

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

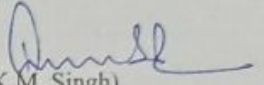
Room No. 376
Krishi Bhawan, New Delhi
Dated the 25th December 2021

MINUTES

Subject:- Minutes of the Meeting of Empowered Committee to discuss the project proposals submitted by the State Government of Uttar Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III for the year 2021-22 (Batch-II)- reg.

The Undersigned is directed to enclose herewith the Minutes of the Empowered Committee held on **23rd December, 2021 at 9:45 AM (through VC)** under the chairmanship of Secretary (RD) to discuss the project proposals for PMGSY-III submitted by the State Government of Uttar Pradesh for the year 2021-22 (Batch-II).

2. State Government is requested to furnish the compliance on the observation of the EC on priority.


(K.M. Singh)

Deputy Secretary to the Government of India

Distribution:

Distribution:

- (i) The Additional Chief Secretary, Department of Rural Development, Government of Uttar Pradesh, 1st Floor, Bappu Bhawan, Schivalaya, Uttar Pradesh, Lucknow: - 226001.
- (ii) The Chief Executive Officer, UPRRDA, Lucknow.
- (iii) The Chief Engineer, Department of Rural Development, Government of Uttar Pradesh, 1st Floor, Bappu Bhawan, Schivalaya, Uttar Pradesh, Lucknow: - 226001.
- (iv) The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- (v) The Director, Central Roads Research Institute, Mathura Road, New Delhi. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- (vi) The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- (viii) The Secretary, Department of Agriculture, Cooperation and Farmer's Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi. All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001. (ix)

Copy for Information to:

PS to Hon'ble MRD/ PS to Hon'ble MoS/Sr. PPS to Secretary (RD)/ PPS to AS (RD)/ PPS to AS&FA /All Directors of NRIDA, New Delhi

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 23rd DECEMBER, 2021 AT 9:45 A.M. TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF UTTAR PRADESH UNDER PMGSY III, BATCH II, 2021-22

A Meeting of the Empowered Committee (RC) was held through Video Conference on **23rd December, 2021** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Uttar Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III), Batch-II of 2021-22. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Shri Nagendra Nath Sinha	Secretary (RD)
Ms. Leena Johri	AS & FA (RD)
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG NRIDA
Shri Mam Chand	Director (IFD), MoRD
Shri K.M.Singh	Deputy Secretary (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B C Pradhan	Consultant Director (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
State Govt. Representatives	
Shri Manoj Kumar Singh	Additional Chief Secretary, RD & Panchayati Raj
Shri Bhanu Chandra Goswami	Chief Executive officer, UPRRDA
Shi Bijendra Kumar	Engineer in Chief, UPRRDA
Shri R.K. Chaudhary	Chief Engineer, UPRRDA
Shri P.D.Upadhyay	Financial Controller, UPRRDA
Shri Brijesh Kumar Dubey	SQC, UPRRDA
Shri D.D. Pathak	Senior Engineer Technical, UPRRDA
Er. Mohammad Murtaza	ITNO, UPRRDA

2. Details of Proposal

Item	As per Pre-EC dated 09.12.2021	As per OMMAS dated 22.12.2021
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	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 (Lakhs)
Roads	443	3352.33	3,122.39	93.14	589	4,461.15	4,347.21	97.45
LSBs	-	-	-	-	-	-	-	-
Total	443 roads + NIL LSBs	3352.33 km roads + 0.00 m LSBs	3,122.39		589 roads + NIL LSBs	4,461.15 km roads + 0.00 m LSBs	4,347.21*	
*MoRDShare :Rs. 2604.77 Crore					State share : Rs 1742.44 Crore			
Target : 18937.50 km					Sanctioned : 14536.80 km			

3.75 m width road - **262 Nos & Length - 1727.63 km - Rs. 73.94 Lakhs/km**

5.50 m width road - **327 Nos & Length - 2733.52 km - Rs. 112.30 Lakhs/km**

3. General Observations

(i) The State Government of Uttar Pradesh has been allocated road length of 18,937.50 km under PMGSY-III. The state has already been sanctioned 14,536.80 km.

(ii) The State has now submitted proposals for 589 roads of length 4,461.15 km. Out of 589 roads, 262 roads of 1,727.63 km have been proposed with 3.75 m carriageway width at an average cost of Rs. 73.94 lakh/ km. 327 roads of 2,733.52 km road length have been proposed with carriageway width of 5.50 m at an average cost of Rs. 112.30 lakh/ km.

iii) State has proposed approximately 60 km extra road length than the allocated target. ***On query, the state representative told that some ineligible roads will be deleted and target will not exceed. Moreover, dropping proposals for some earlier sanctioned roads has already been submitted.***

(iv) All proposals have been uploaded and scrutinized by the STAs on OMMAS. However, PTA scrutiny of only 50 proposals has been carried out. ***PTA scrutiny for balance 9 proposals is yet to be carried out.*** State should ensure this before the final clearance and its observations should be implemented in all the DPRs.

4. Average Cost Trends of sanctioned PMGSY-III works

i) It was observed that the Average cost/ km in the earlier sanction was Rs. 62.28 lakh/ km and Rs. 104.59 lakh/ km for 3.75 m carriageway width and 5.50 m carriageway width category respectively. However, it has increased to Rs. 73.94 lakh/ km and Rs. 112.30 lakh/ km for 3.75 m width and 5.50 m width category respectively. State representative told that the said increase was because high cost proposals were postponed for later batches and these have now been proposed making use of FDR methodology.

ii) For the roads proposed under FDR in 2021-22, the average cost was Rs. 76.10 lakh/ km for 3.75 m road and Rs. 111.71 lakh/ km for 5.50 m carriageway width category. In the current batch the average cost is Rs. 73.94 lakh/ km for 3.75 and Rs. 112.30 lakh/ km for 5.50 m carriageway width, which seem comparable.

5. Length/ Surface wise details of proposals

i) 8 roads are between 3-5 km and the rest are of 5 km and above.

ii) The proportion of Brick soiling, Track and WBM is negligible in the proposed roads. Further, it was observed that 14 roads have 25-75% BT/CC surface. These 14 roads need to be examined by the state critically.

6. FDR & Conventional Technology of Current Proposal

i) Under 3.75 m carriageway width category, 35 out of 262 roads have been proposed with conventional technology. Rest 227 roads have been proposed under FDR methodology. All the 327 roads in the 5.50 m carriageway width category are proposed with FDR methodology.

7. Traffic wise details of road

i) It was observed that, most of the roads (218 in number) are in T4 & T5 category. Roads with 5.5 m width are mostly residual roads shifted from earlier batches to be taken for FDR.

ii) Further, roads in 3.75 m width category were analyzed separately for conventional method and FDR technology. It was observed that, 35 roads proposed under conventional method are in under T4 & T5 traffic category. State has proposed surface dressing for these roads. ***For the roads under FDR methodology in T5 and below category, State has proposed BC and SAMI layer. The additional cost for higher specification of which will***

be borne by the State Government, as was done in the earlier batch. The state agreed to the same.

Committee inquired about the cost implication of BC & SAMI layer. NRIDA informed that BC & SAMI layer cost around extra Rs. 7.47 lakh/ km.

8. Pavement cost/ km - FDR technology

i) It was observed that the pavement cost/ km of 138 roads of 5.5 m carriageway width is more than Rs.1 crore. State was asked to explain the reason for this high cost. State representative explained that 112 roads of T9 category have been provisioned with BC/ SAMI layer of 40 mm and FDR thickness of 250 mm. The thickness of FDR has been provisioned as per IRC: SP: 72-1500. For roads of T3 traffic category, 200 mm thickness has been provisioned, For T4 traffic category roads, 210 mm FDR thickness, For T5, 225 mm thickness and for T6-T8, 225 mm thickness has been provisioned. Due to fixed thickness and increase in aggregate cost of BC in eastern districts, cost of these 138 roads is high. State representative also mentioned that increase in the cost of bitumen by 10-12% in comparison with the previous sanction in November has also led to increase in the cost.

It was decided that a team will be sent from NRIDA to the state immediately, which will sit with state officials and examine high cost DPRs of both 3.75m (>Rs 70 lakh/ km) and 5.5m (> Rs 100 Lakh/ km).

9. Non-Pavement cost/ km - FDR technology

i) It was observed that, 6 roads of 3.75 m carriageway width and 18 roads of 5.5 m carriageway width have non pavement cost/ km more than 25 lakh. State was asked to examine these roads and send compliance after EC meeting.

10. Distribution of roads based on widening to various carriageway

i) It was observed that 237 roads have been proposed for widening from 3 to 3.75 m. Out of these 237 roads, 210 are proposed with FDR technology and the state may go ahead for widening of these roads to 3.75 m. But for the remaining 27 roads under conventional method, state was asked as to how will they do the widening. State mentioned that they are strengthening the road by laying the WBM layer over the entire road. NRIDA mentioned that the state can lay GSB layer and not WBM, but it is also not allowed for the entire length. Required depth should be excavated and simultaneous compaction should be done. Thereafter, GSB should be laid on the required width only.

This practice is used by many states. However, the state needs to clarify and give such provision in the DPRs. Committee mentioned that if the PCU of these roads is less, then these roads will perform much better with 3m width. If the PCU is more (more than 2000), then these roads can be proposed for widening to 5.5 m. State proposed to widen all the 237 roads by using FDR technology. ***The team from NRIDA will also look into the method of widening and strengthening of these roads during their visit and suggest suitable course of action.***

11. District wise details of current proposal

i) Following districts were identified as outliers in terms of average cost/ km: -

- Average pavement cost/ km of roads of 5.5 m width in the Barabanki district was found to be Rs. 106.81 lakh/ km
- Average pavement cost/ km of roads of 5.5 m width in the Bareilly district was found to be Rs. 106.91 lakh/ km
- Average pavement cost/ km of roads of 5.5 m width in the Deoria district was found to be Rs. 106.91 lakh/ km
- Average pavement cost/ km of roads of 5.5 m width in the Gorakhpur district was found to be Rs. 105.41 lakh/ km
- Average pavement cost/ km of roads of 5.5 m width in the Hardoi district was found to be Rs. 110.31 lakh/ km
- Average pavement cost/ km of roads of 3.75 m width in the Jaunpur district was found to be Rs. 79.80 lakh/ km
- Average total cost/ km of roads in 5.5 width in Lakhimpur- Kherii district was found to be 137.85 lakh/ km
- Average pavement cost/ km of roads of 3.75 m width in the Lalitpur district was found to be Rs. 94.18 lakh/ km
- Average pavement cost/ km of roads of 3.75 m width in the Pilibhit district was found to be Rs. 101.53 lakh/ km
- Average pavement cost/ km of roads of 5.5 m width in the S.R. Nagar district was found to be Rs. 106.25 lakh/ km
- Average total cost/ km of roads in 5.5 width in Unnao district was found to be 126.47 lakh/ km

State was asked to rationalize the cost in the above flagged districts.

12. Pre-EC Compliance

i) During the pre-EC, it was observed that 2 roads have 25-50% of BT surface, 9 roads have 50-75% BT surface and 6 roads have 75-85% BT surface. State was asked to examine these 17 roads critically to ensure that these roads meet the objectives of PMGSY-III. State examined the proposals as per the suggestions and deleted such roads. However, it was observed that

there are still some roads which are more than 50% kutchha road. Such roads need to be critically examined by the state and the visiting NRIDA team.

ii) State was asked to conduct the ATCC survey for the roads of T9 and above traffic category and submit the report before EC meeting. State informed that, they have completed the ATCC survey and the report will be submitted immediately. State was asked to submit the report to NRIDA before clearance.

v) Out of total 2520 proposals of the current batch and already sanctioned, during the pre-EC, only 2276 proposals were uploaded on GeoSadak. 8 were pending at the level of SRRDA, rest were pending with the PIUs. State was asked to get all the proposals uploaded on GeoSadak. State intimated that the sanctioned proposals of previous two phases have been uploaded. It was observed that 132 proposals are yet to be uploaded on GeoSadak. State was asked to upload the balance proposals immediately.

vi) 54 sample proposals were audited by NRIDA for their quality as TR/MRL under PMGSY-III. State has submitted the reply of planning observations to NRIDA. It was observed that for 14 proposals, justification submitted by the state is not satisfactory. State was asked to send the compliance shortly.

vii) During Pre-EC, it was observed that the proposed alignment of a road in Amethi District (T-14T-01 (Kasimpur) To Jais Via HatwaNawas) is different from the candidate road. State replied that the road has been verified by the PIU and it will serve as a major link that will cater to a large population and facility. It was observed that 68% of the proposed road is not BT/CC and it is also not serving large population. Hence, State's justification was not found to be satisfactory. ***The State informed that the road will be deleted.***

viii) It was observed that a road in Fatehpur district (MRL 16-B.B. Road Km 235 to AlampurNarhi) proposed in T9 category is not serving large population. State mentioned that the road is providing facilities like primary school and inter college and the r and meeting the criteria of PMGSY-III. ***The State informed that the road will be deleted.***

ix) A road in Prayagraj district (MRL07-ALD Rewa RD KM-22 TO REHI) is parallel to other district Road (ODR) and is not meeting PMGSY-III objective. ***The State informed that the road will be deleted.***

x) A road is Sonebhadra district (MRL51-Parsauna to NavatolaKhadiya) is a link road and serving very less population and not meeting PMGSY-III objective. ***The State informed that the road will be deleted.***

xi) It was observed that 79 high priority roads have been skipped citing 'ownership with different department' as the reason. State is yet to provide the justification.

xii) 4 roads with good existing surfaces have been proposed for up gradation. It was mentioned that roads with 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. In response, state has dropped one road, but for the other three roads, the state has not provided any justification/ videography. ***The State informed that the road will be deleted.***

13. High Priority Roads skipped in CUCPL

It was observed that 118 high priority roads have been skipped in CUCPL citing land issues. Committee asked if such an issue is predominant in some specific areas? State mentioned that such an issue arises when the road is near the bank of a canal where adequate width is not available. State was asked to examine if strengthening of such roads is possible, if not widening.

14. R&D Proposals

i) It was observed that the state has proposed only 1 road for construction using waste plastics. State was asked to propose adequate roads for construction using waste plastics, as it will reduce the cost without affecting the strength of the road.

ii) State has proposed roads with surface dressing but has not updated it on OMMAS. State was asked to do the same on priority.

iii) State had proposed 146 roads in batch-I of 2021-22 under conventional technology at a cost of Rs. 1072.79 crore. Due to high cost, the State was then asked to propose it with cement stabilization. Cost of construction of these 146 roads using FDR technology was worked out by NRIDA and it was found that, FDR will result in reduction of around Rs. 10 crore of MoRD share after removing the cost of higher specification as it is to borne by the state. State however mentioned that they have already proposed a large number of roads with FDR and DPRs of these roads have been made for conventional method, hence these roads may be allowed under conventional method. Committee agreed with the proposal of the state to keep these 146 roads under conventional technology.

15. Physical Progress (2021-22)

Annual physical target of the state for FY 2021-22 is 5000 km, out of which only 555 km has been constructed so far. State was asked if they will achieve the target. State informed that financial progress is around 30-35%. Physical progress will also be achieved.

16. PMGSY-III Tender Details

Tender amount of awarded works of 1st batch were analyzed and it was observed that there is a saving of 13.20% with respect to sanctioned amount. State was asked to further analyze the tender results.

17. Maintenance Liability

- i) State has the maintenance liability of Rs. 113.22 crore during the current financial year. Rs. 50 crore has been released so far. State was asked to expedite the release of the balance maintenance fund.
- ii) It was observed that data of maintenance on OMMAS is inaccurate and is very different from the figure conveyed by the state. NRIDA was asked to look into it and ensure that this issue gets resolved.

18. Quality

- i) It was observed that, 18.89% of maintenance works have been graded as Unsatisfactory by NQMs. State needs to look into the quality aspect.
- ii) 18 ATRs of NQM Inspections are pending from the state. State needs to expedite the submission of same.
- iii) It was observed that there is difference in the Unsatisfactory percentage by NQMs & SQMs during November 2018- November 2021. State needs to look into it. SQMs should be sensitized to reduce such differences.
- iv) Various anomalies in respect of SQM inspections have been seen which are as follows-
 - Tin Boxes are used for Volumetric analysis, instead 50x50 wooden box (UP03152, UP66131, UP63136, UP6146).

- Inspection conducted in night and pit of standard size not excavated for thickness of various layers (UP0862).
- Maintenance board not as per specifications standardized by MoRD or not fitted properly (UP21103, UP33151).
- Top of shoulder should not be above the top layer of crust in any case (even during ongoing works), SQM should have given comment on it (UP0285, UP0279).

State should sensitize their SQMs to avoid such anomalies.

19. **Financial issues**

- i) Interest recovery amounting of Rs. 15.28 Cr. is pending from Bank.
- ii) State has submitted incomplete PMGSY financial reconciliation report
- iii) Incorrect State budget is being shown on PFMS TSRY-07 report.
- iv) Audited balance sheet of all the three funds for the FY 2020-21 has not been submitted by the state.
- iv) AS & FA (RD) mentioned that separate SNA mapping for RCPLWEA has not been done by the state. It was clarified that, a single agency SRRDA is dealing with both regular PMGSY & RCPLWEA, hence there is no need for separate SNA for RCPLWEA.

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

Subject to the above observations and concurrent action/compliance by the State Government as stipulated in the foregoing paras, the Empowered Committee recommended the above proposals as at Para-2 above.

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