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

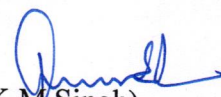
Room No.454
Krishi Bhavan, New Delhi
Dated the 25th March, 2021

MINUTES

Subject: Meeting of Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of Madhya Pradesh for the 2020-21 (Batch-II) – Minutes thereon.

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee held on **22nd March, 2021 at 3:00 PM** under the Chairmanship of Secretary (RD) to discuss the project proposals for PMGSY-III submitted by the State Government of Madhya Pradesh for the year 2020-21 (Batch-II).

2. State is requested to furnish the compliance to Ministry/NRIDA for sanctioning the projects on time.


(K.M. Singh)

Deputy Secretary to the Government of India
Tel: 011-23070308

Distribution:

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- 3 The Adviser, NITI Aayog
- 4 The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- 5 The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector 6, Rama Krishna Puram, New Delhi, Delhi 110022.
- 6 The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- 7 The Secretary, Department of Agriculture, Cooperation and Farmers' Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi
- 8 All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001

Copy for information to:-

PPS to MRD/PS to MoS/PS to Secretary (RD)/PS to AS (RD)/PPS to AS & FA

Minutes of the Meeting of the Empowered Committee held on 22nd March, 2021 for the proposals of the State of Madhya Pradesh under PMGSY-III, Batch-II (2020-21)

A meeting of the Empowered Committee for PMGSY was held on 22nd March, 2021 through Video Conferencing under the chairpersonship of Secretary (RD) to consider the proposals under PMGSY-III, Batch-II, 2020-21 for the State of Madhya Pradesh. The following officials were present in the meeting: -

Central Government Representatives:-	
Sh. Nagendra Nath Sinha	Secretary(RD)
Shri Ashish Upadhyaya	Additional Secretary & Financial Advisor
Smt. Alka Upadhyaya	Additional Secretary (RD) & DG (NRIDA)
Dr. Ashish Kumar Goel	Joint Secretary (RC)
Shri K. M. Singh	Deputy Secretary (RC)
Sh. Bharat Pradhan	Director (Consultant), NRIDA
Shri P. Mohanasundarm	Joint Director (Technical), NRIDA
State Government representatives:-	
Shri Manoj Srivastava	Additional Chief Secretary, MP
Shri Shashank Mishra,	CEO, MPRRDA
Shri P.K. Nigam	Engineer in Chief, MPRRDA
Sh. J.S.Sikarwar	SQC
Sh. Govind Pancholi	ITNO

2. Details of proposal:

As per Pre EC dated 04.03.2021					As per OMMAS as on 19.03.2021			
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)
Up-Graduation-Roads	503	5,186.36	3,372.77	65.03	504	5,189.23	3,349.01	64.54
LSBs	98	3,015.70	108.06	3.58/m	146	4,372.80	152.96	3.49/m
Total	503 roads 98 LSBs	5,186.36 km roads 3,015.70 m LSBs	3,480.83*		504 roads 146 LSBs	5,189.23 km roads 4,372.80 m LSBs	3,501.97*	

***MoRD Share: Rs. 2,031.74 Crore**
Target : 12,362.50 km

State share: Rs. 1,470.23 Crore
Sanctioned : 6,223.53 km

3.75 m width road- 359 Nos & Length – 3,323.61 km - Rs. 57.44 Lakhs/km
5.50 m width road – 145 Nos & Length- 1,865.66 km – Rs. 77.19 Lakhs/km

- (i) All proposals have been scrutinised by STAs. PTA scrutinised 53 roads of 610.96 km and 3 LSBs on OMMAS. Balance (Bridges) numbering 43 bridges are to be scrutinised by PTA. State has informed that additional 36 bridges are under scrutiny at STA level. RQI length (632.60 km) needs to be verified and corrected. State has provided Rs 2.23 Lakhs/km under higher specification cost.

3. Length-wise proposal details: -

Sl No	Items	No of roads	Length in km	Pavement cost	Cost/ km	Total cost in Crores	Average cost/ km
1	4 to 5 km	5	21.70	9.79	45.12	13.28	61.20
2	5 km and above	499	5167.54	2518.73	48.74	3335.73	64.55
	Total	504	5189.24	2528.52	48.73	3349.01	64.54

State has proposed 5 no of roads of 4 to 5 km, but the candidate roads are more than 5 km. The average cost of proposed road length is higher than other States, especially in 5.5m width roads.

4. Surface wise details of existing roads:-

Brick soling	Track	Gravel	WBM	BT	CC	Total
9.18	199.32	544.57	15.35	3975.06	445.76	5189.22

As seen above, table, out of 5189.22 km of proposed roads, 544.57 km roads are of gravel. These roads need to be examined for their suitability for PMGSY-III. It was informed that 63 such roads are being examined.

5. Distribution of roads based on traffic category:-

Majority of the roads proposed are of higher traffic category (T9). Major reasons for higher category of traffic of some of the proposed roads are due to mining traffic on a number of roads. All 21 roads of more than 2 MSA carry sand mining traffic. All these roads should be examined for the point of view of utility in terms of PMGSY-III objectives. If these roads are found to be used primarily for other purposes, they need to be deleted. Non-pavement cost of T4/T5/T6/T7 category roads is on the higher side, these need to be justified.

6. Average cost trends (Roads& Bridges):-

The average cost trends (roads) have come down in comparison to previous batches due to better scrutiny of the DPRs still cost of 5.5m wide roads is on the higher side. Average cost trends (bridge) is less in comparison to other states.

7. Comparison of Average cost trends w.r.t.previous phases:-

While making comparison with the works sanctioned in the previous batches, it was seen that the non-pavement cost of roads in some districts like Agar, Alirajpur, Damoh and Indore are exceedingly high in 5.5m category and in respect of 3.75m category cost is higher in Barwani, Dewas, Dhar, Indore and Khandwa. DPRs of all these works were examined in NRIDA to find out the reasons for this enhanced cost and it was seen that it was due to higher specification and higher length of CC Pavement.

The State/NRIDA were specifically enquired about the high cost of roads in Alirajpur and asked to explain the same. It was informed by NRIDA that existing road is BT road and the reason for high cost is because of higher specification and CD work. Other cost components are reasonable. To conclude, the reason for high non-pavement costs is due to higher specification which is to be borne by State Govt.

The State was inquired about the high cost of roads of Indore, State informed that on account of FDR technology, cost may be higher. It was stated that FDR technology is generally used to bring down the cost. NRIDA was asked to examine the issue as to why despite FDR technology, the proposed cost is so high.

Further, reason for high pavement cost and non-pavement cost of Sehore was enquired. On this, NRIDA informed that the roads in Sehore are of 5 MSA traffic. It was further explained that many ware-houses are located on these roads so there is a heavy vehicular traffic.

It was directed that high cost proposals need to be justified by the state, especially the following:-

3.75m

Non-pavement cost in Agar, Barwani, Dewas, Dhar, Indore (especially), Khandwa, Sagar and Singrauli.
Pavement cost in Indore is especially high.

5.50m

Non-pavement cost in Agar, Alirajpur, Damoh, Indore, Sehore and Singrauli.
Pavement cost in Sehore and Singrauli.

8. Sample DPRs scrutiny at NRIDA:-

Sample DPRs have been scrutinized by NRIDA. State has given compliance on DPR observations raised during the Pre-EC. In 278 DPRs, cost has decreased upto 57.11 crores. In 158 DPRs, cost is same. In 65 DPRs cost has increased to 19.99 crores. Two proposals (16.3 km for 11.54 crore) have been removed after Pre-EC. Three roads (34.8 km for Rs. 24.9 crores) are added after Pre-EC. Hence, net reduction w.r.t. current 544 proposals have come to 23.76 crores.

With regard to the reasons behind increase in the cost in 65 DPRs, State clarified that they wanted to use FDR in these roads hence the increase in the cost. JS (RC) and DG (NRIDA) then explained that whole idea behind using FDR is to economize the cost and if use of FDR results in cost-enhancement then there is no point in using FDR. State was advised to use FDR in such roads where pavement cost is very high and transportation cost is also going to be very costly, so as to economise on pavement cost.

Secretary, RD then explained that primary reasons for using FDR technology should mainly be as under:

- (i) Where there is high cost of aggregates as well as high transportation cost.
- (ii) Where raising the level of roads could result in affecting the nearby structures.
- (iii) Difficulty in raising the CBR value of underlying base.

The State was asked to examine their proposals in the light of the above observations.

9. Trace Map Cut – Quality of Roads:-

Trace Map rank is based on population using road to reach its nearest school, hospital, market facilities High trace map rank can be because of low usage or inter-block roads.

All 32 proposals, having Trace Map rank greater than 50, have been checked on Satellite Imagery and found meeting the norm.

10. Planning Audit Compliance:-

- (i) State has uploaded and approved all alignments on GEOSADAK.
- (ii) State was asked to furnish justification w.r.t. PMGSY-III objectives for primarily earthen roads, which has been submitted. However, in 6 proposals, justification is not satisfactory. It was directed that all 6 proposals should be examined from this perspective.
- (iii) With regards to Pucca drain length, existing CC length, non-eligible length and proposals where Ownership Issues was involved, State has carried out necessary modifications.
- (iv) State was asked to provide Geo-tagged photographs of 10 roads with which were appearing to be good quality surface, however, it was taken for upgradation. State has converted 5 roads as RQI and in respect of other 5, state has told that picture is not truly representing the surface of roads; hence, State will stick to their earlier proposal. State will be asked to provide fresh pictures.

11. Pre EC compliance from the State:-

- (i) State needs to provide all consent letters of Hon'ble MPs on final proposals and MP-III format duly signed by the competent authority. State informed that they will provide the same within 2-3 days.
- (ii) State has certified that proposed roads are not roads which are under design life.
- (iii) State has informed that required land width is available to provide 7.50m and 9m top width for 3.75m & 5.50m carriageway. Existing CDs are being widened to 9 m width for 5.50 m width roads.
- (iv) 3rd party traffic verification for design traffic more than 1 MSA has been conducted and the reports have been attached with the DPRs.
- (v) State has provided sample RSA reports during scrutiny. State has indicated in the compliance that RSA has been done for all proposed roads and RSA reports attached with the DPRs. State was asked to share list of vendors with their contact details with NRIDA and with other SRRDA.
- (vi) State has designed 11 roads of 72.42 km with projected traffic of T4 and T5 traffic category. State to propose certain roads using surface dressing. State can use WMM for low volume traffic roads followed with surface dressing.
- (vii) PCU/day details of the roads proposed with 5.5 m carriageway width have been provided in the DPRs.
- (viii) The test results for GSB materials, carted earth, and shoulder materials have been attached in the DPRs.
- (ix) For Roads requiring overlay, the Para 2.2.3 of IRC SP:72:2015 has been used. The stretches where existing surface is extensively damaged, the design chart given in Fig 4 of IRC SP:72:2015 has been used.
- (x) The DPRs have been verified and correction has been done to take 1 layer of tack coat only.
- (xi) State has proposed 629.07 km with CC pavement. Out of 629.07 km, 390.78 km proposed using PCC, RCCP, Cell filled concrete pavement. The State was advised to increase the length taken under Cell Filled Concrete.
- (xii) All such DPRs have been re-verified to ensure that in case of higher Pavement cost/km, the provision made is essential and justified.
- (xiii) **Shoulder have been provided for 1.875 m width on either side in roads with 3.75 m carriage way and 1.75m width in 5.50m carriage way as per actual land availability at site. 150mm thick hard shoulder are essential for the stability of the road and hence same has been provided. 346 roads are proposed T8 and above traffic category. For remaining roads, provision of hard shoulder of 1.00m width with 100mm thick should be provided. State should confirm whether State will go by scheme guidelines or to book the additional cost under higher specification cost.**
- (xiv) State needs to provide cost comparison between conventional method and roads using IRC Accredited technologies.

12. Maintenance:-

State has proposed Rs 20,577.36 lakhs (6.14% of Construction Cost) for 5 years Routine Maintenance and Rs 59,674.73 lakhs (17.82% of Construction Cost) for 6th year's renewal to be borne by State Govt. The State was advised to increase the 6th year's renewal cost to 18 to 20% of construction cost considering the price escalation. State should also include 5 years routine maintenance cost after 6th year's renewal.

13. R&D technology:-

Committee asked State to propose more length in main streaming technologies like waste plastic and cold mix technology from 2.37% to at least 10%. State also needs to propose 170.69 km more under proven mainstreaming technology other than Waste Plastic and Cold Mix. The state should propose more length under cell filled concrete instead of conventional CC Pavement.

14. Maintenance Renewal Length -(Report generated as per OMMAS) :-

State is advised to confirm and update DLP and Renewal data on OMMAS. DLP expenditure, renewal length and expenditure data seems to be incorrect.

16. Quality Control:-

811 packages are in Progress and in 36 packages, lab is not established yet. On OMMAS, 56 SQM are active. 200 SQMs (including RCPLWEA) are required for better quality control. During the this Financial Year, target of SQM inspection was 599 and State conducted 1964 SQM inspections.

During 2020-21, there were some anomalies of SQM inspections for which State was requested to furnish clarification. They should also hold an orientation workshop of SQMs, to be chaired by CEO.

17. Finance and Accounts:-

State should look into the following points with regard to financial matters and take action to resolve the same: -

- (i) Non transfer of fund received & Expenditure incurred from Incentive money to new Head.
- (ii) Heavy Expenditure incurred under the head Travel Expenses
(Expenses incurred: 15.72 crores and Expenditure limit is: 5.07 crore.
- (iii) Recovery of short credit of interest from Bank.
- (iv) Non-submission of PMGSY financial reconciliation report.
- (v) There are 6 works pending for financial closure for more than 180 days as on 19th March, 2021.
- (vi) Release of pending Central and State share at the earliest.

18. Subject to the compliance to the above observations/ decisions, the Committee approved the proposal of the State Government.

The meeting ended with Vote of Thanks to and from the Chair.
