

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

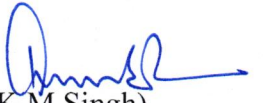
Room No.376  
Krishi Bhavan, New Delhi  
Dated: 21<sup>st</sup> January, 2022

**MINUTES**

**Subject: Meeting of Empowered Committee to discuss the project proposals of the State of Chhattisgarh under Road Connectivity Project in Left Wing Extremism Affected Areas (RCPLWEA) – reg.**

The undersigned is directed to enclose herewith the Minutes of the meeting of the Empowered Committee held on **17<sup>th</sup> January, 2022 at 2:00 PM** under the chairmanship of Secretary (RD) (**through VC**) from Room No 199-D, Krishi Bhavan, New Delhi for discussing the project proposals submitted by the State of Chhattisgarh under RCPLWEA (2021-22, Batch-I).

2. State is requested to furnish the Compliance Report on the observations made during the meeting to the Ministry/NRIDA on time for sanctioning the projects under RCPLWEA.



(K.M Singh)

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

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5. All Directors, NRIDA, New Delhi

**Copy for information to:-**

- PPS to MRD/PPS to Secretary (RD)/PPS to AS&FA/PPS to AS (RD)

**MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 17<sup>th</sup> JANUARY, 2022 AT 2:00 P.M. TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF CHHATTISGARH UNDER RCPLWEA, BATCH I, 2021-22**

A Meeting of the Empowered Committee (RC) was held through Video Conference on **17<sup>th</sup> January, 2022 at 2:00 PM** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Chhattisgarh under Road Connectivity Project for Left Wing Extremism Areas (RCPLWEA), Batch-I of 2021-22. Following officials were present in the meeting.

<b>MoRD/ NRIDA Representatives</b>	
Shri Nagendra Nath Sinha	Secretary (RD)
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
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.III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
Shri Rajendra Goel	Director (P.II), NRIDA
<b>State Govt. Representatives</b>	
Shri Siddharth Komal Singh Pardeshi	Secretary, PWD, Chhattisgarh
Shri Vijay Kumar Bhatpahari	Engineer in Chief, PWD, Chhattisgarh
Shri B.K. Lall	Finance Controller, PWD, Chhattisgarh
Shri R.K. Ratrey	Chief Engineer, PWD, Chhattisgarh
Shri B.S. Baghel	Chief Engineer, PWD, Chhattisgarh
Shri G.R. Rawte	Chief Engineer, PWD, Chhattisgarh
Shri P.K. Agrawal	SE, PWD, Chhattisgarh
Shri D.L. Tekam	SE, PWD, Chhattisgarh
Shri N.K. Jayant	SE, PWD, Chhattisgarh

**2. Details of Proposal**

Item	As per Pre-EC				As per OMMAS dated 09.01.2021			
	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)
<b>Roads</b>	80	392.90	221.87	56.46	95	614.7	375.67	61.11
<b>LSBs</b>	28	3234.10	160.74	4.97	63	5487.02	277.73	5.06
<b>Total</b>	80 roads + 28 LSBs	392.90 km roads + 3234.10 m LSBs	382.61		95 roads + 63 LSBs	614.7 km roads + 5487.02 m LSBs	653.4*	
<b>*MoRDShare : Rs. 390.94 Crore      State share : Rs 262.45 Crore</b>								

3.75 m width road - **86 Nos & Length - 548.98 km - Rs. 60.39 Lakhs/km**

### **3. General Observations**

i) Out of 95 proposed roads, 7 roads were approved by MHA in 2019-20, 81 roads in 2020-21 and 7 roads in 2021-22. SRD enquired about the reason of substantial increase in number of proposals in the EC meeting in comparison with that of the pre-EC. It was mentioned that, during pre-EC, state had not proposed many strategically important roads recommended earlier by MHA, citing reason that the roads lie in extremely LWE affected areas. It was then observed that the purpose of RCPLWEA is to build strategically important roads in LWE affected areas and skipping those roads will beat the very purpose of RCPLWEA. State was then asked to send the DPRs of those left out proposals before EC meeting so that the same can be considered in EC meeting after scrutiny. State of Chhattisgarh has already taken almost one and a half years to formulate these proposals and the sanction of proposals has been largely delayed. Hence, in interest of saving time, it was decided to consider all the proposals altogether in EC meeting.

ii) State was asked to clarify about the number of bridges they are proposing as they have conveyed to NRIDA that they are proposing some more bridges for which DPR preparation is still underway. State representative informed that many bridges recommended by MHA are in the remote areas, hence they are facing difficulty in DPR preparation and that the same was underway. State representative further informed that, out of 63 bridges, 13 are recommended by MHA in June 2020 (out of the 16 stand-alone bridges recommended), the rest are the left-out bridges falling in the alignment of the roads recommended by MHA. ***Committee asked NRIDA to verify that the proposed left-out bridges are on the same roads and the drainage data suggests that high level long span bridges are required on those roads. The state also clarified that these are the final proposals for LSBs, and they are not proposing any other LSBs under RCPLWEA.***

iii) Out of 63 proposed LSBs, 18 proposals have length greater than 100 m. State should add the extra cost over and above 100 m LSB length in state share under higher specifications, as per RCPLWEA guidelines.

iv) Committee enquired if the cost of these 80 roads (of Pre-EC) has increased in comparison to that of the pre-EC meeting. It was mentioned that the cost of these 80 roads has decreased a little bit, but average cost of the 15 additional roads is on the higher side. State representative informed that these 15 roads lie in remote areas, hence the higher cost. Committee asked the number of roads out of these 15 roads, proposed in 3.75 m carriageway width and in 5.5 m carriageway width and the average cost of these 15 roads. NRIDA mentioned that all these 15 roads have been proposed in 3.75 m carriageway width. These 15 roads include 6 roads in Bijapur (average total cost- Rs. 73.30 lakh/ km), 2 roads in Dantewada (average total cost- Rs. 67.86 lakh/ km) and 7 roads in Sukma (average total cost- Rs. 64.18 lakh/ km).

v) All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA scrutiny has been done for 9 roads and 9 LSBs.

### **4. Details of proposals approved by MHA**

Out of 275 roads approved by MHA in December 2018, state has been sanctioned 219 roads of 1240.25 km and 7 roads are under consideration in the current batch. **Out of balance 49**

roads, state has declared 38 roads as not feasible. MHA representative at the time of pre-EC had directed the state to include the remaining 11 roads in the current batch of proposals. State has proposed only 8 roads out of the 11 roads. State representative informed that they are facing security issues in making DPR of the other 3 roads which may take a lot of time. Hence, they have proposed only 8 roads. Further, out of the 8 roads recommended by MHA in October 2021, state has proposed 7 roads citing 1 road as not feasible. *It was observed that this data was in variance with the data presented in EC. NRIDA and State were asked to coordinate and confirm the figures.*

#### **5. Average Cost Lakh/ km**

i) During Pre-EC, the average cost/ km for roads in 3.75 m carriageway width category was Rs. 53.97 lakh/ km which has been increased to Rs. 60.39 lakh/ km during EC meeting. While the average cost/ km for roads in 5.5 m carriageway width category has decreased. During EC meeting, it was Rs. 67.11 lakh/ km and the same was Rs. 68.87 lakh/ km during pre-EC meeting. ***NRIDA was asked to scrutinize the 15 additional roads as only these roads have contributed in increasing the average cost of 3.75 m carriageway width category roads. District wise comparison with PMGSY-III costs should also be done.***

ii) Average cost of LSBs during pre-EC was Rs. 4.97 lakh/ km. The same was Rs. 5.06 lakh/ km during EC meeting. The committee asked the reason of increase in average cost of bridges. State representative informed that transporting materials to the remote areas is difficult process and hence the increase in cost owing to the new LSBs added after Pre-EC. ***NRIDA will examine the same.***

#### **6. District-wise cost distribution of roads**

i) Following districts have been identified as outliers in terms of average total cost in 3.75 m carriageway width category roads

- Average total cost in Bijapur district is Rs. 73.30 lakh/ km
- Average total cost in Dantewada district is Rs. 67.86 lakh/ km
- Average total cost in Sukma district is Rs. 64.18 lakh/ km

ii) In 5.5 m carriageway width category, the average total cost in Kanker district is Rs. 83.95 lakh/ km which is an outlier.

State was asked to examine the reason of high cost in the above flagged districts.

iii) Committee desired to have a comparison of the average cost of these outlier districts in RCPLWEA with that of the PMGSY-III. NRIDA was asked to prepare a comparison sheet.

iv) It was observed that in the district of Kanker, one road has an average pavement cost is Rs. 82.26 lakh/ km and average total cost is Rs. 83.95 lakh/ km. So the non-pavement cost is only Rs. 1.69 lakh/ km which seems to be improbable. State representative informed that, there is no bridge on the said road and there is only road side pucca drain of around 600 m as this road is passing through a habitation. The cost of the road-side drain is Rs. 6.34 lakh. Committee asked about the reason of high cost in the district. State representative informed that the road is of T9 category and it connects one end of state highway to the other. State has provisioned the use of metal GSB, WMM, BM & MSS for this road. Committee observed that, since the road is T9 category and has large PCU, that means traffic is running and proper supervision of the road can be done. Hence, State should adopt new technology in this road to



reduce the cost. State agreed to it and **NRIDA was also asked to guide the state in adopting new technology.**

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

i) It was observed that 5 roads of 5.5 m carriageway width are in T6 traffic category and 4 roads of 5.5 m carriageway width are in T9 traffic category. Committee mentioned that these 9 roads are high traffic category roads, that means PCU is quite large on these roads; thus supervision will not be difficult on these roads. **Hence, state was asked to adopt new technology on these roads to reduce the cost.**

ii) State was asked to conduct ATCC based axle road survey for the roads in T9 traffic category and furnish the report to the Ministry on priority.

#### **8. Pavement cost/ km wise details**

It was observed that 22 roads in 3.75 m carriageway width category and 4 roads in 5.5 m carriageway width category have pavement cost/ km more than Rs. 55 lakh/ km and 65 Lakh/ km respectively. State was asked to look into these roads and if these roads are not in very remote areas, new technology should be adopted to reduce the cost. NRIDA was also asked to examine if these roads include 15 additional roads with high cost.

#### **9. Non-Pavement cost/ km wise details**

It was observed that 8 roads have non pavement cost more than Rs. 20 lakh/ km. State and NRIDA were asked to properly scrutinize these two roads.

#### **10. Cost variation from pre-EC to EC**

i) It was observed that the cost of 6 proposals has been increased since pre-EC. State mentioned that increase in cost is due to the modification in provision of the 6 roads by adopting new technology. Committee asked as to how can the cost be increased with the adoption of new technology which should be cost effective. State responded that, the rates of waste plastics etc. in their SOR is more, hence the cost is higher. Committee however observed that the design adopted by the state may need to be looked into as new technology is used to reduce the cost. NRIDA needs to look into these 6 DPRs.

ii) It was observed that the average cost of 80 roads during pre-EC was Rs. 55.56 lakh/ km whereas the average cost of 15 roads added after pre-EC is Rs. 70.95 lakh/ km. The cost was observed to be almost 30% high. State was asked to justify the cost variation. State representative informed that, PMGSY SOR 2018 for road works applicable in Bijapur, Sukma, Dantewada and Narayanpur districts is 16% more than SOR applicable in Kanker, Kondagaon and Bastar districts. State also mentioned that DPR cost of road works in Bijapur, Sukma and Dantewada district is more due to provision of earthwork in new roads, toe wall, pitching work, drain, protection work and more number of culverts required as per district topography where road alignment passes in hilly area. NRIDA was asked to examine these 15 roads in detail.

#### **11. DPR Issues**

i) State was asked to conduct the design stage RSA for the roads proposed with more than 5 km length and attach the reports with the DPRs. State informed that the design stage RSA has been conducted and the reports are attached with the DPRs.

ii) State was asked to propose surface dressing rather than PMC/ OGPC as per IRC:SP:72:2015. For T5 and less traffic, it should be 100% Surface dressing and for T6, at least 50% surface should be taken up under surface dressing. State informed that IG, Police (Bastar) has instructed to take minimum 20 mm premix carpet and seal coat to ensure safety. Committee however, observed that IG, Police (Bastar) is no technical authority to suggest bituminous course. State was asked to follow the guidelines of IRC. State mentioned that most of these roads are in very interior areas where there are regular police patrolling and there is regular movement of heavy vehicles. Hence, they have increased the specification of these roads. Committee mentioned that the traffic category T4, T5 & T6 already reflects the amount of traffic in these roads (for the next 10 years) and IRC recommends surface dressing for roads up to T8 traffic category. Committee further mentioned that 20 mm premix carpet is certainly not better than surface dressing and the state should go by the guidelines of IRC. However, if the state wants to go by another way which they find more suitable, then they may go ahead but with the condition to bear the additional cost out of their own resources. **It was also mentioned that during the visit of Director (P-3), NRIDA to the state recently, poor quality of PMC was observed, with finer material being used than specified. State agreed to go by the IRC specifications as suggested by the EC. The DPRs will be suitably modified and amended on OMMAS.**

iii) Length and size of CC drains proposed should be examined. There should not be over-provisioning.

## **12. R&D Proposals**

i) The state has proposed 5 roads for construction using waste plastics and 21 roads for construction using IRC accredited technology (terrazyme, bioengineering). It was observed that the quantum of roads proposed with the use of new technology is quite less and state needs to increase the number of proposals under new technology. It was decided that NRIDA will hold a discussion with the state and suggest them to include the roads of high traffic category and more PCU for construction using new technology except for those lying in extremely remote areas where supervision might be difficult.

## **13. Physical progress of works**

i) It was observed that 9 roads of 108.70 km are still unawarded. State was asked if they proposing these roads for dropping or they will award these roads. State informed that they are not receiving bids for these roads. However, they will try one more time before proposing these roads for dropping. Committee asked the state to use the provision of nomination for awarding works. State informed that, even in that case, contractors back out. Committee advised the state to coordinate with the SRRDA as their contractors are constructing roads in the same districts under PMGSY-III. Hence, they can bid for these projects as well. State assured to do the same.

ii) Annual physical target allotted to the state of Chhattisgarh under RCPLWEA is 900 km, against which state has so far completed only 513 km. State was asked about their intended target and anticipated achievement this year. State mentioned that, they will try to construct the maximum number of roads and most likely they will achieve the target.

## **14. e-Marg**

It was observed that state has not made any payment through eMarg. Only nominal progress has been done on eMarg. This was discussed during pre-EC meeting also and state was asked to show some progress by EC meeting, but still the position of state remains same. **State was asked to show substantial progress in one week.**

## 15. Quality Issues

i) It was observed that, 9.43% of ongoing works have been graded as Unsatisfactory by NQMs during last three years. Committee asked about the current year's data of NQM inspections. NRIDA informed that the number of inspections during the current year has been quite less, only 4-5 in number. **State was asked to look into the quality aspect and ensure that the quality of roads and bridges do not suffer.**

ii) The target of SQM inspections allotted to the state for the current financial year is 1401, against which, so far only 380 SQM inspections have been carried out which is very less. State has sufficient number of SQMs empaneled. Pace of SQM inspections needs to be increased by the state and they should ensure that all the works get inspected by SQMs.

iii) Committee observed that number of SQM inspections of completed and maintenance works is very less. **State was asked to increase the number of inspections of the completed & maintenance works. NRIDA was also asked to increase the state's assignment of NQM inspections for completed and maintenance works in RCPLWEA this month.**

iv) Director (P.III) mentioned that, on his visit to the state of Chhattisgarh last month, he visited one road of RCPLWEA and noticed that information boards are not as per the guidelines prescribed by NRIDA and wherever the boards were available, the quantity of materials was not mentioned. The road was recently completed (4-5 months back) and after conducting test, it was observed that the material used is of finer size particularly in the premix carpet. Majority of the material was passing through the sieve on which it should have been retained and it is one of the reasons that premix carpet fails. Also, within a period of 4-5 months of construction, small patches could be seen on the road.

Further, on the issue of increased average cost, the state representative had given the reason of length of road side pucca drain. However, Director (P.III) observed that the size of the cement concrete drain which was constructed on that road was almost double the size usually proposed for PMGSY roads. Further, the top of the drain was much above the adjoining shoulder which would not let the water flow through the drain, it would remain on the road only.

Committee observed that, the observations made by Director (P.III) are very serious and should be examined at the highest level and punitive action should be taken against the concerned officials. Further state was asked to look into the ground reality before proposing the provisions. **The state should ensure that Citizen Information Boards are as per guidelines and immediate action should be taken to make them as per specifications with full information. Photographs should be presented as part of compliance certainly before uploading of agreements of these proposals on OMMAS. This would be ensured by NRIDA, that this compliance is done.**

v) It was observed that, while SQMs have inspected 930 ongoing works and graded only 0.97% works as unsatisfactory, NQMs have inspected 53 ongoing works and graded 9.43% works as unsatisfactory. There is much variation in the results of NQM and SQM inspections. Further, committee asked if the SQM inspection has been conducted on the road visited by Director (P.III). Director (P.III) informed that the SQM inspection was conducted but they have graded it Satisfactory. State was asked to look into the quality of SQM inspections. **Further, committee mentioned that, only standard size drains should be permitted unless very detailed calculation are provided and proper justifications are given by the state.**

vi) Various anomalies in respect of SQM inspections have been seen which are as follows-

- Citizen information board, PMGSY logo board are not as per MoRD specifications. Photo of PWD information board have not been uploaded. (CG0129, CG101, CG0124, CG0127).
- No photo has been uploaded for ongoing work inspection. (CG0106, CG0104, CG01014).
- Wrong procedure of checking thickness of BT layer. (CG08018, CG15CG03, CG0105).
- Volumetric analysis has not carried out/ carried out using tin boxes instead wooden box of standard size. (CG1707, CG08004).
- Pit of standard size (50\*50 cm2) not excavated (CG035).

**State was asked to sensitize their SQMs to reduce such anomalies and submit ATR of these anomalies at the earliest.**

**Committee desired that a workshop should be held by NRIDA with the SQMs of the state of Chhattisgarh in order to sensitize them.**

vii) 6 ATRs of NQM Inspections are pending from the state. State needs to expedite the submission of same.

#### **16. Financial Issues**

- i) There are expired bank guarantees, amounting to Rs. 0.74 crore.
- ii) Interest recovery of Rs. 7.82 crore is pending from the bank.
- iii) State share budget is not being reflected in PFMS TRSY-07 report.

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.

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