

No.P-17024/22/2019-RC (FMS No. 369629)

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

Krishi Bhavan, New Delhi

Dated the 5th September, 2022

Minutes

Sub: Minutes of the Meeting of the Pre-Empowered Committee held on 29th August, 2022 to consider the project proposals submitted by Government of Rajasthan under PMGSY III, Batch- II, 2022-23-reg.

A copy of the Minutes of the Meeting of the Pre-Empowered Committee held on 29th August, 2022 through Video Conferencing to discuss the project proposals under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of the Pre-EC on priority.



(Lalit Kumar)

Deputy Secretary to the Government of India

Tel. No. 2338 2406

Distribution:

- i. The Principal Secretary, PWD Main Building room no 5225, Secretariat, Govt of Rajasthan, Jaipur.
- ii. The Secretary PWD, Secretariat, SSO Building, Room No. 8118, Govt of Rajasthan, Jaipur.
- iii. The Chief Engineer, RRRDA.
- iv. All Directors, NRIDA

Copy for information to:-

PPS to AS (RD)

Minutes of the Meeting of the Pre-Empowered Committee held on 29th August, 2022 to consider the project proposals submitted by Government of Rajasthan under PMGSY III, Batch- II, 2022-23.

A Meeting of the Pre-Empowered Committee was held on 29th August, 2022 under the Chairmanship of Additional Secretary (RD), Department of Rural Development & DG, NRIDA to consider the project proposal submitted by the State of Rajasthan under PMGSY-III, Batch II of 2022-23. Following officials were present in the meeting.

Dr Ashish Kumar Goel	Additional Secretary (RD)& DG, NRIDA
Shri Devinder Kumar	Director (RC)
Shri. B C Pradhan	Consultant/Director (Tech), NRIDA
Shri I.K.Pateriya	Director (P.II &P.III), NRIDA
Shri Pradeep Agrawal	Director (P.I), NRIDA
Shri U.P.S. Negi	Section Officer (RC)
State Govt. Representatives	
Shri Chin Hari Meena	Secretary, PWD, Government of Rajasthan
Shri. Sunil Jai Singh	Chief Engineer
Shri Kaushlendra Bhardwaj	Superintending Engineer
Shri Anil Kumar Mathur	State Quality Coordinator
Shri R.S. Jatoliya	Financial Advisor
Shri Sudhir Kumar Sharma	Executive Engineer
Ms. Shalini Garg	Executive Engineer
Smt. Rinku Jain	ITNO

2. Current Proposal by the State:

A detailed presentation on the proposal submitted by the State of Rajasthan under Batch-II of 2022-23 was made by Consultant/Director (Tech.), NRIDA before the Pre-Empowered Committee. The details of the proposal are as under:-

Item	As per OMMAS dated 26.8.2022			
	No.	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	282	2460.51	1672.30	67.96
LSBs	36	3649	194.15	5.32
Total	282 roads+ 36 LSBs	2460.51 km roads + 3649 m LSBs	1866.45*	

*** Central Share- Rs. 1,083.90 crore, State Share- Rs. 722.60 crore**

- I. The State of Rajasthan has been allocated target length of 8,662.50 Km under PMGSY-III, out of which State has already been sanctioned 6,156.45 km and 2,506.05 Km remains to be sanctioned. The current proposal is for 282 roads of 2,460.51 Km for Rajasthan.
- II. Out of 282 roads, 108 roads of 894.4 Km are in 3.75 m carriageway width category with average cost of Rs. 55.78 lakh/Km and 174 roads of 1,566.08 Km are in 5.50 m carriageway width category with average cost of Rs. 74.93 lakh/Km.
- III. All proposals have been uploaded and scrutinized by the STAs on OMMAS. PTA has scrutinized 16 road proposals only while all bridges proposals have been scrutinized by PTAs. The State was asked to complete PTA scrutiny of other roads on priority, before the EC meeting.
- IV. All the bridges are located on PMGSY-III sanctioned / proposed roads as verified from GEO-SADAK.
- V. The average cost of the present proposal both in case of 3.75mC/W and 5.50m C/W is much higher than the earlier sanctioned PMGSY-III works. The State was asked to furnish justification for the same.
- VI. The average cost of bridges is lesser than previous batch. The State was asked to indicate reasons for the same.

3. Planning

(i) Trace Map Cut-Quality of roads

Trace Map Rank	Numbers of Proposals	%
1 to 15	205	73%
16 to 50	56	20%
51 to 100	16	6%
> 100	5	2%
Total	282	

The State was asked to submit justification for 21 roads with Trace Map rank lower than 50.

(ii) Planning Audit (Proposals)

All 282 road proposals and 36 LSB proposals have been uploaded on GEOSADAK. 110 samples were audited for their utility as TR/MRL under PMGSY-III. Location of all LSBs of PMGSY-III Proposals has also been checked on Geosadak. Out of 110 samples audited, for 32 samples justification was asked from the state government and for 6 proposals modifications were asked for from the state. The State has already submitted their compliance report. The same should be examined.

(iii) Proposal level checks (Data based)

03 proposals one each in Jaisalmer, Bharatpur and Alwar districts have proposed length more than eligible length. This needs explanation.

Total 158 proposals have proposal length less than eligible length and the variation is more than 15%. The State was asked to provide road-wise justification for all these proposals as to why the complete eligible length is not taken for the proposals. Incomplete roads can not be taken under PMGSY-III.

4. Existing surface details

The approximate length of the existing surface of the roads proposed in the current batch, as intimated by the State representative during the meeting are as under:-

Brick soling	Moorum	Track	Gravel	WBM	BT	CC	Total
0.00	0.15	29.59	46.42	0.464	2,207.019	176.867	2,460.51

Out of 282 roads proposed in the current batch, in 262 roads 95-100% of the existing surface is BT/CC, in 5 roads 85-95% of the existing surface is BT/CC, in 7 road works 50-75% of the existing surface is BT/CC, in 5 road works % of the existing surface is BT/CC is 25-50% and in remaining 3 roads, the proportion of BT/CC is less than 25%. **The State was asked to furnish justification in respect of all 15 roads with length of Non BT/CC portion more than 25% as to how they meet objectives of PMGSY-III.**

5. High Priority Roads Skipped in CUCPL

With regard to 789 road works of High Priority which have been skipped, State has furnished the following justifications:

- i. For 195 road works ,the State is not interested in riding surface improvement,
- ii. 175 road works have been constructed under state scheme and are under DLP,
- iii. In case of 153 roads, proposable road length less than limit decided in Pre-EC meeting for the State,
- iv. 117 roads sanctioned under State Scheme but under construction
- v. 62 road works under PMGSY DLP
- vi. 56 roads cannot be taken up due to land issues

- vii. In case of 10 roads, TR/MRL is a terminating link route and not permitted till all TR/MRL are saturated.
- viii. In case of 10 roads, ownership is with different department
- ix. 6 roads due to forest issues; and
- x. In case of 5 roads, eligible length already proposed under PMGSY-III

6. Traffic wise details of roads

(i) In 3.75 m carriageway width, 1 road of length 5.35 km is in T3 traffic category with average pavement cost of Rs. 69.31 lakh/km and average cost of Rs 81.19 lakh/Km.

(ii) In 3.75 m carriageway width, 1 road of length 8.00 km is in T5 traffic category with average pavement cost of Rs. 38.99 lakh/km and average cost of Rs 51.79 lakh/Km.

(iii) In 3.75 m carriageway width, 5 roads of length 44.31 km are in T6 traffic category with average pavement cost of Rs. 29.61 lakh/km and average cost of Rs 50.93 lakh/Km.

(iv) In 3.75 m carriageway width, 45 roads of length 376.80 km are in T7 traffic category with average pavement cost of Rs. 37.12 lakh/km and average cost of Rs 52.23 lakh/Km.

(v) In 3.75 m carriageway width, 3 roads of length 21.20 km is in T8 traffic category with average pavement cost of Rs. 40.16 lakh/km and average cost of Rs. 55.21 lakh/Km.

(vi) In 3.75 m carriageway width, 53 road of length 438.78 km is in T9 traffic category with average pavement cost of Rs. 47.93 lakh/km and average cost of Rs 59.11 lakh/Km.

(vii) In 5.50 m carriageway width, 2 roads of length 11.00 Km are in T4 traffic category with average pavement cost of Rs. 55.52 lakh/km and average cost of Rs. 63.66 lakh/Km.

(viii) In 5.50 m carriageway width, 16 road of length 192.98 km are in T7 category with average pavement cost of Rs. 46.67 lakh/km and average cost of Rs 64.82 lakh/Km.

(v) In 5.50 m carriageway width, 147 roads of length 1,294.797 km are in T9 traffic category with average pavement cost of Rs. 62.20 lakh/km and average cost of Rs. 75.51 lakh/km.

(vi) In 5.50 m carriageway width, 9 roads of length 63.30 km are in IRC 37 category with average pavement cot of Rs. 75.38 lakh/km and average cost of Rs 94.58 lakh/Km.

The State assured to submit ATCC report in cases of T8, T9 and IRC 37 roads within 15 days.

7. PCU value

The PCU of 282 roads proposed in the current batch are as under:-

PCU/day details			
S.No	PCU/day	No of Roads	
		3.75 m	5.5 m
1	<500	16	08
2	500-1000	15	06
3	1000-1500	21	09
4	1500-2000	21	07
5	2000-2500	24	49
6	2500-3000	04	24
7	3000-3500	03	09
8	3500-4000	01	09
9	4000>	03	53
	Total	108	174

30 road works with less than 2,000 PCU have been proposed in 5.5m width, out of which 9 roads had existing C/W width of 5.50 m. The State was asked to furnish justification for the remaining 21 roads. As a rule, they do not qualify for widening.

35 roads of 3.75 m CW with more than 2,000 PCU have not been proposed for widening. The State was asked to furnish reasons for the same.

8. Distribution of roads based on widening of various carriageway

Categories of Upgradation	No.	Length (km)	Avg. Pav Cost (Lakhs/KM)	Avg. Total Cost (Lakhs/KM)
3.00-3.75 m	14	109.39	47.33	58.61
3.00-5.5 m	27	225.2	64.07	76.6
3.75-3.75 m	93	777.043	41.07	54.8
3.75 - 5.5 m	118	1080.573	60.62	75.14
5.5-5.5 m	30	273.302	58.82	72.27
Total	282	2460.51	54.09	67.96

The State has proposed 14 roads for widening from existing 3.00 m carriageway to 3.75 m carriageway width. The State was asked to indicate the methodology being adopted for the same. Whether the proposed widening

would be done by edge cutting or by carrying out widening in one side of the road. The State was also asked to indicate PCU value of these roads.

9. Length wise proposal details

Out of 282 road works, 30 proposals of road works are of 3 to 5 km road length and remaining 252 roads works in the current batch of proposals are of more than 5 Km, with following details:-

Sl.No	Items	No of roads	Length in km	Pavement cost crores	Cost/km	Total cost in Crores	Average total cost/km
1	3 to 5 km	30	149	80.77	54.21	102.46	68.76
2	> 5 km	252	2311.51	1250.12	54.08	1569.84	67.91
	Total	282	2460.51	1330.89	54.09	1672.31	67.96

The average candidate road length is 14.16 Km and the average proposed road length is 8.73 Km.

10. (i) Pavement cost/km wise details:-

The details of proposals are as under:-

Sl No	Pavement cost/km	No. of roads	
		3.75 m	5.5 m
1	<50 Lakhs	85	21
2	50-55	10	18
3	55-60	05	33
4	60-65	07	42
5	65-70	01	30
6	70-75	-	19
7	75-80	-	08
8	80-85	-	-
9	85-90	-	01
10	90-95	-	01
11	95-100	-	01
12	>100	-	-
	Total	108	174

(ii) Non pavement cost/km wise details:

The details of proposals are as under:-

Sl No	Non Pavement cost/km	No of roads	
		3.75 m	5.5 m
1	<20Lakhs/km	93	139
2	20-25	09	19
3	25-30	04	08
4	30-35	-	05
5	35-40	01	02
6	>40 Lakhs/ km	01	01
	Total	108	174

All the roads with pavement cost/km of more than Rs. 50 lakh in 3.75 m carriageway width category and more than Rs. 60 lakh in 5.50 m carriageway width category may be reviewed for cost rationalization. The State was advised to adopt new technology, such as cement stabilization (with or without FDR) for pavement cost reduction. The State was also asked to include Surface dressing in some of the proposals.

The State was also advised to review the proposals with more than Rs. 20.00 lakh non-pavement cost.

NRIDA should also analyze these proposals road wise and state should furnish proper justification for each road.

11. General observations

- i. 3rd party traffic verification as per recent advisory should be done by the State adopting ATCC for traffic considered more than 1 MSA and the reports should be attached with the DPRs. This should be done in 15 days and certainly before the EC meeting.
- ii. State should ensure that the design stage Road Safety Audit has been done for all the proposed roads of length more than 5 km and the reports should be attached with the DPRs ensuring appropriate compliance to the recommendation made in the report.
- iii. Existing/proposed box culverts, slab culverts, Causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities.
- iv. State must adopt the New Technologies as per the "Vision document on New Technology Initiatives & Guidelines – 2022".
- v. State has not attached the photographs of the pit test conducted at the site. However, these are up-gradation roads, the State needs to submit the authenticated details of existing crust thickness along with the justified clear colour photos of the pit test.
- vi. In some of the DPRs, 50 mm BM is proposed for T-7 traffic category as per IRC: SP-72-2015 BM is not allowed for T-7.
- vii. State has not mentioned the cost of LSBs as State share which are more than 150m length.

- viii. The average cost of the present proposal both in case of 3.75mC/W and 5.50m C/W is much higher than the earlier sanctioned PMGSY-III works. State need to justify the same.
- ix. Since the proposal is for up gradation of existing roads, pavement cost appears to be in higher side, the state need to explore the adoption of FDR technology or other stabilization technology to economize the cost.

12. R & D Proposals

- i. State representative intimated that 1,625.15 Km road length has been proposed using Waste Plastic, which is 75.88% of the proposal.
- ii. 11.37 km (53.70%) under T1 to T5 and 75.6 km (13.11%) under T6 to T8 are proposed using Mechanized Surface Dressing, which is inadequate in terms of New Technology Vision, 2022.
- iii. 276.3 km and 24.45 km length (total 318.84 Km-94.33%) are proposed using panelled cement concrete/ white topping and cell filled concrete respectively, against provision of 100% of proposed length under Cement Concrete in terms of New Technology Vision, 2022

The State was asked to comply with New Technology Vision, 2022 in totality and increase proportion of (i) Mechanized Surface Dressing to 100% in case of T-1 to T-5 roads and 50% in case of T-6 to T-8 roads, (ii) Cold Mix to 25% of the proposed length, and (iii) Panelled Cement Concrete/White Topping and Cell Filled Concrete in all roads proposed length under Cement Concrete (100%).

13. Maintenance

State has proposed Rs. 9,137.96 lakh for 5 years Routine maintenance, which is 5.46% of the construction cost and agreeable. Similarly, for 6th year renewal cost is Rs. 26,966.06 lakh, which is of 16.12% of the construction cost which is less and must be between 18-22%.

14. Progress of PMGSY works

The status of implementation of PMGSY-I, II and III in the State are as under:-
Road length in Km

S.No	Scheme	Sanctioned		Completed		Balance		Unawarded	
		No. of roads	Length (Km)	No. of roads	Length (Km)	No. of Roads	Length (km)	No. of Road	Length (km)
1.	PMGSY I	16,804	66,045.98	16,804	63,772.67	0	0.00	0	0.00
2.	PMGSY II	401	3,464.26	401	3,468.63	0	0.00	0	0.00
3.	PMGSY III	643	6,156.45	518	5,367.31	125	747.78	34	349.93
	Total:	17,848	75,666.70	17,723	72,602.84	125	747.78	34	349.93

Bridge (No.)

Sl. No	Scheme	Sanction (Nos.)	Completed (Nos.)	Balance (Nos.)	Unawarded (Nos.)
1	PMGSY I	26	25	1	0
2	PMGSY II	6	6	0	0
3	PMGSY III	6	2	4	0
Total:		38	33	5	0

The State representative intimated that unawarded 34 road works are recently sanctioned.

15. Physical Progress 2022-23 (as on 29.08.2022)

The State has made an achievement of 278 Km, against targets for construction of 1,500 Km during FY 2022-23. The State should expedite the pace of execution to achieve the target.

16. eMARG

Total 110 (8%) package are pending for locking and 137 (9%) package pending for MEE. Out of 759 road works eligible for Routine Inspection (RI) in the month of July, 2022, 449 road works (59%) missed RI in the month of July, 2022, which is a very serious issue. 737 packages are pending for payment for more than 3 months. 252 packages (34%) are pending for first payment. While the State has incurred an expenditure of Rs. 27.68 crore using eMARG on roads under DLP, the total expenditure done on bills having liability of FY 2022-23 is Rs. 1.50 crore, which is miniscule and only 5% of total expenditure incurred during 2022-23.

The state was asked to take action for saturation on eMARG and ensure all the maintenance expenditure through eMARG. The State was also asked to increase maintenance expenditure on roads due for maintenance during 2022-23. There should be visible progress under E-Marg before the EC meeting.

17. PMGSY-III Awarded road works-tendering analysis

Out of total 609 awarded works under PMGSY-III, 268 works have been awarded at -30% below than the sanctioned cost, 126 works at 24-30% below the sanctioned cost, 98 works at 18-24% below sanctioned cost, 58 works at 12-18% below sanctioned cost, 34 works at 6-12% below sanctioned cost, 16 works at 0-6% below the sanctioned cost and 9 works are awarded at 0-6%

above the sanctioned cost **The State was asked to ensure additional visits of State Quality Monitors on the low quoted PMGSY works so that these works are completed with good quality, in terms of advisory dated 3rd March, 2022 issued by NRIDA.**

18. Quality Control

- I. Out of 72 packages in progress, labs for 3 packages have not been established.
- II. Against the requirement of 47 SQMs, 50 SQMs are in position in the State.
- III. Against the target of 2,607 SQM inspections during the current financial year, 520 inspections have been carried out so far.
- IV. **Unsatisfactory % based on NQM inspections (August 2019-July'2022)**
 - Completed Works - 0.58 % - 172 Completed works inspected
 - Ongoing Works -2.54% - 511 Ongoing works inspected
 - Maintenance works - 10.66% - 272 Maintenance Works Inspected

19. Status of complaints

Action Taken Report (ATR) in respect of three (03) complaints pertaining to poor condition of road works, irregularities in construction of works, etc., which forwarded to State in the month of November, 2021, are still awaited. The State was asked to expedite the same.

20. SQM Analysis :

It was noticed during the meeting that SQMs empanelled 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 satisfactory.

21. Finance Issues:

- I. Interest recovery of Rs. 53.67 crore is pending from bank. The State was asked to ensure the same at earliest.
- II. 36 works pending for financial closure for more than 180 days.

22. Pre-Empowered Committee asked the state to send the compliance on all the observations mentioned in the foregoing paras so that EC meeting for sanctioning of the proposal could be conducted at an early date.

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