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

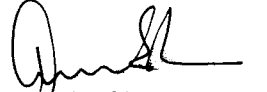
Krishi Bhavan, New Delhi
Dated the 19th August, 2021

MINUTES

Subject: Minutes of the Meeting of Pre- Empowered Committee held on 13th August, 2021 to discuss project proposals of State of Jharkhand under PMGSY-III (Batch-I, 2021-22)-reg.

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee held on **13th August, 2021 at 12:30 PM** under the Chairmanship of Joint Secretary (RC) & DG, NRIDA (**through Video Conferencing**) to discuss the project proposals submitted by the State of Jharkhand under PMGSY-III (Batch-I, 2021-22).

2. State is requested to furnish the compliance of the Pre-EC to Ministry/NRIDA for conducting the EC on time.



(K.M Singh)

Deputy Secretary (RC)

Distribution:

- i. The Secretary-cum-Chief Executive Officer, Rural Works Department, Jharkhand State Rural Roads Development Agency, F.F.P Building, 2nd Floor, Dhurwa, Ranchi- 834004
- ii. Chief Engineer, JSRRDA
- iii. All Directors in NRIDA.

Copy to:-

PS to Secretary (RD)/PPS to AS (RD)/PPS to JS (RC)

Minutes of the Meeting of Pre- Empowered Committee held on 13th August, 2021 to discuss project proposals of State of Jharkhand under PMGSY-III (Batch-I, 2021-22)

A meeting of the Pre-Empowered Committee was held on 13th August, 2021 at 12:30 PM through VC under the chairmanship of Joint Secretary (RC), DG NRIDA to consider the project proposals of State of Jharkhand under PMGSY-III (Batch-I, 2021-22).

The following officials were present in the meeting: -

Government of India representatives	
Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG (NRIDA)
Shri K.M Singh	Director (RC)
Shri BC Pradhan	Consultant/ Director, (Technical) NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. IK Pateriya	Director (Projects-II/ III), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
State Government representatives	
Dr. Manish Ranjan	Secretary-cum-CEO,RWD, Jharkhand
Shri J.P.Singh	Chief Engineer, PMGSY, JSSRDA
Shri Ashok Kumar	SQC, JSRRDA
Shri Praveen Kumar Jha	Nodal Officer, JSRRDA
Shri Surender Prasad	EE, JSRRDA
Shri Sobodh Paswan	AE, JSRRDA
Shri Dinesh Pradhan	Finance Controller, JSRRDA
Shri Manish Kesari	IT Nodal Officer, JSRRDA

2. The details of the proposal of the State Govt. under PMGSY-III, Batch-I of 2021-22 are as under: -

Item	As per OMMAS dated 12.8.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	108	976.81	686.17	70.24
LSBs	-	-	-	-
Total	108 roads + NIL LSBs	976.81km roads + 0.00 m LSBs	686.17	

***MoRD Share : Rs. 411.70 Crore**
Target : 4125 km

State Share: Rs 274.47 Crore
Sanctioned: NIL

- i. The State of Jharkhand has been allocated target length of 4,125 Km under PMGSY-III. The current proposal is for 108 roads of 976.81 Km at an estimated cost of Rs. 686.17 crore (Central Share- Rs. 411.70 crore and State share- Rs. 274.47 crore).
 - ii. 102 roads of 883.61 km length are of 3.75 m width with average cost of Rs. 68.13 Lakhs/km and 6 roads with 93.21 km are of 5.50 m width with average cost of Rs. 90.32 Lakhs/km.
 - iii. All proposals have been uploaded and scrutinised by the STAs on OMMAS. Scrutiny of the proposals is to be carried out by PTA. State should ensure the compliance of the same.
 - iv. State also informed that further proposal for 25 LSBs will be sent on the proposed roads in future DPRs at the earliest.
3. **Length-wise proposals details:** Out of 108 roads, 6 roads are 3 to 5 km in length with average cost Rs. 75.87 Lakhs/km and 102 roads are 5 km and above with average cost Rs. 70.09 Lakhs/km. Thus, the average candidate road length is 10.43 km and average proposed road length is 9.04 km.


4. **Surface-wise details of roads:**

- i. Out of the total proposed length of 976.81 km, 0.55 km is brick soiling, 46.56 is track, 27.26 km is Moorum, 162.768 km is WBM, 549.04 km is BT, 190.64 km is CC. It was seen that 15 roads are having a large proportion of brick solling, gravel or murrum surfaces etc. It was enquired as to why such roads have been categorized as T6, T7 category roads. State explained that the said categorization has been done based on the projected traffic as it is seen that when the conditions of the roads improve, traffic also increases. All these roads where gravel, track, brick, moorum and WBM portion is more than 25% (combined), should be properly examined on the GeoSadak for their utility and eligibility.

5. **Trace Map Cut-Quality of Roads:**

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	101	93.52%
16 to 50	7	6.48%
51 to 100	0	0%
Total	108	

6. **Planning Audit (CUCPL):** Regarding the audit of the candidate road mapping, 147 blocks have generated CUCPL, out of which, 127 blocks were checked by NRIDA in March, 2021. NRIDA agreed for taking up for only 44 blocks out of the 45 blocks considered in this batch as 1 block of Garhwa Sadar (Garhwa) has been removed since generation of CUCPL was not done as per guidelines.



7. **Planning Audit (Proposals):**

- i. All the proposals are uploaded on GEOSADAK. All the 108 proposals were audited for their utility as TR/MRL under PMGSY-III by NRIDA and SRRDA office was also visited for planning support on 13th – 14th July, 2021.
- ii. Justification regarding elimination of some roads from priority list were asked from the state representatives. It was told that 4 roads which were excluded from priority list due to ownership issues, as these roads are under ownership of State PWD department and they will carry out their up-gradation. State was told that mere ownership is not the reason enough for exclusion and if they are not already taken up by PWD, they will form part of CUCPL and form part of the selected roads. In this regard, State should provide sanction letters of the respective roads (if any) to NRIDA with proper clarification on whether the said roads have been taken up for improvement by State PWD department.

8. **High priority roads skipped in CUCPL:** State has told that they have taken the road as per CUCPL and such roads which have been excluded reasons have been explained and uploaded on OMMAS. NRIDA was asked to verify it and make sure that list has been prepared in accordance with the programme guidelines.

9. **Traffic wise details of road:**

- i. In 3.75 m carriageway width, 102 roads of length 883.61 km are in T6, T7 & T9 category with average cost Rs 68.13 lakh/km.
- ii. In 5.50 m carriageway width, 6 roads of length 93.21 km are in T9 category with average cost Rs 90.32 lakh/Km.

State to share PCU data of 6 roads of 5.5 m carriageway width having T9 traffic category and also upload revised proforma-C as per revised project proposals.

10. **DPR and other issues**

- i. State should provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal.
- ii. State should certify that the roads proposed in current batch are not PMGSY roads which are under design life.
- iii. Independent third-party traffic survey on the roads of more than 1 MSA through ATCC are not provided by the state. Without traffic survey DPRs cannot be accepted for higher category roads. State has intimated that Independent third-party traffic survey has been conducted and requisite corrections have been made. State should furnish traffic survey through ATCC and axle survey report of roads having traffic above 1 MSA to NRIDA at the earliest.
- iv. State should ensure that the design stage RSA has been done for all the proposed candidate roads and the reports should be attached with the DPRs. Sample reports need to be provided for verification.



- v. State should ensure that due credit has been given for existing pavement and overlay thickness proposed in the DPRs as per clause 2.2.3 of IRC:SP:72:2015.
- vi. In some DPRs, CBR of the existing crust is less than 5% therefore as per IRC SP:72 2015, the existing crust should be stabilized to achieve a minimum design CBR of 5% in the portion wherever possible. State needs to intimate the Details of pavement design of roads having CBR less than 5%.
- vii. NRIDA stated that road safety audit of all candidate roads should be included in the proposals. In this regard, State intimated that Out of 110 proposals, 90 roads has been audited by Road Safety Auditor & their observations have been incorporated in DPRs. State to submit safety audit reports for some roads for verification to NRIDA.
- viii. Lump sum amount of 20% to 30% extra quantity in WBM for potholes and profile correction need to be revised. Actual quantity instead of lump sum quantity needs to be incorporated as per the ground requirement and it may not exceed 8 to 10% for profile correction including filling of potholes and patches after scarification. State should ensure that quantity of profile correction should be as per ground survey and not Lump-sum percentage.
- ix. State needs to justify the higher average cost in case of 5.5 m carriageway in the districts of Garhwa and Khunti. Also GST and Cess which have been included in non pavement cost need to be removed from there and added to pavement cost. In that case pavement cost will further be increased.
- x. In case of 3.75 m carriageway, average cost/ km in the district of **Chatra, Garhwa, Khunti and Pakur** is on the higher side. Moreover, Pavement cost of the proposal submitted by the State is higher than proposal submitted by Bihar under PMGSY-III for Batch-I. State is required to furnish reason for higher average cost/km and pavement cost. NRIDA is required to send a team for examination of the same. The team will visit alongwith the team which is to be proposed to examine RCPLWEA proposal. NQMs/ emeritus NQMs, STA members and select SQMs/ ex-SQMs can also be made part of the team.
- xi. In case of long lead use of base and sub base stabilization could be explored. Particularly in the districts of Dumka and Khunti where majority of high cost roads are located stabilization technology can be explored. Also Panel Cement Concrete not to be used for road construction, especially in LWE affected areas due to security considerations.
- xii. State has proposed only 2.41% road length under main-stream technology and 14.32% under IRC accredited technology. As per mandatory ruling, State has to propose at least 10% of road length under mainstream technology such as RCCP, stabilized sub-base/ base etc and 5% of road length under IRC accredited technology. State is required to propose more roads under Main stream technology. Besides this state need to propose adequate length using plastic waste as main streaming technology.
- xiii. Existing CC is 190 Km, proposed CC is 216 Km. It should be examined if proper credit to previous CC has been given? What was the design life and load category of the previous CC? Whether another coat is required over the existing CC?

11. Maintenance

- i. 5 years routine maintenance cost after 6th year's renewal need to be included in the DPRs.

12. e-Marg



Out of 3,973 total workable packages, 3,508 roads have been locked, 1,208 roads are pending for registration on eMarg app. 71% roads are pending for Routine Inspection (RI) and 85% roads are pending for Performance Evaluation (PE). 54% bills are pending for submission by contractor and 54% packages are pending for payment for more than 12 months. NRIDA has informed that only Rs. 2.40 crore payment has been done through eMarg app, whereas Rs. 17 crore has been incurred for maintenance by the State outside of eMarg in FY 2021-22 and Rs. 73 crore in FY 2020-21. State is advised to expedite the on-boarding e-Marg as it will be used for monitoring of maintenance contracts and all manual payment will be discontinued. Progress on e-Marg is quite unsatisfactory as compared to other states and state should obtain substantial improvement soon.

13. **Renewal Length status:** State has informed that 70 km has been renewed and 800 km is to be put up for tender. State is to furnish the tender status in Empowered Committee meeting and NRIDA is to track the progress of maintenance expenditure.

14. **R&D Technology:**

- i. State need to propose more length using Cold mix and a minimum 10% length using mainstreaming technology other than Cold mix and to confirm that Nano technology for water proofing has been proposed in the Sub base course and not in BT layer only.
- ii. State to further increase use of steel slag stabilization technology in the vicinity of Bokaro and Jamshedpur districts. Waste plastic to be used near urban areas such as Ranchi, Ramgarh, Hazaribagh etc. It was also explained that there is no harm in using multiple technologies on the same road. As regards CC roads, it was explained that its design life has to be checked and also overlay thickness should not be more than required. This need to be examined by NRIDA.
- iii. Green technology should be maximized wherever feasible and not to be kept at the level of prescribed percentage as the same are only indicative. Cement stabilization, FDR, cold mix etc could be explored in this regard.

15. **Progress of PMGSY works:**

State has assured to complete all pending PMGSY-I &II works by March 2022.

16. **Quality:**

- i. Out of 347 ongoing packages, lab has not been established for 9 packages. Further, 55 works have not been inspected by SQM even once, out of these 33 works are more than 12 months old.
- ii. State has 68 active SQMs against the total requirement of 101. State should empanel more number of SQMs or go for hiring of SQMs so that more number of works can be inspected.
- iii. Only 253 inspections have been conducted by the State out of the target of 2,270 inspections targeted for 2021-22, which is substantially low. State is required to increase the inspections frequency in order to meet the annual inspection target.



- iv. 34 ATRs of NQM observations in respect of completed works and 86 ATRs of ongoing works are pending with the State. Unsatisfactory grading is 10.24% for completed works, 11.21 % for ongoing works and 36.93% for maintenance works, which is extremely high as compared to other States.
- v. 1 complaint is pending at State level during the financial year 2020-21 & 2021-22, which has been forwarded to State Government vide letter dated 15.07.2021.
- vi. Various anomalies in respect of SQM inspection have been seen which area as follows:
 - a. Inadequate size of pit for determination of thickness of Bituminous layer (Package Number:- JH1RTCB39, JH01P2-BOK-01).
 - b. Out of 736 inspections conducted from Jan 2021 to July2021 there are 32 packages where no inspection photograph is uploaded.
 - c. Critical items are left unfilled JH1RTCB39, JH02P2-CHA-02, JH2CH003
 - d. Mandatory PDF reports not uploaded for these packages even after three months of inspection JH2107, JH21JB001, JH8MAR910, JH1005, JH1006
 - e. Wrong way of checking volumetric analysis. (Package Number:- JH01HS20, JH05P2-DUM-04).
 - f. Description of photographs is written wrong. (Package Number:- JH09P2-GOD-02, JH09P2-GOD-05)

17. **Financial Issues:**

- i. Difference in Opening balance in bank balance and OMMAS (BRS point), amounting of Rs. 8.28 Crore
- ii. There is huge balance standing in Statutory liabilities (Balance as on 10-08-2021: Income Tax: Rs. 17.21; Commercial Tax: Rs. 9.93 & GST: Rs. 9.21 Cr.). State informed that the issue will be taken care at the earliest.
- iii. 90 works pending for financial closure for more than 180 days as on 12-08-2021.
- iv. State budget not reflected in PFMS TSRY-07 report.
- v. Non submission of Bank Interest verification reports.

18. The State was asked to furnish the compliance report on the observations of the Pre-Empowered Committee urgently so that the proposal could be placed before the Empowered Committee at the earliest possible.

Meeting ended with Vote of Thanks to and from the chair.

