

No. P-17024/10/2021-RC (eFMS-377950)

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

New Delhi, the 4th July, 2023

MINUTES

Subject: Minutes of Meeting of Empowered Committee held on 8th June, 2023 at 11:00 A.M to discuss the project proposals for PMGSY-III submitted by the UT Government of Jammu and Kashmir for the 2023-24 (Batch-I)-reg.

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee meeting held on **8th June, 2023 at 11:00 A.M.** under the Chairmanship of Secretary (RD) (**through Video Conferencing**) to discuss the project proposals submitted by the UT Government of Jammu and Kashmir under PMGSY-III (Batch-I, 2023-24).

2. This issues with the approval of the competent authority.

(K.M Singh)
Director (RC)

Tel. No: 011-23070308

Distribution:

- i. The Principal Secretary, PW (R&B) Department, Jammu & Kashmir State Rural Roads Development Authority, Civil Secretariat, Srinagar.
- ii. The Adviser, NITI Aayog
- iii. The Director, Central Roads Research Institute, Mathura Road, New Delhi
- iv. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector-6, Rama Krishna Puram, New Delhi, Delhi 110022
- v. The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi
- vi. All Directors in NRIDA.

Copy forwarded for information to:-

PSO to Secretary (RD)/ PPS to AS (RD)/ PPS to JS&FA/PPS to JS (RC)

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 8TH JUNE, 2023 AT 11:00 AM TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF JAMMU & KASHMIR UNDER PMGSY-III, BATCH-I, 2023-24

A Meeting of the Empowered Committee (RC) was held through Video Conference on **8th June, 2023 at 11:00 a.m.** under the Chairmanship of Secretary (RD) to consider the project proposals submitted by the UT of Jammu and Kashmir under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of FY 2023-24. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Shri Shailesh Kumar Singh	Secretary (RD), MoRD
Dr. Ashish Kumar Goel	Additional Secretary(RD), MoRD & DG (NRIDA)
Ms. Tanuja Thakur Khalkho	JS & FA (RD), MoRD
Shri Amit Shukla	Joint Secretary (RC), MoRD
Shri Shailesh Kumar	Director (IFD), MoRD
Shri K.M.Singh	Director (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B.C. Pradhan	Consultant (Tech), NRIDA
Shri Nirmal Bhagat	Director (F&A), NRIDA
Dr. I.K.Pateriya	Director (P.III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
UT Govt. Representatives	
Shri Shailendra Kumar	Principal Secretary PW(R&B) Department/Empowered Officer JKRRDA.
Ms. Tanvi Mir	Chief Engineer PMGSY, Kashmir.
Shri Ranjan Mengi	Chief Engineer PMGSY, Jammu.
Shri Mazhar Hussain Khan	Financial Controller.
Shri Ajay Kumar Raju	State Quality Coordinator
Shri Gopal Verma	Executive Engineer
Shri Sajad Ahmad Guru	IT Nodal Officer

2. Details of Proposal

Items	As per Pre-EC as on 12 th April 2023				As per OMMAS on 7th June 2023			
	Nos.	Length (in km)	Cost (Rs in Crores)	Avg. Cost (Lakhs/km)	Nos.	Length (in km)	Cost (Rs in Crores)	Avg. Cost (Lakhs/km)
Up-Gradation –Roads	72	495.69	647.88	130.70	63	417.60	469.69	112.47
Total	72	495.69	647.88	130.70	63	417.60	469.69	112.47

***MoRD Share: Rs. 408.84 Crores**

UT Share: Rs. 60.84 Crores

Target: 1750 Km

Sanctioned: 1272

3.0 m width road- 25 Nos & Length – 170.39 km - Rs. 103.50 lakhs/km

3.5 m width road – 2 Nos & Length- 7.8 km – Rs. 100.05 lakhs/km

3.75 m width road- 23 Nos & Length – 136.16 km - Rs. 105.81 lakhs/km

5.5 m width road – 13 Nos & Length- 103.24 km – Rs. 137.01 lakhs/km

3. General Observations

i) UT of Jammu & Kashmir has been allocated target road length of 1750 km under PMGSY-III, out of which, 1272 km has already been sanctioned. Current proposal is for sanction of 63 roads of 417.60 km length which is within the remaining allocation for the UT.

ii) All the proposed works have been scrutinized by STA on OMMAS and PTA scrutiny has also been done for 9.52% of the works.

iii) UT was asked to make the provisions of Crash Barriers, wherever required as per road safety audit.

4. Planning Audit (Proposals)

i) 72 proposals were audited by NRIDA on Geo Sadak for their utility as TR/ MRL under PMGSY-III, of which 25 proposals were flagged by NRIDA and the compliance of the same has been received. 9 roads have been shifted from the current batch and minor modifications have been done in case of 8 number of roads.

5. Existing Surface

i) Committee mentioned that, the surface status of the road should be indicated on the basis of its original construction and not on the basis of its current condition.

ii) It was observed that, 12 roads have more than 25% Non-BT/CC surface. The details of these roads are given below:-

a) One road (MRL16-Khanpora to Ogbal via Batapora Magam, Nelipora, Magam) in Kupwara district has 100% Non-BT/CC surface. During the UT visit of NRIDA officials it was found that after increasing the length by 200 m and constructions of minor bridge of 15 m span this road will connect to Karhama Ogbal rod of PIU Kupwara and provide direct connectivity for the people of Magam block to the district headquarters in two hours less, and provide greater access to facilities which are located in the District Headquarter. UT representative also mentioned that, this road will provide direct connectivity for the people of Magam block to the district headquarters in Kupwara and will not only reduce travel time but will also provide greater access to facilities which are located in the District headquarters and this is the main objective of PMGSY-III. **Considering the exceptional utility of the road, committee agreed to include it.**

b) One road (MRL02-Dudi Katwari) in Kupwara district has 95% Non-BT/CC surface. UT representative mentioned that, the proposed road provides connectivity to various facilities in the area like High School Petrol Pump etc besides connecting all the habitations in the area with the MDR thereby making this road as being vital for upgradation. The Proposed road was also visited by NRIDA official and it was found that this road provides connectivity to facilities like High School, Petrol Pump etc. besides providing connectivity to all the habitations in the area with population of 3600. UT mentioned that the road was once built as BT road but the same has worn out. UT needs to change the classification of the road in OMMAS. Considering the above facts it **was decided to include this road considering its exceptional utility as it will provide access to various facilities as well as increase livelihood opportunity to the people living in the area.**

c) One road (MRL02-Chowkibal to Manpater via Khanabal) in Kupwara district has 80% Non-BT/CC surface. Since the road is mostly a kutchra road and it is also serving only a population of only 300, **UT agreed to drop this road.**

d) One road (MRL05-Hardu Kamalkote To Moorriyan) in Baramula district has 61% non-BT/CC surface. UT representative mentioned that, the road lies in the border region and will serve a population of around 4000 and there is PHC en-route of this road. UT representative also informed that the road was earlier laid as BT. UT was asked to change the specification of the road on OMMAS. **Committee agreed with the justification given by the UT and it was decided to include this road.**

e) One road (MRL18-Batangi To Banali via Prankutran) in Baramula district has 61% Non-BT/CC surface. UT representative mentioned that this road was also laid earlier as BT road, but with poor maintenance, the road has got damaged. The UT needs to re-classify this road on OMMAS. UT representative informed that, this road falls in **Uri sector near the International border with Pakistan and this is the major area of infiltration from across the border hence important from security perspective. Also this road is serving a population of 1100. In view of the justification given by the UT, the committee agreed to include this road.**

f) One road (MRL02-Dhobiwan Colony to Heing Via Utikoo and Wusan) in Baramula district has 44% Non-BT/CC surface. However, UT representative that, the road forms a part of an important Candidate road connecting MDR with several branch rural road thus spans across a large area. It connects Population of Barzoola, Utikoo, Heing and Wusan along the way forming a Major Rural Link. PHC and Paramedical collage is also situated on the route. **It was decided to include this road considering its utility as it will help people commute to facilities like PHC and Paramedical college.**

g) One road (MRL18-Shankarpora to Mantipore via Shangran) in Anantnag district has 42% Non-BT/CC surface. UT representative mentioned that, the road will serve a population of around 6000 and the road will connect the MDR to PMGSY road and to NH. **Considering the fact that this road aims to connect the MDR to the PMGSY road and NH, with several significant settlements with population of 6000 along the route and it would also reduce travel distance and time in commuting to Block headquarter it was decided to include the road in the proposal.**

h) One road (T02-Tikri to Charyee via Sukha Talab) in Udhampur district has 40% non-BT/CC surface. UT representative mentioned that, the proposed road will reduce the travel time to a large extent and hence will facilitate the labourers who commute to Katra for work and to the women also to reach the nearest PHC in considerably less time. The road will serve

a population of 1100. **Considering the fact that people living in the area are very poor and vulnerable and their livelihood opportunity will get enhanced as they will be able to travel to Katra in lessor time, it was decided to include this road.**

i) One road (MRL02-Veeri to Sifen via Kanderpora Nowbugh) in Anantnag district has 35% non-BT/CC surface. UT representative mentioned that, the road lies in the hilly region of Anantnag district and the road will serve a population of around 5000 and it will connect the habitation with the nearest PHC. **On the basis of justification given by the UT, the Committee agreed to include this road.**

j) One road (MRL01-Chewa to Checki Hajin via Chandergir) in Bandipora district has 29% Non-BT/CC surface. UT officials informed that the road is connecting major habitations with population of around 3500 and other facilities and is also reducing the travel time. **Considering the fact that the proposed road shall reduce travel time of various habitations to the state highway and will provide an easy access to these habitations (3500 population) to various facilities, it was decided to include this road.**

k) One road (T01-Block Boundary to Udina via Ganastan) in Bandipora district has 27% non-BT/CC surface. UT officials told that this road will connect 2 major habitations with population of more than 2000 each and will also provide an easy access to various facilities. **Considering the facts that this road will give access to various facilities like school and hospital to nearly 2000 populations living in the area, it was decided to include this road.**

l) One road (MRL16-Hajin Gundbal Khuserpora via Wahab Parray Mohalla) of Bandipora District is benefitting a habitation which is already connected and the proposed road is making a loop. There is no en-route habitation and facility and the road also has 78% non-BT portion. NRIDA mentioned that, only 500 m distance is getting reduced with this road and the large portion of this road is non-BT which is parallel to another BT road. **UT agreed to drop this road.**

6. Proposals with Good Existing surface

i) It was observed that, following 3 of the proposed roads have good existing surface:-

- MRL11-Palhalan To Sultanpora Via Sheerbug in Baramulla District
- MRL03-Reshnagri to Mandojan via K ullah in Shopian District
- MRL03-Sallar Mowrah To Dehwatoo Via Shalbaren in Anantnag District

UT was asked to re-visit these proposals and send the geo-tagged videos and photos of these roads and cost details in order to reach at a decision.

ii) It was also observed that first two roads from the above mentioned 3 roads have been proposed for widening from 3.75 m to 5.5 m. Committee mentioned that the projected traffic on these roads should be re looked and if there is less likelihood for major variations in traffic, the existing roads should not be proposed for widening.

7. Average Cost Trends

i) It was observed that in the proposals sanctioned in 2022-23, the average cost of 3.75 m wide roads was Rs. 119.74 lakh/ km, for 5.5 m wide roads, the average cost was Rs. 150 lakh/ km. The cost has considerably reduced to Rs. 105.81 lakh/ km for 3.75 m wide roads and Rs. 137 lakh/ km for 5.5 m wide roads in the current batch of proposals. The average cost has also considerably reduced from pre-EC.

8. Distribution based on Traffic Category

i) During Pre-EC meeting, it was observed that, 50 roads have been categorized in traffic category T6, T7 and T9, which seemed anomalous. UT was then asked to conduct the traffic survey again. UT has now complied with the directions of Pre-EC and corrected the distribution of traffic category of the roads.

ii) The following distribution of traffic category of roads has been presented before the committee:-

Traffic Category	3.75 m Carriageway Width		5.5 m Carriageway Width	
	No. of roads	Length	No. of roads	Length
T3	2	13.20	-	-
T4	8	66.80	-	-
T5	10	68.89	-	-
T6	28	154.64	4	23.00
T7	2	10.82	7	55.02
T8	-	-	-	-
T9	-	-	2	25.21
Total	50	314.35	13	103.23

9. PCU/ day

i) It was observed that, 15 roads proposed with 3.75 m width have PCU/ day more than 2000. Committee mentioned that, with this much PCU, these roads require widening, as width of 3.75 m is not suitable for such traffic and there will be road safety concerns on these roads. UT representative mentioned that, there is a problem of land acquisition in the UT, so they have proposed 3.75 m width. Adequate road safety provisions would be made to address safety concerns by making provisions of road safety infrastructure. **Committee agreed to the same, with a condition that, adequate safety provisions as per road safety audit be provided on these roads.**

ii) During Pre-EC meeting, 29 roads of 3.75 m width have less than 1500 PCU/ Day and 13 roads of 5.5 m width have more than 2000 PCU/ Day. The same has been agreed to by the Committee.

10. Pavement Cost/ Km wise details

i) During Pre-EC meeting, it was observed that, 17 roads of 3.75 m width category have pavement cost more than Rs. 60 lakh/ km and 6 roads of 5.5 m width category have pavement cost more than Rs. 90 lakh/ km. UT was asked to adopt new technology to attain cost economy. UT has revised the proposals and now, 7 roads of 3 m to 3.75 m width have pavement cost more than Rs. 60 lakh/ km and only 1 road 5.5 m width have pavement cost of more than Rs. 90 lakh/ km. The same was agreed to by the Committee.

11. Non- Pavement Cost/ Km wise details

i) During Pre-EC meeting, it was observed that, 51 roads of 3.75 m width and 5.5 m width have non-pavement cost of more than Rs. 50 lakh/ km. UT was asked to look into it and examine again. The UT has revised the cost, and now, only 38 roads of 3 m, 3.75 m and 5.5 m width have non-pavement cost of more than Rs. 50 lakh/ km. The same was agreed to by the Committee.

12. Distribution of roads base on widening to various carriageway

i) UT has proposed 10 roads for widening from 3 m to 3.75 m and 2 roads for widening from 3.5 m to 3.75 m. To a query of the committee that how they will ensure compacting of such slight widening, UT assured that for such widening they have adequate machinery and they would take adequate care for compacting etc. Hence, the widening disposal was agreed to by the committee.

13. Pre-EC Compliance

i) ATCC survey report was sent by the UT on the day of the EC meeting. NRIDA was asked to examine the report.

ii) During Pre-EC, it was observed that the UT has provisioned for BM and OGPC in Kashmir region. UT was asked its opinion on adopting Cement-Treated Base (CTB) with 30 mm BC as in the case of Ladakh. However, UT mentioned that the condition of Kashmir Valley is different from Ladakh. In Ladakh, there is dry snow bound whereas in Kashmir, there is wet snow bound, so they would not be able to adopt CTB with 30 mm BC in such frost areas.

UT was asked to adopt 25 mm MSS instead of BM and OGPC. It was mentioned that OGPC as well as BM are open graded, but MSS is close graded. Hence, UT should replace OGPC with MSS, as MSS is superior to OGPC. UT agreed for the same.

14. Maintenance

i) UT has provisioned 5 year routine maintenance cost of Rs. 56.37 crore which is 12% of the construction cost and they have provisioned 6th year Renewal cost of Rs. 97.48 crore which is 20.75 % of construction cost. The costs provisioned are on higher side, however, considering the snow bound areas, the same was agreed to by the Committee as these costs are to be borne by the UT Administration.

15. New Technology Proposals

i) UT was asked if they are not proposing roads with cement concrete in habitation areas. UT representative mentioned that, cement concrete has been proposed for around 1.5-2 km only, as it is more costly and the cost increases around 3 folds with the provision of CC. So, in order to keep the average cost in permissible limit, they have not proposed roads with CC. Committee agreed to the same.

16. Physical Progress

i) It was observed that, under 400 roads of 907 km and 53 bridges under PMGSY-I and 24 roads of 17 km under PMGSY-II are pending to be completed. UT was asked, if they will be able to complete these works by the extended timeline i.e. March, 2024. UT representative informed that, under PMGSY-I, they might not be able to complete 80-85 km roads and 6 bridges due to non-issuance of forest clearance. Others will be completed by November, 2023.

ii) Out of target of 1530 km for FY 2023-24, only 13 km has been completed by the UT. UT was asked to increase the pace of construction so as to achieve the target.

iii) Out of sanctioned 1272 km to the UT of J&K, UT has proposed 56.5 km for de-sanction, hence after the sanction of current batch of proposals (418 km and 61 bridges), around 130 km will remain to be sanctioned out of the allocated target to the UT. **UT was asked to send the proposal for remaining allocated length and bridges at the earliest.**

17. Maintenance

i) It was observed that, the DLP maintenance liability for the year 2022-23 was Rs. 43 crore, against which, expenditure of only Rs. 26 crore has been incurred by the UT. UT was asked to ensure the timely credit and expenditure of maintenance fund liability for the current FY.

ii) It was observed that, renewal length data and its expenditure is not updated on OMMAS. UT was asked to update the data on regular basis.

vi) It was observed that 224 packages have payment pending for more than 3 months, out of which 43 packages are pending for first payment.

UT was asked to look into the above issues related to eMarg for maintenance of rural roads and to resolve them at the earliest.

18. Quality

i) Out of 601 ongoing packages, labs have not been established in 8 packages. UT was asked to establish labs on all the ongoing packages.

ii) SQM inspections have not been conducted even once for 15 works more than 12 months old. UT was asked to look into it and conduct SQM inspections on these works.

- iii) 17 ATRs of NQM inspections are pending from the UT.
- iv) 8 complaints are pending at UT level for disposal. UT was asked to dispose off the complaints at the earliest.
- v) In the NQM inspections conducted during June, 2020 to May, 2023, 6.73% completed works, 4.81% ongoing works and 23.08% maintenance works were graded as Unsatisfactory, which is very high.
- vi) During the SQM inspections conducted during the same period, 1.19% completed works, 3.38% ongoing works, 14.20% maintenance works and 1.39% bridge works were graded as Unsatisfactory. UT was asked to see if the remedial action has been taken on Unsatisfactory bridge works.
- vii) It was observed that following SQMs are giving less Unsatisfactory percentage. UT should evaluate the performance of SQMs and then allot the inspections. Such SQMs having the habit of giving more satisfactory percentages should not be allotted more number of inspections.

Sr.No	Name of the SQM
3	Gandhi Puran Bharat
6	Haji Mehraj Ud Din
14	Mir Fayaz Ahmad
15	Pangotra Bishan Dass
17	Raina Sanjay
22	Singh Gurnam
26	Wani Mohd Ayub

19. Financial issues

- i) Interest amount of Rs. 14.39 crore is pending for recovery from bank. UT was asked to take necessary action in this regard.
- ii) Internal Audit has not been conducted in the UT yet. UT was asked to get it conducted at the earliest.
- iii) 18 works pending for financial closure for more than 180 days as on 06-06-2023. UT was asked to financially close these works at the earliest.

Subject to the compliance of the observations/recommendations as discussed above, the Empowered Committee approved the instant proposal of Jammu & Kashmir.

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