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

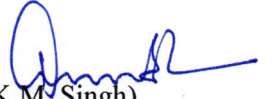
Room No.376
Krishi Bhavan, New Delhi
Dated the 16th February, 2022

MINUTES

Subject: Meeting of Empowered Committee(EC) to discuss the project proposals submitted by the State Government of Madhya Pradesh under RCPLWEA (Batch-I, 2021-22) – reg.

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee Meeting held on **7th February, 2022 PM at 4:30 PM** under the Chairmanship of Secretary (RD) to discuss the the project proposals of RCPLWEA submitted by the State Government of Madhya Pradesh.

2. State is requested to furnish the Compliance Report on the observations of EC for sanctioning the projects.



(K.M. Singh)

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

Distribution:

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4. Shri Nishant Kumar Mishra, Deputy Secretary (LWE-II), North Block, MHA, New Delhi-110001 Email: ds-lwe@mha.gov.in
5. All Directors, NRIDA, New Delhi

Copy for information to:-

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

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 7th FEBRUARY, 2022 AT 4:30 P.M. TO CONSIDER PROJECT PROPOSALS SUBMITTED BY STATE GOVERNMENT OF MADHYA PRADESH UNDER RCPLWEA, BATCH I, 2021-22

A Meeting of the Empowered Committee (RC) was held through Video Conference on **7th February, 2022 at 4:30 PM** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Madhya Pradesh under Road Connectivity Project for Left Wing Extremism Areas (RCPLWEA), Batch-I of 2021-22. Following officials were present in the meeting.

Ministry of Rural Development/NRIDA Representatives	
Shri Nagendra Nath Sinha	Secretary (RD)
Dr. Ashish Kumar Goel	Additional Secretary (RD) & DG, NRIDA
Ms. Leena Johri	AS & FA (RD)
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.III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
MHA Representative	
Shri Nishant Kumar Mishra	Deputy Secretary
State Govt. Representatives	
Shri Umakant Umrao	Principal Secretary. Panchayati Raj Deptt
Ms. Tanvi Sundriyal	CEO, MPRRDA
Shri B.S Chandel	E-in-C, MPRRDA
Shri M P S Niranjana	Chief General Manager, Finance
Shri S D Pendse	General Manager, MPRRDA
Shri P.K Shrivastava	General Manager, MPRRDA
Shri Govind Pancholi	ITNO, MPRRDA

2. Details of Proposal

Item	As per PRE EC				As per OMMAS dated 03.02.2022			
	No	Length (in km/m)	Cost (in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	30	248.83	182.91	73.51	28	241.075	147.31	61.10
Bridges	0	0	0	0	0	0	0	0
Total	30 roads 0 LSBs	248.83 km roads & 0 m LSBs	182.91		28 roads 0 LSBs	241.07 km roads 0 m LSBs	147.31	

***MoRD Share : Rs. 87.58 Crore State share : Rs 59.73 Crore**
3.75 m width road - 28 Nos & Length – 241.07 km - Rs. 61.10 Lakhs/km

3. General Observations

- i) The State Government of Madhya Pradesh has already been sanctioned 80.45 km under RCPLWEA.
- ii) The State has now submitted proposals for 28 roads of length 241.07 km and no LSBs as of now. However, during the meeting the State representatives told that they would be proposing LSBs also the DPRs of the same are under preparation.
- iii) All the roads have been proposed with 3.75 m carriageway width.
- iv) All proposals have been uploaded and scrutinised by the STAs on OMMAS. **PTA scrutiny has not been done yet.** During the pre-EC meeting, state had mentioned that PTA scrutiny would be done in a day or two. State representative mentioned that PTA scrutiny has been completed for 3 roads, the previous day.
- v) All the previous recommendations of MHA to the state of Madhya Pradesh have been sanctioned.
- vi) MHA, in October 2021, had recommended 33 roads and 17 LSBs to the State of Madhya Pradesh. State has proposed only 28 roads and no LSBs. During pre-EC, State had proposed 30 roads and they had mentioned that they would come with proposal of 1 more road and 17 LSBs. At that time it was made clear to the State, that they should submit the proposals at the earliest, otherwise, they would not be able to complete the works by March, 2023. State was asked to clarify their action plan for completion of the projects.

State representatives stated that 32 bridges are being/to be proposed by the state, out of which, 17 bridges fall in the alignment of 28 roads recommended by MHA and 15 are standalone bridges. State further mentioned that they are in advance stage of DPR preparation for 11 bridges and will submit the proposals by the end of February or the beginning of March, 2022. Committee mentioned that, except for the 17 bridges falling in the alignment of 28 roads, which have been recommended in the month of October, 2021, 15 standalone bridges could have been proposed by the state earlier. State mentioned that, MHA recommended 17 bridges in October, out of which, 2 were in the alignment of 33 roads and 15 were standalone bridges. After, the field visit, a need was felt to construct 15 more bridges falling in the alignment of 33 roads. Committee observed that construction of these bridges would take considerable time and unless sincere efforts are made, they would not get completed within the extended timeline of March 2023. It was made clear to the State that no funds will be provided for the works of RCPLWEA post March, 2023 and construction of these bridges will be a liability on State Government post that period. However, if the state is still willing to work on these bridges they should keep the above limitation in mind. Subject to the above observations the Committee allowed the State to submit the proposals of these bridges at the earliest.

- vii) Committee asked about the number of roads in which 17 proposed bridges are required. State representative informed that, these bridges are proposed for 8 roads out of the 28.

4. Distribution of roads based on Traffic Category/ PCU values

- i) State has categorized all the proposed roads in T6 or T7 traffic category. During Pre-EC state had informed that all these roads are proposed for new connectivity. The objection, as to how a new road can be in T6/ T7 traffic category was raised during the Pre-EC also. Traffic distribution communicated by the state was not agreed to by the committee. Committee mentioned that habitations of 500+ population in plain areas and 100-249 in LWE areas have already been covered under PMGSY-I in the state. State mentioned that, not all the habitations have been connected under PMGSY-I and around 131 habitations will be served by these proposed roads. Even then, new roads can not in all probability have a traffic density of T6/T7.

ii) Committee mentioned that PCU value of 9 roads is less than 500, it is 500-1000 for 15 roads and 1000-1500 for 4 roads. These PCU values are very very less and roads with such PCUs can not be T6/T7 traffic category roads. Also, roads connecting new habitations may be at most T3/T4. This issue was flagged during the Pre-EC also and the state was asked to comply with the observations of the committee. However, state has not taken note of the observations of Pre-Empowered Committee. State mentioned that, out of 28 routes, 22 are likely to become through routes which are connecting MDRs and most probably people will make maximum use of these roads. Further, 14 of these 28 roads lie in forest areas and most of the bamboo in Madhya Pradesh come from this area and traffic is likely to increase on these roads. NRIDA mentioned that the state has projected the traffic but it should be correlated with PCU as PCU is also a projected figure for 10 years. If PCU is less, then traffic category T6/T7 seems unrealistic. Committee made it clear that only those roads for which traffic category is correlated with PCU will be given sanction. If state wants to construct the other roads, they may do that with their own resources. Further, committee mentioned that 14 of these roads lie in forest areas. How and when will the state get forest clearance? State needs to look into these aspects and clarify. **NRIDA was asked to examine these roads and any work which doesn't qualify or exceeds PMGSY specifications should be taken up by the state from their own resources.**

iii) **State was asked to amend the design of the pavement on the basis of above observations of the committee.**

5. Pre-EC Compliance

During pre-EC, state was asked to re look the provision of hard shoulders on roads with negligible traffic. Committee mentioned that as the CBR of the soil is high, there is no need of hard shoulder. State mentioned that, the alternative (Gravel Shoulders) suggested by NRIDA is a costlier option. State was asked to show the cost comparison of parted earth that is to be filled in the shoulder and the local murrum that is used for hard shoulder. If the difference is not much, then hard shoulder may be allowed to the state.

6. Forest Clearance

14 roads out of 28 roads lie in forest areas, committee expressed concern over the forest clearance issue and asked the state to chalk out the plan to get the forest clearances urgently, so that works get completed on time. State informed that a committee has been formed at district level and they are pursuing the matter. Committee advised that the monitoring of forest clearances should be done at the higher level.

7. R&D Proposals

i) State has not proposed any roads for construction using new technology during Pre-EC. They have now proposed 3 roads for construction using waste plastic, 4 roads with nano technology for soil stabilisation, 5 roads with panelled cement concrete. Committee mentioned, that the state should adopt more roads with cement stabilization. State was asked about the average lead for the District Balaghat. State mentioned that, it varies from aggregate to aggregate. For metal aggregate, it is around 50-70 km away and for fine aggregate, the distance is much lesser.

ii) Reason for such less number of roads (23 km only) proposed with soil stabilization was asked from the state. State mentioned that, forest officials do not allow them to take the soil from forests and it is to be transported from far away. However, state assured to use soil stabilisation, wherever possible. Committee suggested the state to use locally available soil and use the stabilizer, if feasible. Committee desired that a webinar should be held by NRIDA with the state officials to guide them about the possible options.

8. Maintenance

- i) State has provisioned 5th year routine maintenance cost as 5.32% with respect to construction cost which is on lower side. Ideally, it should be more than 6%. State mentioned that, there has been a mistake in calculation and it will be improved.
- ii) State has provisioned 6th year renewal cost as 13.76% with respect to construction cost which should ideally be 18-20%. State should correct it.

9. Progress of PMGSY works

- i) Out of 6 works of 80.45 km sanctioned under RCPLWEA, 5 works of 37.71 km remain balance as on date.
- ii) Annual physical target of the state is 56 km, out of which, only 18 km has been completed. State still needs to complete 38 km. No progress has been made since Pre-EC meeting. State should expedite completion of RCPLWEA works.

10. Quality

- i) During February 2019 to January 2022, 5.88% of the ongoing works have been graded as Unsatisfactory by the SQMs. 11.11% of the works have been graded as Unsatisfactory by SQMs during February 2021 to January 2022. State needs to look into the quality aspect.

ii) Anomalies of SQM Inspections

- Vertical cracks and uneven depression with eroded carriageway surface of bridge is graded as satisfactory, water can be seen stagnant on the surface though weep holes are provided which indicates camber provided is insufficient. Package no. - MP01B112.
- Wrong way of checking the thickness of surface course as it is done by holding the material in hand and calculating the thickness, as it should be done from the pit where the material is extracted. Package no. - MP01 - 234 , MP01231, MP01- 2353.
- Main information board is against the MORD specification, needs justification. Package no. - MP01230

State should sensitize their SQMs to reduce such anomalies. *ATR of these anomalies should be submitted.*

11. Financial issues

- i) Interest Verification for FY 2020-21 should be done and the certificate should be submitted.
- ii) 11 works are pending for financial closure for more than 180 days. State should expedite the financial closure of these 11 works.

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.
