 %
2016-17	60.53	60.53	59.09	97.62	78	13	16.67 %
2017-18	74.16	70.00	52.75	71.13	61	10	16.39 %
2018-19	68.12	75.00	47.78	70.14	124	27	21.77 %
2019-20	124.35	85.00	55.19	44.38	181	40	22.10 %
2020-21 (as on date)	146.24	85.00	11.61	7.94	0	0	0.00%
Total:	597.96	476.53	278.4	46.56	465	93	20.00 %

The committee expressed its concern over rising U%. The Committee also observed that SRRDA had adequate funds for utilization during the year 2017-18, which were not utilized on maintenance of roads, which is not a satisfactory situation. The State was advised to improve the position. Over the years the expenditure on maintenance is not satisfactory.

9. e-Marg

Progress of the State onboarding e-Marg is slow. Out of 4894 total workable packages, 1,545 have been locked and payment using e-marg has been done only in 3 packages. Further, against 1470 contractors, only 655 are registered so far. State was advised to expedite the on-boarding e-Marg as it will be used for monitoring of maintenance contracts and all manual payment will be discontinued. Entire work of onboarding should be completed by 15.08.20.

10. Quality:

Out of 1,662 ongoing packages, lab has not been established for 98 packages, out of which 94 are more than six months old. Further, 182 works have not been inspected by SQM even once, out of these 115 works are more than 12 months old and 52 are 6-12 months old. 44 ATRs of NQM observations in respect of Completed works and 161 ATRs of Ongoing works are pending with the State. Unsatisfactory grading is 8.24% for completed works, 6.65% for ongoing works and 25.33% for maintenance works. The State was advised to take immediate corrective action and

show some improvement in the aforesaid indicators before the proposal is considered by the Empowered Committee. A clear action plan to improve quality of works and inspections need to be put in place before the state comes for EC.

11. Financial issues

(i) Financial closure of 701 physically completed works are pending in the State, out of these 318 bills of physically completed works of more than six months old. The State was asked to take immediate action.

(ii) State has an unspent balance of Rs. 1,274.12 crore and utilization percentage is only 27%.

12. 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.
