

Government of India
Ministry of Rural Development
Department of Rural Development

Krishi Bhavan, New Delhi
Dated the 15th March, 2023

Minutes

Sub: Minutes of the Empowered Committee Meeting held on 3rd March, 2023 to consider the Project Proposals submitted by the State Government of Uttarakhand under Pradhan Mantri Gram Sadak Yojana- III (PMGSY-III), (Batch-I, 2022-23)-reg.

A copy of the Minutes of the Meeting of the Empowered Committee (EC) held on 3rd March, 2023 through Video Conferencing to consider the Project Proposals submitted by the State Government of Uttarakhand under Pradhan Mantri Gram Sadak Yojana- III (PMGSY-III), (Batch-I, 2022-23) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of Empowered Committee on priority.



(Devinder Kumar)
Director (RC)

Tele No 011 2307 0129

Distribution:

- (i) The Additional Chief Secretary, Rural Development Department, Government of Uttarakhand, Secretariat 4, Subhash Road, Uttarakhand-248001.
- (ii) The Secretary, Rural development Department, Government of Uttarakhand, Dehradun-248013
- (iii) The Chief Executive Officer, Uttarakhand Rural Roads Development Agency, 1st Floor, Directorate of Panchayati Raj, Opp. IT Park, Sahastradhara Road, Dehradun-248013.
- (iv) Engineer, Rural Development Department, Government of Uttarakhand, Dehradun
- (v) The Adviser, NITI Aayog
- (vi) The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- (vii) The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector 6, Rama Krishna Puram, New Delhi, Delhi 1100227.
- (viii) The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- (ix) The Secretary, Department of Agriculture, Cooperation and Farmers' Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi.
- (x) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001

Copy for information to:-

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

Minutes of meeting of the Empowered Committee held on 03rd March, 2023 at 05:30 pm to consider the Project Proposals submitted by the State Government of Uttarakhand under PMGSY-III, (Batch-I, 2022-23)

A Meeting of the Empowered Committee was held through Video Conference on 03rd March 2023 at 05:30 PM under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the State of Uttarakhand under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2022-23. The following officials were present in the meeting: -

Shri Shailesh Kumar Singh	Secretary, Department of Rural Development
Shri Khilli Ram Meena	AS&FA (RD)
Dr. Ashish Kumar Goel	Additional Secretary (RD), MoRD & DG, NRIDA
Shri Amit Shukla	Joint Secretary, RC, MoRD
Shri Devinder Kumar	Director (RC), MoRD
Shri Mam Chand	Dir (Finance), MoRD
Ms. C. Shyamala	Economic Officer (RD), NITI Aayog
Shri B C Pradhan	Consultant/Director (Tech), NRIDA
Shri Pradeep Aggarwal	Director (Projects-I), NRIDA
Shri Nirmal Bhagat	Director (Finance), NRIDA
Shri Jitendra Kumar Agrawal	SO (RC), MoRD
State Govt. Representatives	
Shri Anand Bardhan	Additional Chief Secretary, Govt of Uttarakhand
Shri B. Purushottam	Secretary (RD), Govt of Uttarakhand
Shri Uday Raj Singh	CEO, URRDA
Shri R.P. Singh	CE, URRDA
Shri B.P. Kandpal	FC, URRDA
Shri S.K. Pathak	SQC, URRDA
Shri Rajesh Kumar	NMO, URRDA
Shri Sanjay Singh	EE, URRDA
Shri Arvind Singh Jyala	ITNO, URRDA

2. Details of Proposal

The current proposals of the State Govt under PMGSY-III, Batch-I of 2022-23 are as under: -

As per Pre-EC (17.10.2022)					As per OMMAS dated 02.03.2023			
Item	Nos	Length (in km/ m)	Cost (Rs in Crores)	Avg. Cost/km (Lakhs)	No	Length (In Km/m)	Cost (Rs. in Crores)	Avg. Cost per km/m (Lakhs)
Roads	76	806.592	611.76	75.84	104	1090.74	856.84*	78.55
LSBs	-	-	-	-	-	-	-	-
Total	76 roads	806.592 km roads	611.76	75.84	104 roads +Nil LSBs	1090.74 km roads	856.84*	78.55

MoRD Share: Rs. 702.63 Crore**State Share: Rs. 154.21 Crore.****(*) Including 76.13 Crore of Higher Specification Cost (HSC)****Target: 2287.50 Km****Sanctioned: Nil****Balance: 2287.50 Km**

3. General Observations-

(i) All proposals have been scrutinized on OMMAS by STAs. 11 road proposals have been scrutinized by PTA on OMMAS which is 10% of the total proposals.

(ii) The current batch of proposals is for 104 road works of 1090.74 km. Out of 104 roads, 103 roads of 1081.64 km length have been proposed with 3.75 m carriage width with average cost of Rs. 78.41 lakhs/km and remaining 01 road of 9.1 km length has been proposed with 3 m carriage width with average cost of Rs. 96.04 lakhs/km.

(iii) CEO, Uttarakhand apprised the EC that the State will come up separately with proposals of LSBs in next batch. It was conveyed to the State that they should critically check the requirement of LSBs.

(iv) During Pre-EC meeting, it was observed by the Committee that the average cost is high comparing to the average cost of PMGSY-II (2019-20). It was also observed that the average cost in Chamoli, Nainital, Tehri and Uttarkashi districts of Uttarakhand is also high. Accordingly, Pre-EC advised State to re-examine the cost and intimate whether new SOR has been made effective on the cost or not. The State was also requested to examine cost implication (increase) due to GST and due to the new SOR separately. Now, State has informed the EC that the average cost is now reduced to Rs. 78.55 lakh/km. The Committee was further apprised that there is an effective savings of Rs. 128.24 crore in 3.75 m c/w with respect to average cost of Pre-EC. It was also informed by the State that the final cost is inclusive of additional GST (6%) and change in rates of SOR.

4. Trace Map ranking

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	59	57%
16 to 50	33	32%
51 to 100	9	9%
> 100	3	3%
Total	104	100%

State has reported that the 12 proposals below trace map rank 50 are either near to block boundary or it is inter block road. Therefore, state has considered these roads which are important from the point of view of the objectives of PMGSY-III being TR/MRL.

5. Planning Audit Proposals

(i) All 104 road proposals are uploaded on GEOSADAK.

(ii) Total 107 sample proposals were audited by NRIDA for their utility as TR/MRL under PMGSY-III & 12 proposals were asked for justification. Justifications for all roads proposals have been furnished and 03 roads proposals have been shifted from the current batch.

6. Surface wise details of existing roads

Out of total proposed length of 1090.74 km, 27.9 km is gravel, 8.9 km is moorum, 5.3 km is Track, 1036.3 km is BT and 12.3 km is CC.

During Pre-EC meeting, State was advised to justify the inclusion of roads where non BT/CC portion is > 25%. The State apprised the EC that there were only two roads where non-BT/ CC portion was more than 25%. Now, one road named "T07-Kushail Band to ToliJigoli" Motor Road possess 44% non-BT has been deleted in current proposal and another road is only 26% non-BT portion. All other proposals are now having more than 75% BT/CC surface.

7. High Priority roads skipped in CUCPL

During Pre-Empowered Committee meeting, State was advised that the roads (especially the roads of marginally lesser length and roads which have ownership with different dept) should be examined critically and State should identify useful/ important roads amongst these or submit proper justification for exclusion of each of these roads from the current batch of proposal.

EC observed that several high-priority roads have been skipped from CUCPL citing different reasons in the present proposal. 131 roads have been skipped since TR/MRL being terminating link, 15 roads due to ownership is with other departments, 14 roads due to length less than limit decided and many other citing different reasons.

In this connection, State has apprised the EC that the roads under the above-mentioned categories have been forwarded to all concerned PIU's. After examination, if roads are found eligible, the same will be proposed in next batch. EC mentioned that this be included as a condition in the clearance letter.

The EC observed that high-priority roads cannot be skipped on the issues of land, department ownership etc as mentioned and the State needs to resolve such issues well in time.

8. Distribution of roads based on widening to various carriageway widths

During Pre-Empowered Committee, State was advised to clearly indicate the kind of procedure to be followed while widening of 8 roads from 3 to 3.75 m width to have proper compaction and also explain the methodology of compaction for widened portion. State was also requested to intimate that in how many roads hill cutting is involved.

The EC has observed that the State has now proposed 12 roads for widening from 3 to 3.75 m with average cost of Rs. 75.07 lakhs/km. The EC was apprised that widening of roads will be done in hill side portion. Compaction will be done by Roller. Hill side cutting work is involved in almost all the roads.

The EC discussed the widening issue in detail and observed that State must ensure that the **videography of widening of road from 3 to 3.75 m should be uploaded on OMMAS. This geo-tagged videography will be preserved so that it can also be seen during NQM and SQM inspections. This should be a part of conditions in the clearance letter.**

9. Distribution of roads based on Traffic category

In case of 3 m carriageway width road, out of total 104 roads, only 01 road is under T-4 category and in case of 3.75 m carriageway width road, 91 roads are under T-4 category and 12 roads are under T-5 category.

10. Details of roads with PCU/day

68 roads have PCU less than 500 and 36 roads have PCU between 500 and 750. During Pre-EC, State was advised that the State should check PCU and traffic category of the roads which have been skipped and if they have higher traffic than those proposed. **State has now apprised the EC that such roads are under examination and if they are found eligible, the same will be proposed in next batch.**

11. Length wise proposal details

All 104 roads are more than 5 km in length. Average Candidate Road length is 11.88 km and average proposed road length is 10.48 km. During Pre-EC meeting, State was advised that the Uttarakhand is a hill State and they should examine roads which are marginally lesser than 5 km but are of high utility or higher traffic. In this connection, **State has now apprised the EC that such roads are under examination and if they are found eligible, the same will be proposed in next batch.**

12. Details of roads with pavement cost per km

In 3.75 m carriageway width, 15 roads have pavement cost more than 40 lakh/km. During Pre-EC meeting, State was advised to examine the DPRs of high pavement cost in general and to furnish proper justification along with breakdown details for the same road-wise. It was also advised that new technology solutions, such as cement stabilization, nano technology etc, should be adopted to bring down the cost.

During EC meeting, it was apprised by the State that adoption of cement stabilization, nanotechnology etc. is not feasible rather costlier when compared with conventional method of road work due to easy availability of local materials.

13. Details of roads with non-pavement cost per km

During Pre-EC meeting, there were 41 roads which had high non-pavement cost more than 40 lakh/km. Hence, State was advised to furnish detailed justification for such abnormal high non-pavement cost and re-examine the DPRs in consultation with NRIDA.

During EC meeting, NRIDA apprised that teams were detailed twice for verification of DPRs on ground and it was observed by teams that 75 roads have high non-pavement cost (more than 40 lakh/km) but requirements considered are genuine being hilly and tough terrain.

14. R&D Proposals

- Entire proposal of 1090.74 km falls under T4 (973.87 km) & T5 (116.87 km) traffic categories. As per the vision document 2022, State must propose 100% length below T5 category roads using Mechanized Surface Dressing.
- State has proposed BC in place of Surface Dressing. State should update the length for BC along with extra cost to be borne by the State as HSC on OMMAS.

- State has not proposed Cold Mix Technology in view of adoption of BC in the surfacing course.
- State has not proposed waste plastic in 70% of the eligible length involving Hot Mix. This should be ensured.
- State should propose 100% proposed CC length under Panelled Cement Concrete/ Cell Filled Concrete. State should update the figures on OMMAS.
- State must ensure that MoU with Technology Provider is signed as per New Technology Vision-2022.

15. Maintenance

The State has proposed a 5-years routine maintenance cost of Rs. 83.0589 crore which is 9.69% of construction cost and 6th year renewal cost of Rs. 309.3670 crore which is 36.10% of construction cost. EC observed the figures of 6th year renewal cost and advised the State to recheck and update these figures. It was also advised to the State that the 6th year's renewal cost should be accompanied by a post 5-year routine maintenance period and such cost should be a part of the DPRs.

16. DPR Issues (Compliance on Pre-EC observations)

During EC meeting, State has reported that all observations of the Pre-EC on DPR issues have now been fully complied with. The EC has observed as follows-.

- In Pre-EC meeting, State was advised that for overlay thickness, the Para 2.2.3 of IRC SP:72:2015 should be used for all upgradation roads. If the existing surface is extensively damaged, the design chart given in Fig 4 of IRC SP:72:2015 shall be used. State provided OGPC+ Seal coat instead of surface dressing for traffic of T4 category, which is not as per New Technology Vision 2022. During EC meeting, the State apprised that they are adopting 30 mm thick BC as surface course and extra cost for which has been entered on OMMAS under the higher specification.
- During EC meeting, the EC was apprised that road safety audit report by qualified auditor has been attached in the DPR and all proposed road safety items are marked in the strip plan. EC observed that the same should be uploaded on OMMAS.
- State should certify that information uploaded on Proforma-C is in congruence with the corresponding data of DPRs.

17. Progress of PMGSY Works

- It was observed that 275 roads of 871.59 km length and 195 bridges are still balance under PMGSY-I and 13 roads of 14.55 km length and 7 bridges remain balance under PMGSY-II. State was asked to expedite the completion of these works.
- It was also observed that 1 road of 7.12 km under PMGSY-I are still un-awarded. State apprised the EC that this work would be proposed for dropping due to alignment passes through reserve forest & elephant corridor.

(iii) Annual physical target of the State is 1487 Km, against which, State has so far completed only 607 Km (40.82%). State still needs to complete balance target. State was asked to increase the pace of construction to achieve the annual target.

(iv) During the meeting, it has been reiterated that State needs to put more efforts, so that the pending works of PMGSY-I & II are completed at the earliest.

18. Maintenance of roads under DLP

During 2021-22, against the liability of Rs. 71.95 crore, expenditure of Rs. 32.22 crore has been done. For the current financial year 2022-23, the maintenance liability is Rs. 99.77 crore and as on 01.03.2023, the expenditure is Rs. 23.13 crore only. State has credited an amount of Rs. 92.16 crore and Rs. 63.31 crore in SRRDA's account in 2021-22 and 2022-23 respectively.

No renewal has been done during the last year. The State has not updated renewal length and expenditure data on OMMAS. The same is required to be done immediately.

19. e-Marg

Out of total 836 packages pushed to e-MARG, 78 (9%) packages are pending for locking, 111 (13%) packages are pending for manual entry expenditure (MEE). 356 roads are eligible for routine inspection in February, 2023, 48 roads (13%) are pending for routine inspection (RI) missed in February, 2023. 196 packages are pending for payment for >3 months. 52 (27%) packages are pending for payment for first payment for > 3 months. Expenditure of Rs.20.50 crore has been done using e-MARG in FY 2022-23. Total expenditure of Rs. 15.13 crore (74%) has been done on bills having liability of FY 2022-23. The above position is not satisfactory. The State should take necessary steps to increase DLP expenditure on roads due for maintenance in 2022-23.

20. Quality

(a) Out of 458 ongoing packages, QC labs have not been established in 16 packages. This should be saturated. There are 15 works which have not been inspected even once. These should be inspected immediately.

(b) Number of active SQMs are 56 against requirement of 27 SQMs. During 2022-23, 1628 SQM inspections are targeted and till date, 1589 inspections have been conducted. State was asked to expedite pace of inspection to achieve the target.

(c) 86 ATRs (14 ATRs for completed works and 72 ATRs for ongoing works) are pending at State Level. State should show substantial compliance for these pending ATRs.

(d) Unsatisfactory grading by NQM from March, 2020 to February, 2023 for completed works is 13.56%, for ongoing works it is 14.21% and for maintenance works it is 36.36%. For Bridge works, U% is 10.87%. The unsatisfactory grading by SQM during the same period for completed works is 1.26%, for ongoing works it is 4.34% and for maintenance works it is 19.39%. For bridge works, it is 1.50%. Thus, the quality grading awarded by the SQM is abnormally low when compared to grading awarded by the NQM. U% in respect of bridges as graded by NQMs is also high. State should also pay attention on the above alarming U% grading of works.

Unsatisfactory grading by NQM from March, 2022 to February, 2023 for completed works is 13.64%, ongoing works, it is 14.36% and for maintenance works, it is 30.77% as

compared to quality grading of 1.91%, 5.50% and 24.31% for completed, ongoing and maintenance works respectively by the SQM.

The State was asked to review the performance of active SQMs on priority and initiate action against the defaulting SQMs.

(e) 9 complaints are pending at State level during the financial year 2020-21, 2021-22 & 2022-23 which is required to be resolved at the earliest.

State was advised to take immediate corrective action and show some improvement in the aforesaid issues and furnish ATRs.

21. SQM Analysis

(i) It was noticed during the meeting that the SQMs empaneled by the State have graded very few works 'Unsatisfactory' out of the large number of projects inspected by them. The State was advised to scrutinize and find out whether the performance of such SQMs is satisfactory.

(ii) Inspections done by SQMs need to be compared with the inspections done by NQMs road-wise.

(iii) It was also observed by the EC that more inspections have been done by the SQMs who have graded most of roads as 'satisfactory' and less inspections have been done by the SQM who has graded some roads as 'unsatisfactory'. The SQMs namely Shri RR Bhatt, Shri Baij Nath Choudhary, Shri Sudarshan Kumar Choudhary, Shri Pradeep Kumar Garg, Shri Prakash Chandra Malkani, Shri D.V. Mangla, Shri Deep Chand Pandey, Shri Basant Kumar Pant, Shri Jai Parkash and Shri Dinesh Chandra Singh have not graded any road as 'unsatisfactory'. This aspect also needs to be checked at State level, and their performance to be evaluated.

22. Financial issues

(a) Interest amount of Rs. 2.39 Cr. is still pending for recovery from Bank.

(b) Interest verification certificate has also not been submitted for FY 2004-05 to 2009-10 and 2020-21 to 2021-22.

(c) State has not submitted complete PMGSY financial reconciliation report in correct format.

(d) Financial closures of 222 works are pending for more than 180 days as on 02.03.2023. The State may take immediate action and expedite pending financial closure of completed works.

The State was asked to look into these financial issues and take appropriate action.

23. No compliance of observations was pending with the State Government for the proposals brought before the EC. Therefore, the Empowered Committee recommended the above proposals for sanction as at para -2 above.

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