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Government of India

Ministry of Rural Development

Department of Rural Development

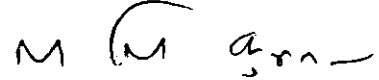
Krishi Bhavan, New Delhi

Dated 12th January, 2022.

MINUTES

Sub: Minutes of Meeting of 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 Empowered Committee held on 10th January, 2022 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:-

Sr. PPS to Secretary (RD)/ PPS to AS (RD)/PPS to AS & FA (RD)

Minutes of the Meeting of the Empowered Committee held on 10th January, 2022 at 11.30AM 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 Empowered Committee was held through video conference on **10th January, 2022 at 11:30 AM** under the Chairmanship of Secretary, Department of Rural Development to consider the project proposals submitted by the State of Telangana under RCPLWEA (Batch-I, 2021-22). Following officials were present in the meeting:

Shri Nagendra Nath Sinha	Secretary, Deptt. of Rural Development, GoI
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
Shri. B C Pradhan	Consultant/ Director (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Dr. I.K.Pateriya	Director (P. III), NRIDA
Shri Rajendra Goel	Director (P. II), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
Shri Mam Chand	Director, IFD, DoRD
Shri Lalit Kumar	Deputy Secretary (RC), MoRD
State Govt. Representatives	
Shri K.S. Sreenivasa Raju	Secretary, Department of R&B, Telangana
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 104 road works of 454 Km and 2 LSBs for the State of Telangana. Of these, the current batch of proposal includes 87 road works of 325.58 Km and 79 LSBs as per the following details:-

Item	As per Pre-EC Data dated 12.11.2021				As per OMMAS dated 08.01.2022			
	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	88	324.72	373.34	114.97	87	325.58	299.60	92.20
Bridges	40	1,899.42	124.56	6.56/m	79	3,795.56	251.29	6.62
Total	88 roads 40 LSBs	324.72 km roads 1,899.42 m LSBs	497.90		87 roads 79 LSBs	325.58 km roads 3,795.56 m LSBs	550.89*	
*MoRD Share : Rs. 297.19 crore,					State share : Rs 253.70 crore			

I. The State has confirmed that balance 17 road works and 1 LSB were already taken up in other schemes and will not be proposed further under RCPLWEA.

II. Out of 87 road works, the State has proposed 83 road works of 265.53 km length having 3.75 m carriageway at average cost of Rs 85.45 lakh/km. 03 road works of 40.05 km length have been proposed in 5.50 m carriageway width category with an average cost of Rs 128.55 lakh/km and 1 road of 20 Km length has been proposed in 7 m carriageway width with an average cost of Rs. 106.03 lakh/km.

III. The State representative intimated that out of 79 LSBs proposed in the current batch of proposals, 30 bridges are left-out bridges of road works sanctioned to the State in Phase-I & II of RCPLWEA (7 LSBs- Phase-I & 23 LSBs – Phase-II). It was decided to get the same verified by the NRIDA. NRIDA should check the geo-location of these with respect to the road alignment sanctioned earlier. Rest of the 49 bridges are on the 87 roads being proposed.

IV. The State representative intimated that separate permission from Forest Department will not be required for these 30 left-out bridges, as the State is already obtaining forest clearance for the concerned road works.

V. The average cost of 40 LSBs, which were considered by the Pre-Empowered Committee was Rs. 6.56 lakh/m. The average cost of 79 bridges submitted before EC (including 40 considered by Pre-EC) is Rs. 6.62 lakh/m. The State representative attributed the increase in cost to increase in the steel and cement price. NRIDA was asked to find out if the cost of 40 LSBs, which were considered by the Pre-EC has come down in the compliance report submitted by the State or otherwise.

VI. All proposals have been scrutinized by STA on OMMAS. The scrutiny of the proposals are yet to be done by the PTA. During the discussions, it came forth that NIT, Warangal is designated as both STA and PTA for the State of Telangana. *It was decided to get the proposal verified through another PTA. The Technical Division, NRIDA was asked to make necessary arrangement for the same on priority.*

3. Traffic wise details of road

i) In 3.75 m carriageway width, 82 roads of 263.53 Km are in T4 and T5 category with average cost of Rs. 85.52 lakh/Km.

ii) In 5.50 m carriageway width, 2 roads of 28.05 km are in T4 and T5 category with average cost Rs 134.74 lakh/Km.

iii) In 3.75 m carriageway width, 1 road of 2 Km are in T6 category with average cost of Rs. 77.20 lakh/Km.

iv) In 5.50 m carriageway width, 1 road of 12 km are in T7 category with average cost Rs 114.08 lakh/Km.

v) In 7.00 m carriageway width, 01 road of length 20 km are in T5 category with average cost of Rs. 106.03 lakh/km.

4. General/DPR Observations:

i) Out of 87 road works, 83 road works are for new construction in the carriageway width category 3.75 m. There are 4 roads with carriageway width greater than 3.75 m (3 roads of 5.50 m carriageway width and 1 road with 7.00 m carriageway width). Of these four (04) roads, PCU Value of two (02) road works viz., MDR road to Kagaznagar and Kannepally junction to Gerre are less than 2,000 PCU/day and thus, these road works are not eligible for widening to 5.50 m carriageway width based on PCU consideration. *It was decided that additional cost of project beyond 3.75 m carriageway for these two roads should be borne by the State Government.*

ii) 1 road has been proposed with 7.00 m carriageway width. In terms of the programme guidelines of RCPLWEA, in case width of the carriageway of the proposed road is more than 5.5 meter, the additional cost, over and above the cost, than permitted under the project will be borne by the state. *The same should be confirmed by the state on OMMAS.*

iii) The pavement cost of the proposed roads is very high. The State was advised to adopt cement stabilization and other new technologies to reduce the pavement cost. It was also decided that 21 road works with pavement cost more than Rs. 55 lakh/km will be critically examined by the NRIDA and State Government, and use of new technologies will be explored to bring down the average pavement cost. Moreover, additional cost of BC, over and above two coat surface dressing will be borne by the state under higher specification as these are very low volume roads.

iv) The Non-pavement cost of the road works is also abnormally 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 Committee decided that all DPRs having average non-pavement cost of more than Rs. 25 lakh/km will be re-examined by the State and NRIDA. Use of new technologies/ alternate methodologies will be explored to bring down the cost.

5. Maintenance

State has proposed Rs. 1,781.60 lakhs (5.95 % of construction cost) for 5 years Routine maintenance as against the expected requirement of 6 to 6.50% and Rs. 5,043.73 lakhs (16.83% of construction cost) for 6th year's renewal against minimum requirement of 18 to 23%. State representative intimated that the State is not able to upload/update the details due to technical problem on OMMAS. The State was advised to update the OMMAS.

6. R & D Technology

The adoption of R&D proposed by the State Government in the current batch is as under:-

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	Waste Plastic	24	108.74	33.40%
2	Cement Stabilization	20	51.9	22.82%
3	Lime Stabilization	1	22.4	
	Sub Total	45	183.04	
B	IRC Accredited Technology			
4	Paneled Cement concrete	8	7.06	10.63%
5	Nano Technology for Water proffing	13	20.75	
6	Terrazyme	2	6.8	
	Sub Total	23	34.61	
	Total	68	217.65	66.85%

The State was advised to adopt stabilization technology for sub-base and base course. The State was also advised to increase the proportion of technology use to reduce the average pavement and non-pavement cost.

7. Progress of RCPLWEA works

The status of implementation of RCPLWEA in the State is as under:-

Sanctioned		Completed		Balance		Unawarded	
Nos.	Length (Km)	Nos.	Length (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
59	698	3	262	56	436	0	0.00

Bridge (No.)

Sanction (Nos.)	Completed (Nos.)	Balance (Nos.)	Unaward (Nos.)
33	9	26	0

Out of balance 56 road works of 436 Km, 350 km road length and 10 bridges are affected with forest clearance issue. The State representative assured that time-bound action would be taken by the State Government for obtaining forest clearance and completion of the balance works and the current batch of proposals by the stipulated time-line of 31st March, 2023.

The State representative also assured that the State would start necessary preparation of forest clearance for the current batch of proposals forthwith so that the same could be submitted to the appropriate authority immediately after sanction of the proposal

8. Physical Progress

Against physical target of 1,300 Km (including RCPLWEA) for the FY 2021-22, only 403 Km road length has been completed. Under RCPLWEA, against the physical target of 300 Km, only 70Km road length has been completed, which is 23% of the target length. The State needs to expedite the pace of execution to achieve the target.

9. eMARG

Against 12 packages in DLP, only 1 package has been pushed to eMarg. The state was asked to take action for saturation on eMARG and ensure all the maintenance expenditure through eMARG. It was also decided that the sanction of the instant batch of proposal would be issued only after substantial progress on e-MARG.

10. Quality

I. 72 packages are presently in progress and in 07 packages QC lab is not yet established. The state representative intimated that QC lab has been established on all the ongoing packages and that work on aforementioned 7 packages have not yet started.

II. The number of SQMs required is 58 (PMGSY and RCPLWE Projects), whereas number of SQMs active as per OMMAS is only 40. The target for SQM inspections during 2021-22 (RCPLWE projects) is 530. But the inspection conducted during 2021-22 (RCPLWE projects) is only 88. State was advised to speed up SQM inspection in order to meet the target.

III. Unsatisfactory % based on NQM inspections (December'2018-December'2021) -

- Completed Works - 0.00 % - 1 Completed works inspected
- Ongoing Works - 0.00% - 38 Ongoing works inspected
- Maintenance works - 0.00% - 0 Maintenance Works Inspected
- Bridge Works - 0.00% - 10 Bridge works inspected

The attention to quality by the State was appreciated.

IV. Pending ATRs at State level:-

- Ongoing Works - 06

V. Anomalies of SQM Inspections during Jan'2021- July' 2021. ATR for the same should be submitted. SQMs should be sensitized so that these mistake do not recur:-

- For an ongoing LSB under package No. TS16220508, Horizontal cracks could be seen on the Pier 4, SQM has not mentioned about the same or has not suggested for the repairment.
- Edge drop at initial chainage of road could be seen, where surface course has been wearied off from the edge, SQM could have advised for the repairment of BT layer. Package no. - TS03RCP03
- Insufficient field laboratory equipment, major UCS machine is not available for the ongoing LSB project. SQM should have graded as "SRI". Package no. - TS16220508
- For checking the thickness of SDBC has been done inappropriately which is against the guidelines, should have done by taking average thickness by digging 50x50 pit as it would give exact thickness. Package no. - TS10RCPH05

11. Financial Issues

- Budget provision has not been shown on Treasury-07 report on PFMS. The State was advised to ensure the same on priority.
- Central share of Rs. 37.50Cr. & State share of Rs. 33.91 Cr. is pending for credit in SNA account. The State should take immediate action for early credit of pending Central and state shares so that they are available for utilization during the peak working time.

12. Recommendations of Empowered Committee

Empowered Committee recommended the project proposal submitted by the Government of Telangana as in para-2 above subject to fulfillment of the observations made in the foregoing paras and compliance thereof.

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