

**File No-P.17024/4/2019-RC (Part) (FMS-368978)**

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


Krishi Bhavan, New Delhi  
Date: 19<sup>th</sup> May, 2022

**MINUTES**

**Subject: Minutes of the Meeting of Empowered Committee held on 14<sup>th</sup> May, 2022 to discuss project proposals of State of Bihar under PMGSY-III (Batch-I, 2022-23)-reg.**

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee meeting held on **14<sup>th</sup> May, 2022 at 12:00 PM** under the Chairmanship of Secretary (RD) **(through Video Conferencing)** to discuss the project proposals submitted by the State of Bihar under PMGSY-III (Batch-I, 2022-23).

2. This issues with the approval of the competent authority.



(K.M Singh)

Deputy Secretary to the Govt. of India  
Tel. No: 011-23070308

**Distribution:**

- i. The Secretary, Rural Works Department, Government of Bihar, 5<sup>th</sup> Floor, Vishveshwaraiya Bhawan, Bailey Road, Patna- 800015, Bihar.
- ii. Shri Rajeev Ranjan, Nodal Officer, PMGSY, SRRDA, RWD, Govt. of Bihar, Vishveshwaraiya Bhavan, Bailey Road, Patna- 800015.
- iii. The Adviser, NITI Aayog
- iv. The Director, Central Roads Research Institute, Mathura Road, New Delhi
- v. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector-6, Rama Krishna Puram, New Delhi, Delhi 110022
- vi. The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi
- vii. All Directors in NRIDA.

**Copy to:-**

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

A Meeting of the Empowered Committee was held through Video Conference on **14<sup>th</sup> May, 2022 at 12:00 PM** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Bihar under PMGSY-III, Batch-I of 2022-23. Following officials were present in the meeting.

## 2. Details of Proposal

As per Pre EC					As per OMMAS as on 14.2.2022			
Item	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Roads	475	4079.692	3179.80	77.94	484	4030.16	3042.33	<b>75.49</b>
LSBs	73	3120.760	189.34	6.07	100	4240.48	264.86	<b>6.25</b>
<b>Total</b>	<b>475 roads + 73 LSBs</b>	<b>4079.69 km roads + 3120.76 m LSBs</b>	<b>3369.14</b>		<b>484 roads + 100 LSBs</b>	<b>4030.16 km roads + 4240.48 m LSBs</b>	<b>3307.19</b>	

\*MoRD Share : Rs. 1968.23 Crore                      State share : Rs 1338.96 Crore

3.75 m width road - 416 Nos & Length – 3239.30 km - Rs. 69.25 Lakhs/km

5.50 m width road - 68 Nos & Length - 790.87 km - Rs. 101.03 Lakhs/km

### **3. General Observations**

- i) The State of Bihar has been allocated a target of 6162.50 km under PMGSY-III, against which 1390.31 km has already been sanctioned to the state.
- ii) The State has now submitted proposals for 484 roads of 4030.16 km and 100 LSBs.
- iii) 416 roads of 3239.30 km are proposed for 3.75 m carriageway width at an average cost of Rs. 69.25 lakhs/Km and 68 roads of 790.87 km are proposed for 5.5 m carriageway width at an average cost of Rs.101.03 lakhs/km.
- iv) All proposals have been uploaded on OMMAS and scrutinized by STA. PTA has done the scrutiny of 49 roads and 4 LSBs. State was asked to carry out PTA scrutiny of remaining LSBs.
- v) It was observed that, the state has proposed additional 9 roads and 27 LSBs as compared to pre-EC. Also, the average cost of the bridges has increased in comparison to pre EC. The reason for the same was asked from the state and NRIDA. NRIDA informed that, during pre-EC, the proposal was at scrutiny stage and more works were getting uploaded. It was enquired, if 27 extra LSBs are proposed on the same roads being proposed. State confirmed the same. As regards, increase in the average cost, NRIDA mentioned that average cost of these 27 LSBs added after pre-EC is slightly on higher side. It was inquired if average cost of 73 LSBs scrutinized by pre-EC has also increased, to which State informed that, the average cost of 73 bridges has not increased. State was asked about the SOR used by them for this batch. State informed that they have used December 2021 SOR. NRIDA should analyze and put up this information.
- vi) On the issue of 9 roads added after pre-EC, NRIDA informed that pre-EC was conducted for 475 roads and during planning audit some roads were deleted as they were not found eligible. Meanwhile, state uploaded some more roads. To this, the Committee mentioned that, roads cannot be added this way and the said roads may be shifted to next batch. NRIDA was asked to comply with the direction of Committee and consider only those roads which were initially proposed in Pre-EC.

### **4. Existing Surface**

- i) It was observed that 78 roads have less than 75% BT/CC surface. NRIDA was asked to examine if these roads are through routes and major rural link roads and obtain road-wise justification. Road-wise justification for the same was asked during pre-EC as well, which has not been provided by the state.

NRIDA mentioned that some of these roads have come in the CUCPL as many other high priority roads have been skipped citing ownership with other department/ sanctioned under other scheme. State was to provide proper justification for proposing these many kutchra roads.

State mentioned that in the planning audit of 128 roads, they have provided road-wise justification and 6 justifications were found to be un-satisfactory and they will provide the revised justification for these roads. Committee mentioned that less than 75% BT/CC is not being allowed in general for other states as well. State assured to examine each road individually and send justification. Committee asked NRIDA to delete the roads with less than 75% BT/CC surface from the current batch (so that this batch can be

considered without delay and to consider the said roads in next batch provided the state submits proper justification for them.

#### **5. High Priority Roads skipped in CUCPL**

i) It was observed that many high priority roads have been skipped, as they have been sanctioned under state scheme (417 roads) or have ownership with other department (64 roads). State was asked to provide proper documents/ authentication supporting these facts and submit road-wise details to NRIDA for verification. It was also clarified that merely because the ownership of some roads lay in different departments, the said roads should not be excluded from being considered. If concerned owner organisations are agreeable and a workable arrangement can be worked out for their implementation within the PMGSY implementation framework, they could be considered failing which there would be justification for skipping them.

#### **6. Pre-EC Compliance**

i) State has uploaded all the proposals on Geo Sadak. NRIDA audited 128 sample proposals for their utility as TR/MRL under PMGSY-III. Justification for 6 proposals by the state was not found to be satisfactory.

- One road in Gaya district MRL09-L078 Benipur Bazidpur-Bazidpur to Arwal Border road via Makhdumpur was found to be discontinuous and parallel to State Highway
- One road in Rohtas district MRL09-Nasriganj Rajpur Road To Canal Road sahgi was found to be earthen and parallel to existing state highway.
- One road in Muzaffarpur district MRL03-Minapur to Minapur PWD Road via Bankul has high percentage of existing non BT/CC portion.
- The alignment of one road in Muzaffarpur district MRL06-Bhadai Chak Purbi Tola Dr. Dinesh Ke Ghar Se Hazaratpur has been made such that it is benefiting the Brick kiln which is not the objective of PMGSY III.
- One road in Samastipur district T21-BANGARHATTA TO BELA VIA MAUN SIRIPUR has high earthen portion and also forming a closed loop
- One road in Samastipur district MRL14-HARPUR KEORI TOLA TO BLOCK BOUNDARY VIA WEST HARIJAN TOLA has 61% earthen road and no major population exists along the length of the road.

**Committee asked the state to delete these roads from the current batch as proper justification is not provided as per PMGSY-III guidelines.**

ii) One road (T08-BUXAR ITARHI PATH NATHPUR TO BARKAGAON VIAPASAHARA) of Buxar district was found to have good PCI. State was asked to remove this road from the current batch. **State has not yet deleted the road and was asked to do the same.**

iii) One road (MRL32-SAIFGANJ TO SIMRAHA) of Araria district has good PCI, but has been proposed by the state as it is a high traffic volume road. State has proposed strengthening along with widening from 3.75 m to 5.5 m width, which has led to increased average cost for the road. **It was clarified that state will bear the additional cost.**

iv) It was learnt that revision in SoR of the state was announced in the month of December, 2021. Committee asked, if the revision has been approved. NRIDA informed that approval of SoR is still under process. State was asked to submit the clarifications asked by NRIDA.

v) During pre-EC, state was asked to take the initiative for guidance in new technology. In this regard, a meeting was held between Bihar and UP officials on 25<sup>th</sup> and 26<sup>th</sup> April 2022, for which arrangement was made by BRRDA.

## **7. District-wise details of current proposals**

i) State was asked, if they are not proposing any road in Begusarai district. State informed that, all the eligible roads of Begusarai district have been sanctioned in earlier batch.

ii) In the following districts, average cost has increased after pre-EC.

- East Champaran
- Khagaria
- Madhubani
- Kaimur
- Vaishali

**State was asked to examine the roads proposed in these districts and explain the same.**

## **8. Average Cost Trend**

i) In the previous batch of sanction, the average cost of roads in 3.75 m width category was Rs. 62.5 lakh/ km (excluding higher specifications) and for roads in 5.5 m category, it was Rs. 97.14 lakh/ km (excluding higher specifications). In the current batch, the average cost of roads in 3.75 m width category is Rs. 69.25 lakh/ km and for 5.5 m width category, it is Rs. 101.03 lakh/ km. These costs are also excluding higher specifications. It was observed that, average cost has increased substantially for both 3.75 m and 5.5 m width category roads.

ii) The average cost of bridges in previous batch of sanction was Rs. 5.64 lakh/km, the same is Rs. 6.25 lakh/ km in the current batch. Committee mentioned that PTA scrutiny of the remaining bridges should be carried out on priority.

## **9. Distribution of roads based on various carriageway**

i) State has proposed 6 roads of 3.0 m existing carriageway width for upgradation to 3.75m. Committee mentioned that, such widening is generally not feasible, since the quality of compaction is doubtful in such widening. State was asked to explain as to how will they do this widening? State was



asked to check PCU of these roads as well. This issue was raised during pre-EC as well, in compliance of which state has informed that, they will do the compaction by cutting the entire shoulder.

**10. Pavement cost/ km wise details**

i) 33 roads in 3.75 m width category have pavement cost more than Rs. 70 lakh/ km and 40 roads in 5.5 m width category have pavement cost more than Rs. 80 lakh/ km. These pavement costs are very high. State was asked if new technologies have been adopted on these roads or conventional technology is being used. State informed that, they are planning to propose approx. 800 km under FDR technology. Committee asked if the flagged 33 roads in 3.75 m width category and 40 roads in 5.5 m width category have been taken up under FDR or new technology so as to bring down the cost. NRIDA informed that, during Pre-EC also state was asked to take up these roads under FDR or new technology, but they have not done so. Committee mentioned that the flagged roads may be taken in the next batch after adoption of new technology. State should come up with the next batch of proposals as early as possible.

**11. Non-Pavement cost/ km wise details**

i) 11 roads in 3.75 m width category and 4 roads in 5.5 m width category were found to have non pavement cost more than Rs. 35 lakh/ km. Committee asked as to why the non-pavement cost is so high in Bihar. State mentioned that due to extra water ways and CD structures in North Bihar (Samastipur, Darbhanga, Madhubani etc.), non-pavement cost is this high. Committee mentioned that, all the roads with non-pavement cost more than Rs. 20 lakh/ km (149 in 3.75 m width category and 23 in 5.5 m width category) need to be examined and road-wise justification should be given by the state. NRIDA was asked to depute NQMs for examination of the high pavement/ non-pavement cost. Further, committee mentioned that 11 roads in 3.75 m and 4 roads in 5.5 m which are flagged should be deleted from the current batch and proposed in the next batch after proper inspection and formulation of DPR.

**12. PCU/ day**

i) It was observed that 8 roads in 3.75 m width have PCU/day more than 2000. Committee mentioned that 6 roads in 3.75 width with PCU/day more than 3500 are of more concern. State needs to examine these roads, as this narrow carriageway is not permissible for high PCU.

**13. R&D Proposals**

i) Out of the current batch, NRIDA recommended the state to propose 34 roads in 3.75 m width with pavement cost more than Rs. 70 lakh/ km and 40 roads in 5.5 m width category with pavement cost more than Rs. 80 lakh/ km with FDR technology.

ii) It was observed that, state has proposed only 1050 km with waste plastics. State was asked to propose atleast 70% of eligible road length with waste plastics.

iii) State was asked to propose all the CC roads which is approximately 800 km under new technology (PCC/ CFC).

#### **14. Maintenance**

i) It was observed that, state has provisioned Rs. 252.06 crore as 5 years maintenance cost and Rs. 483.16 crore as 6<sup>th</sup> year renewal cost. Committee asked, if the state is not incurring expenditure on maintenance. NRIDA mentioned that state has incurred an expenditure of Rs. 114 crore on maintenance in 2021-22, but has not uploaded it on OMMAS. State was asked to upload the expenditure details on OMMAS.

#### **15. Physical Progress**

i) In FY 2021-22, against the physical target of 2200 km, 1862 km has been constructed by the state. During the current FY 2022-23, against the physical target of 2500 km, so far 55 km has been constructed.

ii) State has not awarded 25.62 km and 3 LSBs under PMGSY-I, 616.55 km and 6 LSBs under PMGSY-III and 106.78 km and 2 LSBs under RCPLWEA. The Empowered Committee expressed its grave concern on lack of award of PMGSY-III works despite 13 months since these were sanctioned as against the norm of 72 days or lower.

#### **16. eMarg**

i) 339 (4%) packages are pending for locking on eMarg. 481 (6%) packages are pending for MEE. RI has been missed in 1188 (49%) packages. 5533 packages have pending payment for more than 3 months. 2949 (53%) packages are pending for first payment. State needs to look into it and saturate the packages on eMarg. Committee mentioned that liability of a year should be cleared in that year only. A circular in this regard has been issued by NRIDA. State should comply with it.

#### **17. Quality Issues**

i) Out of 773 ongoing packages, Labs have not been established in 149 packages. State was asked to establish labs in remaining packages.

ii) It was observed that, 2 works of more than a year have not been inspected by SQMs even once. Further one work in which payment of more than 10 lakh has been done, has not been inspected by SQM. State was asked to look into these works and take necessary action.

iii) It was observed that during May 2019 to April 2022, 12.14% completed works, 13.00% ongoing works and 33.42% maintenance works have been found unsatisfactory which is more than the national average. Further, it was observed that 1.48% bridges have been found unsatisfactory by NQMs during the same period which is alarming. Unsatisfactory percentage in bridges should be zero. Unsatisfactory percentage for bridges was observed to be high in SQM inspections as well.

iv) It was observed that, there is a huge difference between grading percentage of NQM and SQM Inspections. State mentioned that, they have deployed flying squads to conduct inspections on the roads already inspected by SQMs and graded satisfactory. They are in the process of de-panelment of many SQMs who have wrongly graded the works.

v) **Anomalies of SQM Inspections**

- Road with package no. BR17R141, condition of road is totally poor as surface is uneven(improper compaction), shoulders are not at all maintained, DOI - 29-Mar-2022
- Citizen information Board is not as per norms, as desired information is not filled on the board. Package no. BR01P2R-10
- Super-elevation calculated in a wrong way,
- Longitudinal cracks could be seen on the surface of carriageway on BT surface. SQM has not mentioned about the same. Package no. BR26P2R-03
- Surface of Carriageway is totally uneven, as work has been done till WBM stage till date of inspection, improper compaction and rolling could be observed. Package no. BR01P2R-10
- Thickness of SDBC layer wrongly checked without digging the pit. Package no. BR04P2R-11, BR16R280, BR21P2R-06

State was asked to look into it and sensitize their SQMs so as to avoid these anomalies. State should send the ATR in compliance report.

vi) It was observed that 107 ATRs (35- completed, 72- ongoing) of NQM inspections are pending from the state. Committee mentioned that, as per the new circular of NRIDA, these works will shortly be declared as non-rectifiable. State should submit the same on priority.

vii) Pending Complaints at State level during the financial year 2021-22:- 02 (Complaint forwarded to state government vide letter dated (i) 18.11.2021, 15.02.2022 (ii) 09.11.2021, 15.02.2022. State should submit the ATR at the earliest.

**18. Finance**

- i) State has not submitted Audited Balance Sheet of Maintenance Fund of FY 2020-21.
- ii) State has not submitted Interest verification certificate for FY 2020-21.
- iii) Interest recovery of Rs. 22.76 crore is pending from bank.
- iv) 77 works are pending for financial closure for more than 180 days as on 12-05-2022.

State was asked to look into the above financial issues and take appropriate action for disposal of pending matters.

Subject to the observations above, the proposals of the state can be approved after carrying out the above modifications.

Meeting ended with vote of thanks to and from the Chair.

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