

No.P-17024/9/2021-RC (FMS No. 375520)

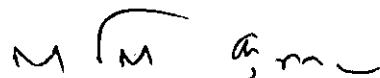
Government of India
Ministry of Rural Development
Department of Rural Development

Krishi Bhavan, New Delhi
Dated the 12th January, 2022

Minutes

Sub: Minutes of Meeting of Pre-Empowered Committee to discuss the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) submitted by the State Government of Himachal Pradesh for the 2021-22 (Batch-I)-reg.

A copy of the Minutes of the Meeting of the Pre Empowered Committee held on 5th January, 2022 through Video Conferencing to consider the project proposals submitted by State of Himachal Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III), 2021-22 (Batch-I) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of Pre EC on priority.



(Lalit Kumar)

Deputy Secretary (RC)

Tel. No. 011-23382406

Distribution:

- (i) The Principal Secretary, Government of Himachal Pradesh, Nirman Bhawan, Shimla-171002, Himachal Pradesh.
- (ii) The Chief Engineer HPRRDA. PWD Bhawan, Nigam Vihar. Shimla-171002, Himachal Pradesh
- (iii) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

Copy to:-

PPS to AS (RD)

Minutes of the Pre-Empowered Committee Meeting held on 5th January 2022 for consideration of proposals of the State of Himachal Pradesh under PMGSY-III, Batch-I of 2021-22.

A meeting of the Pre-Empowered Committee was held through Video Conference on 05.01.2022 at 12:00 Noon under the chairmanship of Additional Secretary (RD) & DG (NRIDA) to consider the project proposals submitted by the State of Himachal Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2021-22. The following officials were present in the meeting: -

Government of India representatives	
Dr. Ashish Kumar Goel	Additional Secretary (RD), MoRD
Shri Devinder Kumar	Director (RC), MoRD
Shri Jitendra Kumar Agrawal	Section Officer (RC), MoRD
Shri BC Pradhan	Consultant/ Director (Tech), NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. I.K. Pateriya	Director (Projects-III), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri Rajendra Goel	Consultant/ Director (P-II), NRIDA
State Government representatives	
Shri Subhasish Panda	Principal Secretary (HPPWD)
Mrs. Archana Thakur	Engineer in Chief
Shri Deepak Sharma	Chief Engineer (PMGSY)
Sh. L.K. Pandey	Executive Engineer (PMGSY)
Shri Sunil Bhardwaj	Financial Controller (PMGSY)

2. Details of Proposal

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

As per State letter dated					As per OMMAS as on 03.01.2022			
Item	No of Roads	Length (in km)	Cost (Rs in crore)	Avg. Cost/km (Lakh)	No of Roads	Length (in km)	Cost (Rs in crore)	Avg. Cost/km (Lakh)
Roads	--	--	--	--	45	440.183	552.06	125.41*
Total					45	440.183	552.06	-
*MoRD Share: Rs. 495.67 crore					State share: Rs 56.38 crore			
Target: 3125 km					Sanctioned: Nil			
					Balance: 3125 Km			

3. **General Observations**

All proposals are uploaded and scrutinized by the STAs on OMMAS. The scrutiny of proposals is yet to be carried out by PTA. **State should conduct 10% PTA scrutiny of all the proposals on OMMAS before the EC meeting.**

4. **Carriageway width wise and Average cost wise details of road**

The State has submitted proposals for 45 roads of 440.18 km. Out of 45 roads, 44 roads of length 434.48 km have been proposed with 3.75 m carriage width with average cost of Rs.124.28 lakhs/km and 01 road of length 5.7 km has been proposed with 5.50 m carriage width with average cost of Rs. 211.71 lakhs/km.

It was observed by Pre-Empowered Committee that in case of 3.75 m carriageway width roads, average cost of Rs.124.28 lakhs/km is much more than Rs.75.69 lakhs/km of PMGSY-II sanction of 2019-20 and similarly the average cost of Rs. 211.71 lakhs/km is abnormally on higher side, and which is also much more than Rs.88.51 lakhs/km of PMGSY-II sanction of 2019-20. NRIDA should examine this issue in detail and bring out the specific reasons, why it is so.

5. **Length wise proposal details**

All the roads are 5 Km and above in length. Average candidate road length is 10.30 Km and average proposed road length is 9.78 km.

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

Out of the total proposed length of 440.18 km, 17.44 km is Track, 23.27 km is Gravel/Moorum, 389.25 km is BT, 10.218 km is CC.

Existing proposed surface of BT is more than 90%. However, Pre-EC directed to conduct detailed scrutiny of 6 roads where track/gravel/Moorum surface is more than 15%; whether these are part of core network and how these roads are eligible to be considered in PMGSY-III. These roads need to be examined critically by the State to ensure that these roads are meeting the objectives of PMGSY-III. NRIDA will examine these roads on satellite map/GIS and see if they are as per PMGSY-III guidelines.

7. **Distribution of roads based on Traffic Category**

In 3.75 m carriageway width, 01 road of length 14.90 km is in T4 category with average cost of Rs.109.78 lakh/km, 15 roads of length 160.57 km are in T5 category with average cost of Rs.115.31 lakh/km, 19 roads of length 194.08 km are in T6 category with average cost of Rs.126.65 lakh/km, 3 roads of length 23.68 km are in T7 category with average cost of Rs.114.66 lakh/km, 3 roads of length 21.78 km are in T9 category with average cost of Rs.149.02 lakh/km and 3 roads of length 19.49 km are in IRC 37 category with average cost of Rs.169.83 lakh/km.

In 5.50 m carriageway width, 1 road of length 5.70 km is in IRC 37 category with average cost of Rs 211.71 lakh/km.

State should carry out the axle load survey and traffic survey (ATCC) for all T9 and IRC 37 category roads before the EC meeting. Average cost of T9 category and IRC 37 roads is abnormally on higher side. State should give detailed justification of component wise cost of roads. **NRIDA should send a team to the state to examine the DPRs.**

8. Average cost trends

Average cost of roads in 3.75 m carriageway width category in the earlier batch was Rs.75.69 lakh/km which has been increased to Rs.124.28 lakh/km in the current batch of proposals.

The average cost of roads in 5.50 m carriageway width category in the earlier batch was Rs. 88.51 lakh/km which has increased to Rs. 211.71 lakh/km.

There is substantial increase in the cost of roads. Average cost of roads in few districts like Chamba, Lahul and Spiti, Mandi, Shimla etc. is higher as compared to other districts and previous sanctions.

According to state, these areas are snow bound area and they have considered BM with BC. Pre-Empowered Committee advised the state to adopt thickness of BC as 40 mm in lieu of BM+BC which is permissible only for T9 and above category, while the traffic category and PCU of the roads proposed is less. State was asked to examine this issue in all the DPRs.

9. Details of roads with pavement cost per km

In 3.75 m carriageway width, 33 nos of roads have pavement cost more than 50 lakh/km. Also, in 5.5 m carriageway width, 01 road has pavement cost more than 80 lakh/km.

Therefore, state is requested to examine the DPRs of all above high pavement cost in general and to furnish proper justification along with breakdown details for the same. NRIDA should also examine the cost of pavement (layer wise) and find out where it is more and bring out the outliers. New technology solutions should be suggested to bring down the cost, while improving performance.

10. Details of roads with non-pavement cost per km

All roads have very high non-pavement cost.

State has categorically brought out the prohibition of hill side cutting in the state of Himachal Pradesh. According to state, during last year there were number of landslides in the state and state has conducted various seminars and webinars among

reputed institutes and experts to find out the reasons behind these. Therefore, to avoid hill side cutting which may otherwise disturb the stability of hill slopes, state is widening the roads wherever possible on valley side by providing protective works. This is the main reason for higher non-pavement cost.

Detailed justification is required for such abnormal high non pavement cost. **NRIDA should send a team to the state to examine DPRs and suggest ways to bring down the cost.**

11. Details of roads with PCU/day

In case of 3.75 m carriageway width road, 7 roads have PCU more than 2000 and while 16 roads have PCU in the range of 1000-2000. Similarly in case of 5.5 m width carriageway road, 01 road has PCU more than 4500. For PCU more than 2000; there is requirement of intermediate lane width.

During the meeting, the State has the submission that although State has 37 No. of road with less than 2000 PCU (and 21 with less than 1000 PCU), the requirement of widening/cutting is still there as all these roads are falling at a very high altitude with deep gorges on the valley side. From road safety point of view, at most of the road stretches the geo-metrics of road are also required to be improved to avoid accidents due to insufficient width while crossing vehicles coming from opposite side.

State should revisit these roads and assess possibility of widening for these roads. NRIDA should also check these roads on Geo-Sadak.

12. Distribution of roads based on widening to various carriageway widths

Pre-Empowered committee observed that out that the State has proposed widening of 44 roads from 3 to 3.75 m and 01 road from 3.00 to 5.50 m.

*State has brought out that roads will be widened to the extent wherever possible but due to restriction towards hill side cutting at some places minor deviations will be there which will be compensated by adopting suitable road safety measures. **How will the state ensure proper compaction in the 0.75m widened portion is not clear. This is a major concern for such a meager widening proposal. The state needs to bring out detailed methodology to maintain quality.***

13. Trace Map ranking

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	25	55.55%
16 to 50	13	28.88%
51 to 100	06	13.33%
>100	01	2.22%
Total	45	

State was asked to re-check and justify 7 roads with trace map rank 51 or more.

14. **Planning Audit (Proposals)**

- i. All the proposals have been uploaded on GeoSadak (Current and Sanctioned). All 45 proposals have been audited at NRIDA for their utility as TR/MRL under PMGSY-III. Final audit has been shared with the State for compliance.
- ii. All proposals with Trace Map >50, length of Non-BT/CC portion >15%- Road wise justification needs to be submitted by State as how they meet PMGSY-III objectives.
- iii. From the sample trace maps, the following observations were made: -
 - a. Major portion of the road in Sirmaur District (**T10-Pallar to Pidiyadhar**) is not benefitting any population.
 - b. A road in Kullu District (**T01-Wazir bowali to Thachwa Road**) is parallel to NH and alignment is just on the other side of river.
 - c. A road in Kinnaur District (**T03-Khab to Tashigang**) is 100% earthen road which is benefitting very less population.

State was asked to re-check these roads and justify as to how they meet PMGSY-III objectives.

15. **Proposal checks**

- i. State was asked to ensure that non-eligible (PCI>3) length is not being proposed under PMGSY as the same is not eligible.
- ii. State was asked to check and drop the roads and justify road wise with geo-tagged videos with cost economy.
- iii. The road proposals should be verified at the SRRDA level.

16. **High Priority roads skipped in CUCPL**

It was observed that several high priority roads have been skipped citing different reasons. Committee however observed that these roads should not be skipped until there are being constructed by the owner department or otherwise, they should be included under PMGSY-III. State needs to provide road-wise justification with necessary documents.

17. **Proposals with good existing surfaces**

3 roads with good existing surface have been proposed for upgradation. It was mentioned that roads having PCI >3 are not eligible under PMGSY-III. State was asked to either drop these roads or give road -wise justification with geo-tagged videos and cost economy. It was also asked to the State that the DPRs should be verified at the SRRDA level. SRRDA may please scrutinize at their level and submit video of proposed alignment.

18. **DPR issues**

- i. State has not attached the proper color photographs of CD structures which are proposed for reconstruction. Colored photographs should be attached in order to verify the proposed CDs at those locations. Moreover, State needs to explore the possibility of maintaining existing good CDs with minor repairs/rehabilitation or proper cleaning or construction of parapet walls instead of reconstruction, wherever possible.
- ii. State has not given the credit to the existing crust. Accordingly, State should reduce the proposed quantities of GSB/WBM-II/WBM-III by considering due credit given to the existing crust at those locations.
- iii. The non pavement cost is very much on higher side, need to be re-examined to rationalize the cost. New technology needs to be explored towards protection works.
- iv. State has proposed OGPC layer for T4 traffic category, however as per IRC: SP-72-2015 Surface Dressing layer should be proposed for traffic category T5 and below, hence the provision should be amended, or it should be put under higher specification cost.
- v. Hard shoulder is proposed for a depth of 170 mm and 1.5 width in some DPRs, while as per IRC SP:72 2015 cl 9.2, hard shoulder should be provided for a depth of 100 mm and a width of 1m on both sides of the carriageway. As these are hill roads on rocky surface, the provision of hard shoulder should be re-visited.
- vi. Due credit has not been given for cutting earth work quantity obtained from drains. Needs to be reduced in overall earthwork quantity.
- vii. State needs to rationalize the proposed road furniture as per the actual site conditions. Moreover, locations of road safety measures & road furniture should be provided in the road plan with proper justifications.
- viii. State should rationalize the proposed pucca side drain works since State has proposed pucca drain at non-built-up areas also.
- ix. Third-Party Traffic Survey and axle load survey needs to be attached for traffic more than 1MSA.
- x. As per PMGSY-III guidelines, road safety audit should be done on all road with a length of 5 km & more.
- xi. Excess length of RCC retaining and breast walls is provided and same shall be rationalized as per site conditions. Other alternatives such as Masonry walls, Gabion walls, etc. should also be explored to achieve the economy.
- xii. Existing/proposed culverts portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- xiii. State has proposed BM and BC for T-6 category. As per the SP:72-2015, For traffic category T6, the 175mm GSB layer, 75mm WBM grade -II and 75mm WBM grade -III, and Surface dressing/ 20mm OGPC+Seal coat is required. State needs to modify accordingly. If the region comes under Frost Zone State should justify the provisions accordingly with proper documentary evidence

19. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 30.0415 crore which is 5.44% of construction cost and 6th year renewal cost of Rs. 92.9403 crore which is 16.83% of construction cost. State has been advised that 6th 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.

20. R& D Technology

State has proposed construction of following roads using green technology as per the following details.

Sl. 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	Bio Engg	11	90.508	32.94%
2	Gabion wall	37	55.210	
C	IRC Accredited Technology/ other			
1	Nanotechnology for soil stabilization	23	207.655	47.17%

Nanotechnology waterproofing alone is not permitted. State should ensure, nanotechnology proposed in sub-base/base layer (stabilized). *The State Government was advised to consider more length under mainstreaming of technology and also to adopt some more length under IRC accredited technologies. NRIDA will hold webinar with experts, PTA, STA, NQMs and the state to discuss adoption of new technology in pavement and non-pavement components.*

21. Progress of PMGSY work

Annual physical target of the State is 3578 Km, out of which, only 1428 Km has been completed. State still needs to complete balance target. The details of work sanctioned, completed, and pending under PMGSY-I and II are given below.

ROADS

Length

in Km

S. No	SCHEME	SANCTIONED		COMPLETED		BALANCE	
		No. of Roads	Length	No. of Roads	Length	No. of Roads	Length
1	PMGSY I	3,467	20,608.07	3,093	18,774.49	374	1,537.95

2	PMGSY II	112	1,251.16	27	652.85	85	596.33
Total:		3,579	21,859.23	3,120	19,427.34	459	2,134.28

It was observed that under PMGSY-I, 200 road works of 780 km length and 11 LSBs are pending for more than 4 years.

LSBs

S.No	SCHEME	SANCTION (Nos.)	COMPLETED (Nos.)	Balance (Nos.)
1	PMGSY I	103	75	28
2	PMGSY II	1	1	0
Total:		104	76	28

State has assured that all the balance works under PMGSY-I&II will be completed before the deadline of 30th September 2022.

22. e-MARG

Out of total 818 packages in DLP in e-MARG, 127 packages are pending for locking, 193 packages are pending for manual entry expenditure (MEE). 1090 roads are eligible for routine inspection till December 2021, 664 roads (61%) are pending for routine inspection (RI). 300 (48%) packages are pending for payment for >6 months. 166 (55%) packages are pending for payment for first payment for > 6 months. Payment of Rs.12.22 core has been done using e-MARG in FY 2021-22. Total expenditure of Rs. 6.31 crore has been done on bills having liability of FY 2021-22. The state was asked to saturate 100% roads on eMARG before the EC meeting.

23. Maintenance of roads under DLP

During 2020-21, against the liability of Rs. 23.53 crore, expenditure of Rs. 4.31 crore has been done which is 18.31% of liability. For the current financial year 2021-22, the maintenance liability is 35.95 crore and as on 04.01.2022, the expenditure is Rs. 8.19 crore. State has not updated/credited any amount in SRRDA's account in FY 2021-22. Therefore, State was asked to intimate/update the fund released to SRRDA under DLP during the current financial year.

State has also not updated length renewal data and expenditure data for renewal of roads on OMMAS. State was asked to update the same on priority.

24. **Quality**

Out of 483 ongoing packages, QC labs in 05 packages are yet to be established. State should establish pending labs at the earliest.

Number of active SQMs are 32 against requirement of 48 SQMs. During 2021-22, 2297 SQM inspections are targeted and till date, 1053 inspections have been conducted. There are 4 works which have not been inspected even once. State should assign more number of works to SQMs so that annual target could be achieved.

- a. 42 ATRs are pending at State Level. State should do substantial compliance for these pending ATRs.
- b. Unsatisfactory grading by NQM from December 2018 to December 2021 for completed works is 7.46%, for ongoing works it is 8.07% and for maintenance works it is 26.26% which is quite unsatisfactory. The State was advised to take immediate corrective action and show some improvement in the aforesaid indicators.
- c. Some anomalies noticed in SQM inspections are as under for which ATR should be submitted before the EC meeting:
 - i. The shoulders are not clear and vegetations & malbas are there (Package Number: - HP04390, HP08427A, HP9363)
 - ii. Action on delay of the projects is not mentioned (Package Number: - HP01150, HP08427A, HP9363)
 - iii. Road signages and information board are not as per norms (Package Number: - HP08427A, HP9363)

25. **Financial Issues**

- a. Audited Balance Sheet of Maintenance Fund has not been submitted.
- b. Interest recovery of Rs. 7.07 crore is still pending from bank.
- c. 65 works are pending for financial closure for more than 180 days as on 04-01-2022.

The State was asked to look into these financial issues and take appropriate action.

26. 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.
