

File No.P-17024/14/2017-RC (FMS-358092)

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

Room No.464
Krishi Bhavan, New Delhi
Dated the 11th August, 2022

MINUTES

Subject: Minutes of the Meeting of Pre-Empowered Committee to discuss the project proposals submitted by the State Government of Madhya Pradesh under RCPLWEA (Batch-I, 2022-23) – reg.

The undersigned is directed to enclose herewith the Minutes of the meeting of Pre-Empowered Committee held **8th August, 2022 at 12:00 Noon (through VC)** under the Chairmanship of Additional Secretary (RD) & DG, NRIDA to discuss the project proposals submitted under RCPLWEA by the State Government of Madhya Pradesh for the year 2022-23 (Batch-I).

2. State is requested to furnish the Compliance Report to NRIDA/Ministry at the earliest on the observations made during the meeting.



(Lalit Kumar)

Deputy Secretary to the Government of India (RC)

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Distribution:

1. Shri Umakant Umrao, Principal Secretary, Panchayat & Rural Development Department, Govt. of Madhya Pradesh , Email: psprd@mp.gov.in
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4. Nishant Kumar Mishra, Director (LWE-II), North Block, MHA, New Delhi-110001
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Copy for information to:-

1. P.S.O to Secretary (RD)/PPS to AS & FA/PPS to AS (RD)

MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 08, AUGUST 2022 AT 12:00 NOON TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY STATE GOVERNMENT OF MADHYA PRADESH UNDER ROAD CONNECTIVITY PROJECT FOR LEFT WING EXTREMISM AREA (RCPLWEA, BATCH-I of 2022-23)

A Meeting of the Pre-Empowered Committee (RC) was held through Video Conference on 8th August, 2022 at 12:00 Noon under the Chairmanship of Additional Secretary (RD) & DG, NRIDA to consider the project proposals submitted by the State of Madhya Pradesh under RCPLWEA (Batch-I) of 2022-23. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Dr. Ashish Kumar Goel	Additional Secretary(RD) & DG NRIDA
Shri K.M. Singh	Deputy Secretary (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B C Pradhan	Consultant Director (Tech), NRIDA
Shri Pradeep Agarwal	Director (P-I) & (F&A), NRIDA
Dr. I.K.Pateriya	Director (P-III), NRIDA
State Govt. Representatives	
Shri Umakant Umrao	Principal Secretary. Panchayati Raj Deptt
Ms. Tanvi Sundriyal	CEO, 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 Current Proposal

Item	As per EC dated 01.6.2022				As per OMMAS dated 05.8.2022			
	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	03	24.62 km	21.82	88.64	03	24.62 km	21.82	88.64
Bridges	26 (> 60 m)	3761.12*	227.32	6.04	26 (> 60 m)	3468.72*	215.16	6.20**
	06 (15-60m)	188.88	8.09	4.28	06 (15-60m)	188.88	8.09	4.28**
	32	3950 m	235.41	5.96	32	3657.60 m	223.25	6.10
Total	3 roads 32 LSBs	24.62 km roads & 3950 m L SBs	257.23		3 roads 32 LSBs	24.62 km roads & 3950 m LS Bs	245.07	

*MoRD Share : Rs. 146.21 Crore

State share : Rs 98.86 Crore

3. General Observations

- i) **All roads proposals have been uploaded and scrutinised by the STAs on OMMAS. PTA has scrutinised 01 road and 04 bridges.**
- ii) Ministry of Home Affairs on **13.10.2021** had recommended 33 roads and 17 LSBs to the State of Madhya Pradesh, out of which 28 roads of 241.075 Km have already been sanctioned to the state. State has proposed 3 roads and 32 bridges in the current batch of proposals. The status of the rest 2 of the roads was asked from the state. State mentioned that the 2 roads have already been built under some other scheme.
- iii) Out of 32 bridges, 15 bridges have been recommended by MHA, rest are on the roads sanctioned earlier .
- iv) All the roads and bridges are in Balaghat district.
- v) 19 bridges are of span more than 100 m and hence the additional cost over and above 100 m span will be borne by the State Government. **This correction should be done on OMMAS and Central Share and State Share should be recalculated accordingly.**
- vi) Since the timeline for completion of RCPLWEA is March, 2023, the major share of cost construction will fall upon the State Government as the projects would not be completed by the said timeline. *State was made aware of the fact that all the liability created beyond March 2023 will have to be borne by the state from its own resources either through their own budget or borrowing from other sources. The state acknowledged this position.*

4. Distribution of roads based on traffic category

- i) 1 road of length 4.62 km is of T4 traffic category with total average cost of Rs. 145.39 lakh/km and 2 roads of 20 km are of T6 traffic category with total average cost of Rs. 75.53 lakh/km. State was asked to inform the purpose of these very costly roads and the importance of these roads. State was also asked to analyze if many bridges fall in the alignment of a single road, which add to the cost. State assured to do analysis and present the same, road-wise in a excel sheet (for all the roads sanctioned in Balaghat in the earlier batch and also this batch).
- ii) MHA representative mentioned that, proposal to sanction 325 km road length was suggested by the Chief Secretary and Hon'ble CM of the state. Out of these 325 km, 289 km was only recommended by MHA on the basis of security assessment. Balaghat is the most affected LWE district of the state. However, not all the road length will be used just for security purpose, a large portion will be used by general public as well.

5. Pavement cost/ km wise details

- i) It was observed that 1 road has pavement cost of Rs. 117.27 lakh/ km. The reason for such high pavement cost was asked from the state. State informed that, earlier the pavement cost for this road was around Rs.170.55lakh / km, which has now been reduced after field visit of NRIDA officials. State has proposed the higher earth work cutting and filling with excavated material which has led to this high cost. State was asked to reassess that. State has stated that the provision of earthwork in cutting and filling with excavated material has been reassessed. The same is higher due to the fact that this road is passing through hilly terrain and dense forest. There is no alternate route available therefore provision of loops in vertical portion are taken to maintain the maximum permissible longitudinal gradient as per IRC guidelines

6. Non pavement cost details:

Non pavement cost of the above road which was earlier Rs. 26.95 lakh/km has increased to Rs. 28.12 lakh/km. However the total average cost which was earlier as Rs. 197.5 lakh has got reduced to Rs. 145.39 lakh/km.

7. Cost of Bridges

- EC held on 01.6.2022 had observed that most of the bridges are very high level bridges and are over and above 60 m with higher average cost. Such type of bridge may not be required for low volume roads which generally these roads would be. Committee directed to send the NRIDA team to check and examine if the state really need to build such high level bridges.
- Accordingly, NRIDA team consisting of Bridge Expert consultant, and YCE, inspected Balaghat bridge location alongwith Engineer in-Chief (E-in-C) & STA, Jabalpur Engineering College (JEC), visited the Bridge locations from 05 -07 June 2022. Team inspected 11 Bridge locations out of 26 bridges having span more than 60 m.
- On 05 June NRIDA team had meeting with Collector & SP Balaghat, Central Armed Forces rep, CEO, Zilla Panchyat ,Balaghat and their teams, Forest officer alongwith E-in-C, MPRRDA and other Officials/staff of MPRRDA. The Collector , Balaghat, explained about the purpose of the meeting and SP and his team made a presentation (PPT) on the essentiality of the proposed bridges from security point of view.
- The proposed length of the bridges was found to be as per DPRs in 8 of the 11 inspected bridges.
- In three bridges, there is a reduction in span length namely; Package No. MP01B32 (reduced to 150m from 168m), Pkg. MP01B40 (reduced to 65.40 m from 175m) & MP01B23 (reduced to 125 m from 150m).
- It was agreed upon that the retaining structures length as proposed in the DPRs will be reduced to a combination of RCC retaining wall up to about 10 to 15m length depending on the site conditions followed by toe wall and stone pitching for approach protection.
- It was also advised to prefer counterfort type RCC retaining wall which results in a reduced thickness of the wall and ultimately in an economic design of a cantilever wall.
- The proposed bridges are in very difficult terrain and field conditions have its own time constraints and other possible disturbances.
- **Remarks:** - State has reviewed the all 11 Bridge DPR proposals based on the observations of NRIDA team. Besides this, State has reviewed all other bridge DPRs and reduced the proposed length in another 7nos of bridges as a result of which there is a net reduction in total length of 253.40m and cost reduction of Rs1216lakhs wrt to the original proposal.
- Committee however observed that per meter cost has increased instead of reduction. NRIDA mentioned that this is due to revision of SoR.

Committee mentioned that the cost of bridges is still very high. To this, NRIDA mentioned that the state has adopted deep foundation in place of shallow foundation. Also the bridges are of very long span. Committee asked if new technology can be used in construction of these bridges or if causeways can be built in place of bridges as the number of bridges is very large. State mentioned that these bridges are required from security point of view all the year round. Causeways are effective only in the situation where water flows for some specific period (hours), however in this case water flows for many months and as such state insisted for constructing high level bridges. Committee agreed to the same given the cost of higher specifications will be borne by the state.

8. R&D Proposals

State has proposed all the three roads for construction using waste plastics.

9. Maintenance

State has provisioned Rs. 67.79 lakh as 5 years' routine maintenance cost, which is on lower side. Ideally it should be more than 6%. However, NRIDA explained that as the cost of one road is disproportionately on higher side, hence the overall maintenance cost is showing on lower side otherwise the ratio of maintenance cost to the construction cost is seemingly ok.

10. Physical Progress

- i) It was observed that, 28 roads are still un-awarded. State was asked to award the works on priority.
- ii) MHA representative raised his concern over very slow progress of RCPLWEA in the state, as only 3 km has been completed in past 6 months and no progress has been made in last 3 months. State mentioned that, contractor assigned for the work is not doing the job even after multiple extensions given to him. MHA representative asked the state to expedite the work as the timeline for completion is approaching.

11. Financial Issues

- i) State has not submitted interest verification certificate from FY 2004-05 to 2009-10. State was asked to submit it at the earliest.
- ii) The data of financial reconciliation report submitted by the state is incorrect. State was asked to submit the correct data at the earliest.
- iii) 21 works are pending for financial closure for more than 180 days. State was asked to financially close these 21 works.

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.

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