



राष्ट्रीय ग्रामीण अवसंरचना विकास एजेंसी  
( ग्रामीण विकास मंत्रालय, भारत सरकार )

**National Rural Infrastructure Development Agency**  
(Ministry of Rural Development, Govt. of India)

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**DO Letter No. NRRDA-PO17(12)/5/2019-Dir(Tech) (E:368882) Date: 16<sup>th</sup> October 2020**

**Subject: Common DPR observations under PMGSY-III DPRs**

**Dear Madam/Sir,**

This is in continuation to letter dated 31.07.2020 from the Additional Secretary & DG, NRIDA, wherein the common DPR observations have been communicated and requested to ensure proper DPR scrutiny as per relevant IRC Guidelines, Operation Manual, PMGSY Guidelines, and circulars/ instructions issued from time to time. However, there are still some discrepancies noticed in the PMGSY-III DPRs scrutinized by STAs.

The most common deficiencies found in the DPRs are listed below,

1. An Independent 3rd Party Traffic survey is mandatory for the roads proposed with more than 1 MSA projected traffic and an Axle load survey is also to be carried out on proposed roads which are to be designed for projected traffic more than 2 MSA. States are proposing a substantial number of roads with projected traffic of more than 1 MSA and proper 3rd party traffic verification reports conducted by STA/ Govt. Engineering College with comparison analysis of traffic data provided by the PIUs and outcome of 3<sup>rd</sup> party traffic is not found attached to any of the DPRs.
2. The majority of the roads proposed under PMGSY-III are existing BT roads and due credit for the existing pavement layers should be given after proper evaluation of existing pavement compositions while designing the pavement. IRC: SP: 72:2015 specifies the overlay thickness to be provided for up-gradation /strengthening of existing roads under clause 2.2.3 based on projected traffic. It is noted while scrutinizing the DPRs, the entire pavement is proposed for removal and provisions made for construction from the subgrade level as in the case of new construction. The credit given for existing pavement layers in certain cases is also very meager, which inflates the cost of construction.
3. The majority of the roads proposed with 5.50 m carriageway width without considering the traffic capacity i.e. PCU/day and in some cases existing earthen track is being proposed for 5.50 m carriageway width.
4. As per IRC: SP: 72:2015, Bituminous Macadam (BM) layer is only required for traffic more than 1.5 MSA. But in some DPRs, the BM layer is being proposed for traffic lesser than the threshold also.
5. All the existing Cross Drainage structures are being proposed for replacement with new CDs or the existing Hume Pipes Culverts are proposed for reconstruction with RCC slab culverts without studying their existing condition. The majority of the CDs seem to be in good condition which can be retained with minor repairs/regular maintenance. Detailed justifications have not been provided in the DPRs for such replacements.

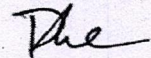
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6. An independent Roads Safety Audit (RSA) is to be carried out during the design stage of the roads exceeding 5 km length and should be enclosed as a part of the DPR. Road Safety Audit is a mandatory requirement while preparing the DPR and it shall be audited by a certified road safety auditor. However, the RSA has not been conducted and without the RSA report, the proposals are being submitted to the Ministry for approval.
7. The R&D technologies are being proposed without proper investigations and enough justifications on the choice of technologies proposed.
8. PTAs/ STAs also need to ensure Proforma C is properly filled by the PIUs providing all the requisite details in the format.

The PTAs/ STAs are requested to ensure that the scrutiny is meticulous and comprehensive in accordance with the prescribed guidelines, IRC Codes and Operations Manual. I solicit your cooperation and using your immense knowledge/ experience in this regard to upholding the objective of academia partnership in PMGSY.

**With Regards,**

**Yours sincerely,**



**(B.C. Pradhan)**

**To,**

All Coordinators, Principal Technical Agencies (PTAs) / State Technical Agencies (STAs) of all the States.

Copy to all the Chief Executive Officers / Engineer-in-Chief / Chief Engineers of SRRDAs with a request to issue necessary direction to PIUs and DPR consultants in this regard and also to ensure that the DPRs have been properly scrutinised at circle level before sending them to STAs / PTAs.