

**Government of India  
Ministry of Rural Development  
Department of Rural Development**

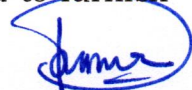
KrishiBhavan, New Delhi

Dated the 25<sup>th</sup> February, 2022

**Minutes**

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

A copy of the Minutes of the Meeting of the Empowered Committee held on 16<sup>th</sup> February, 2022 through Video Conferencing to consider the project proposals submitted by State of Odisha under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) for the 2021-22 (Batch) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of EC on priority.



Devinder Kumar)

Director (RC)

Tele No 011 2307 0129

**Distribution:**

- (i) The Additional Chief Secretary, Rural Development Department, Government of Odisha, Bhubaneshwar-751001.
- (ii) The Chief Executive Officer, Odisha Rural Roads Development Agency, Bhubaneshwar.
- (iii) The Chief Engineer, Odisha Rural Roads Development Agency, Bhubaneshwar.
- (iv) The Adviser (RD), NITI Aayog, NITI Aayog Bhavan, Sansad Marg, New Delhi.
- (v) The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- (vi) The Secretary General, Indian Road Congress, Kama Koti Marg, Ranjit Nagar, Sector-6, Rama Krishna Puram, New Delhi-110037
- (vii) 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.
- (ix) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

**Copy to:-**

PS to Hon'ble MRD/PS to Hon'ble MoS/ Sr. PPS to Secretary (RD)/PPS to AS (RD)/PPS to AS&FA.

A meeting of the Empowered Committee for PMGSY was held through Video Conference on 16<sup>th</sup> February 2022 at 10:30 AM to 12:00 PM under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Odisha under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-III) of 2021-22. The following officials were present in the meeting: -

## 2. Details of Proposal

As per Pre EC dated 23.12.2021					As per OMMAS as on 14.02.2022			
Item	Nos	Length (in km / m)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	Nos	Length (in km)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)
Roads	446	3085.59	1,822.06	59.05	428	2,951.74	1,729.05	58.58@
LSBs	21	1461.83	96.96	6.63/m	21	1,461.83	96.96	6.63/m
<b>Total</b>	<b>446 roads 21 LSBs</b>	<b>3,085.59 km roads 1,461.83 m LSBs</b>	<b>1,919.02</b>		<b>428 roads 21 LSBs</b>	<b>2,951.74 km roads 1,461.83 m LSBs</b>	<b>1,826.01*</b>	
<b>*MoRD Share: Rs. 972.15 Crores</b>					<b>State Share: Rs. 853.86 Crores</b>			
Target: 9400 km					Sanctioned: 6478.05 Km			
					Balance: 2921.95			
@Avg Cost/km Excluding Higher Specification (HS) cost is 51.80 lakh/km								

### **3. General Observations**

The State Government of Odisha has been allocated length of 9400 Km under PMGSY-III. State has already been sanctioned 6478.05 Km of road length. **State has proposed 2951.74 km road length for sanction, out of which, 29.79 km road length is more than their allocation. State should reduce the excess length proposed.**

All proposals are uploaded and scrutinized by the STAs on OMMAS. 10% of the proposal have been scrutinized by the PTA.

### **4. Carriageway width wise and Average cost wise details of road**

The State has submitted proposals for 428 roads of 2951.74 km length and 21 LSBs. Out of 428 roads, 104 roads of length 931.24 km have been proposed with 5.50 m carriageway width with average cost of Rs.76.60 lakhs/km (Rs.63.64 lakhs/km excluding higher specification cost), and 324 roads of length 2020.49 km have been proposed with 3.75 m carriageway width with average cost of Rs. 50.27 lakhs/km (Rs 46.34 Lakh/km excluding higher specification cost).

### **5. Details of roads with pavement cost per km**

In 3.75 m carriageway width, 10 roads have pavement cost more than 50 lakhs/km. Also, in 5.5 m carriageway width, 32 roads have pavement cost more than 60 lakhs/km.

*Empowered Committee observed that despite detailed discussion in Pre-EC, there is hardly any reduction in cost. Director (Tech) informed that in case of 5.5 m carriageway width roads, high cost is due to cost of BM and SDBC for T9 category roads.*

*State is again requested to re- examine the DPRs of all high-cost pavements in general in consultation with NRIDA and bring out the outliers if any, and take necessary action to reduce the cost as per the guidelines.*

### **6. Details of roads with non-pavement cost per km**

In 3.75 m carriageway width, 34 roads have non pavement cost more than 20 lakh/km. Also, in 5.5 m carriageway width 5 roads have non pavement cost more than 20 lakh/km. Thus, it is seen that non-pavement cost is quite high in many of the proposals.

Director (Technical) stated that in these roads high non pavement cost is due to requirement of more cross drainage works and protection works in coastal areas. However, state may reexamine high non-pavement cost roads and give detailed justification for such high cost in each of these roads. *State should explore adoption of New Technology in protection works as well, to bring down the cost.*

### **7. Length wise proposal details**

Out of 428 roads, 140 roads are 3 to 5 km in length with average cost of Rs. 55.27 Lakh/Km and 288 roads are 5 Km and above in length with average cost of Rs. 59.34 Lakh/Km. Average candidate road length is 11.30 Km and average proposed road length is 6.95 km. It was informed that 76 roads are less than 4 km length.

*State should justify the inclusion of roads of length less than 5 Km in proposal and to confirm whether these roads are part of longer candidate roads. Also examine their UV and justify their inclusion in proposal.*

## **8. Traffic wise details of road**

In 3.75 m carriageway width, 51 roads of length 287.37 km are in T5 category with average cost Rs 52.31 lakh/km, 263 roads of length 1644.87 km are in T6 category with average cost Rs 49.93 lakh/km and 10 roads of length 88.26 km are in T7 category with average cost Rs 50.09 lakh/km.

In 5.50 m carriageway width, 25 roads of length 235.82 km are in T7 category with average cost Rs. 67.18 lakh/km, 19 roads of length 153.27 km are in T8 category with average cost Rs 82.47 lakh/km, and 60 roads of length 542.15 km are in T9 category with average cost Rs 79.04 lakh/km.

State should carry out the traffic survey through ATCC for all T9 category roads and *upload results on OMMAS*. The State informed that ATCC survey is going on and results will be uploaded in 2-3 days.

As per Pre EC state has to do surface dressing (SD) in T6& T7category of roads, but state has considered SD only in T5 category of roads. After discussion, it was decided that ***NRIDA will hold a webinar regarding suitability of SD for T6 to T8 category of roads with Technical Experts and State Government representatives and decision will be taken accordingly in the matter as per the outcome of the Webinar.***

## **9. Details of roads with PCU/day**

In case of 3.75 m carriageway width road, 114 roads have PCU in the range of 1500-2000. In case of 5.5 m width carriageway roads, 104 roads have PCU more than 2000 and 32 roads have PCU in the range of 5000-10000.

*Independent 3rd party traffic survey and Axle load test survey reports need to be provided where the roads designed with projected traffic more than 1 MSA.*

## **10. Distribution of roads based on widening to various carriageway widths**

Empowered committee observed that the State has proposed widening of 240 roads from 3 to 3.75 m, 85 roads from 3.75 to 5.50 m, 01 road from 5 to 5.5 m and 18 roads from 3 to 5.5 m.

*State informed that necessary provision has been made in DPR for excavating the road embankment up to 2 m width on both sides to have smooth rolling and compaction of different layers of road as per sound engineering practice. NRIDA will check the same and comment on the same.*

## **11. Average cost trends**

Average cost of roads in 3.75 m carriageway width category in the earlier batch-II was Rs. 50.22 lakhs/km which has been increased to Rs.50.27 lakhs/km in the current batch of proposals. The average cost of roads in 5.50 m carriageway width category in the earlier batch-II was Rs.74.40 lakhs/km which has increased to Rs. 76.60 lakhs/km.



**12. Trace Map ranking and High Priority roads**

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	348	81%
16 to 50	68	16%
51 to 100	12	3%
> 100	0	0%
Total	428	

State was asked to re-check 12 roads on Geo-Sadak with trace map rank 51 or more and justify them road-wise.

**13. Maintenance**

The State has proposed a 5-year routine maintenance cost of Rs. 125.60 crore which is 7.26% of construction cost and 6<sup>th</sup> year renewal cost of Rs. 417.86 crore which is 24.17% of construction cost. However, the State was advised that the 6<sup>th</sup> year renewal cost should be accompanied by a post 5-year guarantee/maintenance period, and such cost should be a part of DPR.

**14. R& D Technology**

State has proposed construction under new technology as per the following details

Sl.No	Name of Technology	No of stretches/ roads	Length(in km)	Percentage of R& D roads with respect to total length
A	Main streaming of Technologies			
1	Waste Plastic	266	436.72	26.10%
2	Cold Mix Technology	167	333.65	
	Sub Total	433	770.4	
B	Other Main streaming of Technologies			
1	Coir Technology	1	2.57	11.90%
2	CC Block	190	94.76	
5	RCCP	45	14.64	
6	Surface Dressing	72 (51 Roads)	239.18	
	Sub Total	308	351.2	
C	Technology with IRC Accreditation/ Other			
1	CELL Filled Concrete	130	74.55	25.50%
2	Panelled Cement Concrete	642	397.63	
3	Nanotac	2	9.20	
4	Envirotac	21	52.92	
5	Terrazyme	40	63.63	
6	Zycosoil nanotechnology	39	80.41	
7	Nanotechnology water proofing*	39	74.24	
	Sub Total	913	752.6	
D				
	Other Technologies (FDR)	29	70.84	2.40%

\*Nanotechnology waterproofing alone is not encouraged. State should ensure that nanotechnology is also proposed in sub-base/ base layer (stabilized). State has communicated that FDR is proposed under other technologies.

The State was advised to propose more roads (at least 50% length apart from waste plastic and surface dressing) for construction using new technologies. The adoption of new technology in more roads should be discussed in the webinar and more length should be taken in new technologies. All the CC roads should be proposed under new technologies such as Cell filled/RCCP/Panelled CC. The State Government was also advised to avoid mechanical distribution of R&D targets to the PIUs. It should be strictly as per the requirement of the location/ site. **State was also advised to furnish break-up of specific IRC accredited technologies road-wise with justification.** The State was further asked to ensure the following: -

- (i) State must sign MoU with Technology Provider and NRIDA before physically starting the work for Performance Evaluation in all these cases.
- (ii) State needs to provide performance evaluation reports of earlier sanctioned works and the roads have been completed. No interim reports have been received so far.

Before coming for sanction, NRIDA will check if the proposals have been uploaded on OMMAS with proper mention of new technology.

#### **15. Maintenance of roads under DLP**

During 2020-21, against the liability of Rs. 142.11 crore, expenditure of Rs. 80.62 crore has been done which is only 56.73% of liability. For the current financial year 2021-22, the maintenance liability is 166.16 crore and as on 15.02.2022, the expenditure is only Rs.70.91crore. State has not updated/credited any amount in SRRDA's account from 2020-21 to 2021-22. Therefore, State was asked to intimate/update the fund released to SRRDA under DLP during the above-mentioned periods. State has also not updated renewal length data and expenditure data for renewal of roads. State was asked to update the same on priority.

#### **16. Progress of PMGSY works**

Annual physical target of the State is 2500 Km, out of which, only 1483 Km has been completed. State still needs to complete balance target. State assured to complete the target by March 2022. The details of work sanctioned, completed, and pending under PMGSY-I and II are given below.

#### **ROADS**

S. No	SCHEME	Length in Km							
		SANCTIONED		COMPLETED		BALANCE		UNAWARDED	
		Nos.	LENGTH (Km)	Nos.	LENGTH (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
1	PMGSY I	15,829	61,134.73	15,628	58,457.69	201	307.76	0	0.00
2	PMGSY II	636	3,672.39	592	3,625.29	44	29.51	0	0.00
3	PMGSY III	985	6,478.06	19	1,195.16	966	5,283.55	78	518.93
	<b>Total:</b>	<b>17,450</b>	<b>71,285.18</b>	<b>16,239</b>	<b>63,278.14</b>	<b>1,211</b>	<b>5,620.82</b>	<b>78</b>	<b>518.93</b>

## **LSBs**

<b>S.No</b>	<b>SCHEME</b>	<b>Sanction (Nos.)</b>	<b>Completed (Nos.)</b>	<b>Balance (Nos.)</b>	<b>Unawarded(Nos.)</b>
<b>1</b>	<b>PMGSY I</b>	528	463	65	0
<b>2</b>	<b>PMGSY II</b>	30	23	7	0
<b>3</b>	<b>PMGSY III</b>	71	0	71	10
	<b>Total:</b>	<b>629</b>	<b>486</b>	<b>143</b>	<b>10</b>

Out of the total works sanctioned under PMGSY-I, II & III, 88 works are still unawarded. State needs to expedite the tender process of these works. State has assured that all the balance works under PMGSY-I & II will be completed before the deadline of 30<sup>th</sup> September 2022.

***State also should ensure strict quality control of all low bid works, where bids are below 12% as a large number of works have received bids below 12%. Out of 547 awarded works analyzed under PMGSY-III, bids of 355 works were less than 12%. There should not be any compromise with the quality of the work. More number of NQM/ SQM inspections should be planned for these works.***

### **17. e-MARG status**

Under e-Marg, the state has reported that out of total 8182 packages pushed to e-MARG, 327 packages are pending for locking, 432 packages are pending for manual entry expenditure (MEE). 3932 roads are eligible for routine inspection in January 2022, 1839 roads (47%) are pending for routine inspection (RI). 5271 (68%) packages are pending for payment for >3 months. 2886 (55%) packages are pending for payment for first payment for > 3 months. Payment of Rs. 63.49 core has been done using e-MARG in FY 2021-22. **The state was asked to saturate 100% roads on eMARG before sanction of projects and also show substantial progress on payment on maximum number of roads.**

### **18. Quality**

(a) Out of 1240 ongoing packages, QC labs **have not been established in 10 packages**. This should be expedited.

(b) Number of active SQMs are 86 against requirement of 190 SQMs. During 2021-22, 7672 SQM inspections are targeted and till date, only 4695 inspections have been conducted. There are 2 works which have not been inspected even once. The state needs to increase the pace of SQM inspections and meet the target.

(c) 68 ATRs are pending at State Level. State should show substantial compliance for these pending ATRs before they come for sanction of new projects.

(d) Unsatisfactory grading by NQM from February 2019 to January 2022 for completed works is 7.42%, for ongoing works it is 7.35% and for maintenance works it is 28.12% which is quite unsatisfactory.

*Empowered Committee advised to take immediate corrective action and further advised State Government to carry out the geographical analysis and find out the regions and PIUs where unsatisfactory grading is more and take further action to improve the aforesaid indicators.*

Anomalies observed in SQM observations are as under:

- Unequipped field labs are graded as 'Satisfactory' (Package no. OR12152, OR13365, OR13347, OR24203A)
- Casual reporting of poor quality of road furniture which is being reported as 'Satisfactory' (Package no. OR15LB 68, OR19613, OR20434, OR11404, OR11390, OR13367)
- Wrong methodology has been adopted for checking super elevation and camber (Package no. OR01156, OR06-67, OR05344, OR15459, OR19612)
- Poor condition of shoulders is graded as 'Satisfactory' (Package no. OR15438, OR15459, OR01157, OR19612)
- Meaningless photographs have been uploaded with reports (Package no. OR05LB309, OR21LB27, OR15LB 69, OR15LB 68)
- Casual reporting of test pit size which is not as per specifications (Package no. OR05344, OR21810, OR26343)

The state should re-orient the SQMs so that these deficiencies do not recur. ATR on these deficiencies should be sent.

## **19. Financial Issues**

- (a) Bank Guarantees amounting to Rs. 0.16 Cr have been expired.
- (b) Annual State budget of PMGSY is not reflected in PFMS TSRY-07 report in correct ratio. State was asked to look into this and take appropriate action.
- (c) Bank interest verification certificate for FY 2020-21 has not been submitted.
- (d) Financial closure of 28 no of works is pending for more than 180 days. The State may take immediate action and expedite pending financial closure of completed works.

## **20. Recommendations of Empowered Committee**

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.

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

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