

No.P-17024/15/2020-RC (FMS No. 371917)

Government of India

Ministry of Rural Development

Department of Rural Development

Krishi Bhavan, New Delhi

Dated the 03rd October, 2023

Minutes

Sub: Minutes of the Meeting of Pre-Empowered Committee to discuss the project proposals submitted by the State Government of Maharashtra under Pradhan Mantri Gram Sadak Yojana (PMGSY-III) for the 2023-24 (Batch-I, LSB) held on 14th September, 2023-reg.

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee Meeting held on 14th September, 2023 under the Chairmanship of JS (RC) & DG NRIDA through Video Conferencing to discuss the project proposals submitted by the State Government of Maharashtra for the year 2023-24 (Batch-I, LSB) under PMGSY-III for information and necessary action. The State Government is requested to furnish compliance on the observation of Pre-EC on priority.

2. This issues with the approval of the Competent Authority.



(Devinder Kumar)

Director (RC)

Distribution:

- i. The Secretary (MMGSY), Rural Development Department, Government of Maharashtra, Bandhkam Bhawan, 7th Floor, 25, Marzban Road, Fort, Mumbai-400001.
- ii. The Chief Executive Officer, Maharashtra Roads and Bridges Development Board, Room No.- 214, Second Floor, Maharashtra Civil Secretariat-II, Maharashtra.
- iii. The Chief Engineer (PMGSY), Empowered Officer (MRRDA), Maharashtra Rural Roads Development Association, Government of Maharashtra, New Administrative Building, 3rd Floor, Opposite Council Hall, Camp- Pune-411001, Maharashtra.

- iv. All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001.

Copy for information to:-

PPS to JS (RC) & DG (NRIDA)

Minutes of the Pre- Empowered Committee meeting held on 14th September, 2023 at 11:00 AM to discuss the project proposals of Long Span Bridges (LSBs) submitted by the Government of Maharashtra under PMGSY-III, (Batch-I, 2023-24)

A Meeting of the Pre- Empowered Committee was held through Video Conference on 14th September, 2023 at 11:00 AM under the chairmanship of Joint Secretary (RC) & DG, NRIDA to discuss the project proposals of Long Span Bridges (LSBs) submitted by the State of Maharashtra under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) for the year 2023-24 (Batch-I) on the roads already sanctioned under PMGSY-III.

2. The following officials were present in the meeting:-

| | |
|------------------------------------|---------------------------------------|
| Shri Amit Shukla | Joint Secretary (RC) & DG, NRIDA |
| Shri Devinder Kumar | Director (RC), MoRD |
| Shri Pradeep Aggarwal | Director (Projects-I), NRIDA |
| Shri Ashish Srivastava | Joint Director (Technical) |
| Shri Rakesh Kumar | Deputy Director (Projects-III), NRIDA |
| State Govt. Representatives | |
| Shri K.T. Patil | Secretary, MMGSY |
| Shri Sambhaji Mane | Chief Engineer, PMGSY |
| Shri Patil Prashant | Deputy Secretary, RDD |
| Shri Abhay Dhande | Financial Controller, PMGSY |
| Mrs. Jyoti Kulkarni | SQC, PMGSY |
| Shri Shafee J Sayed | ITNO, PMGSY |

3. Details of Proposal

The details of the proposal of Long Span Bridges submitted by the State of Maharashtra under PMGSY-III, Batch-I of 2023-24 are as under:-

| As per OMMAS as on 13th September, 2023 | | | | |
|---|------------|--------------------------|--------------------------------|--------------------------------|
| Item | Nos | Length (in m) | Cost (Rs in Crores) | Avg. Cost/m (Lakhs) |
| LSBs | 212 | 9223.97 | 506.18* | 5.48 |
| *MoRD Share: Rs. 303.05 Cr. | | | | |
| *State Share: Rs. 203.12 Crore (including higher specification cost amounting to Rs. 1.09 crore) | | | | |

4. General Observations

- i. All proposals have been scrutinized on OMMAS by STAs. PTA has scrutinized only 3 proposals on OMMAS.
- ii. All 212 LSBs proposals have been examined on Geo Sadak. However, Pre-Empowered Committee has observed that there are 29 LSB proposals which are yet to be drawn on Geo-Sadak. State was asked to ensure that all LSBs are uploaded on Geo-Sadak. State was asked to ensure that all current proposals of LSBs are on those roads which have already been sanctioned under PMGSY-III.
- iii. 06 LSBs bearing packages nos- (i) No- MH03106 (ii) MH03108 (iii) MH16130 (iv) MH3260 (v) MH03110 & (vi) MH03111 are not across the PMGSY-III road. State was asked to furnish justifications why the LSBs are not proposed along the road. Otherwise, these are required to be deleted.
- iv. State should upload the photographs of all the existing bridges on Geo Sadak. This should be checked by NRIDA critically, as to the genuine requirement of a new LSB. If the existing bridges are within their design life or in usable condition, they need not be replaced just for widening from 3.75 to 5.5m. This aspect will especially be examined by NRIDA.
- v. The average cost of bridges has increased from Rs. 2.68 lakh/m under PMGSY-II (2014-15, B-1) to Rs. 5.48 lakh/m in the current batch. State was asked to examine the average cost. NRIDA should critically examine cost elements, bridge wise, and bring out the reasons for such increase.
- vi. While analyzing the proposal district-wise, the Committee observed that the average cost is abnormally high in Amrawati, Gondia, Jalna, Latur, Nanded, Osmanabad, Washim & Yavatmal districts. The State was asked to examine the high cost of bridges in detail and furnish proper justification for the same.
- vii. State may also ensure that the length of a bridge should not be more than 150 m and also overall width of bridge should not exceed 8.40 m. As per para 5.8 & 5.9 of programme guidelines of PMGSY-III, the cost of length over and above 150 m and width over 8.40 m shall be borne entirely by the State.
- viii. ***Maharashtra has tradition of constructing Bridge cum Bandhara (BcB). Such types of bridges are popular as they can serve dual purpose of crossing as well as a water storage structure.*** The Committee also observed that such BcB are cost effective also and the inclusion of Bandhara does not require large expenditure. In this context, Committee has observed that out of 212 LSBs, no Bridge cum Bandhara has been proposed by the State. ***State should examine this issue and consider proposing Bridge cum Bandhara, if feasible, from the current list of bridges.***

5. Compliance on the observations on sample DPRs

(i) Package No- MH0393-

- **There is a mismatch in the Soil Bearing Capacity (SBC) as 100 T/m² used in the design and in the geotechnical report as 18 T/m².** During meeting, State has reported that as per design the max, base pressure below raft is 5.8 T/m². So, in design, minimum SBC 15 T/m² is mentioned. There is printing mistake of SBC as 100 T/m². This design is for 15T/m².
- **X-Section of the Nallah/River is not attached with the DPR-** State has reported that X-Section has been attached to the DPR now.
- **GAD is attached but the reinforcement detailing drawing is not enclosed. Design of slab given and the reinforcement detailing is given in Table in DPR which should be converted to drawings for usage at site-** State has reported that all detailing are enclosed in GAD. Details of RCC design are also attached during submission of GAD. Detailed RCC drawing will be submitted shortly.

(ii) Package No- MH0392- Protection work has been designed in Working Stress Method (WSM) referring IRC: 21:2000 should be relooked and shall be designed in Limit State Method (LSM) by referring IRC: 112:2020- State has reported that PCC abutment and PCC pier are resting on RCC raft. Stability of PCC abutment and PCC pier is done as per IRC 6:2017 Table B4 Note No.8. Calculation of abutment and pier is done to check max tensile /compressive stress in members in raft level. In said case the max stress in PCC abutment on raft level is 12.898 T/m² (+0.129 MPa) which is less than 6.67 MPa (no tension). Permissible stress in pier is checked by IRC 21 which is $0.33 \times 20 = 6.67$ MPa (Conservative side). As per IRC 112:2020 it is $0.48 \times 20 = 9.6$ MPa max stress in PCC pier $7.18 \text{ kg/m}^2 = 0.718 \text{ MPa}$. Hence stress in design is checked as per IRC 112:2020, the max stress in pier is below stress as per IRC 112:2020.

It was discussed and decided during the meeting that proof checking of design of bridges will be carried out from the PWD, Govt. of Maharashtra, Design Circle/ IITs/ CRRI.

(iii) Package No- MH14121-

- **It has been observed that GAD drawing attached with DPR is only for the estimation purpose as written on the drawing. In this connection,** State has reported that the GAD drawing is as per required

design and estimation. Detailed drawing will be obtained during execution.

- **It has also been observed that Geotechnical investigation bore log data are not attached with the DPR. SBC data is also not available in the DPR. But in Proforma –C the type of soil mentioned is Black Cotton. In this connection, State has reported that** the area of bridge under the basin of Godawari river near by vicinity, there is a deep Black Cotton Soil near about 6 to 9 m. trial pit is taken by excavator trial pit photograph are attached with the DPR (now). There is a medium sand observed in strata accordingly SBC is considered. State should conduct proper soil investigation.

(iv) State has proposed 4 bridges of 15 m length and as per the Clause 4.3.1 of the “Operations Manual” minor bridges of length up to 15 m should be proposed along with the road DPR and for the bridges where the length is more than 15 m a separate bridge DPR is to be prepared. **During meeting, State has intimated that these are missing bridges. NRIDA should examine these bridges critically and submit report during EC meeting.**

6. Progress of PMGSY Works

(i) It was observed that 16 roads of 66.80 km length and 17 bridges are still balance under PMGSY-I and 01 road of 1.61 km length remains balance under PMGSY-II. State was asked to expedite the completion of these works.

(ii) It was also observed that 16 roads of 204.43 km length are still balance under RCPLWEA. 04 LSBs are still un-awarded. State was asked to expedite the completion of these works.

(ii) Further, it was observed that 358 roads of 2211.26 km under PMGSY-III are still un-awarded. State needs to expedite the tender process of these works.

(iii) Annual physical target of the State is 1770 Km, against which, State has so far completed only 484 Km (27%). State still needs to complete balance target. State was asked to increase the pace of construction, so as to achieve the annual target.

7. Maintenance of roads under DLP

During 2022-23, against the liability of Rs. 20.91 crore, expenditure of Rs. 10.24 crore has been done. For the current financial year 2023-24, the maintenance liability is 13.73 crore and as on 13.09.2023, the expenditure is

Rs. 0.76 crore only. State has not updated the OMMAS for the fund credited to SRRDA's account under DLP.

State has not updated the renewal data on OMMAS. The State needs to confirm and update length renewal data & expenditure data on OMMAS. The same is required to be done immediately.

8. e-Marg

Out of total 481 packages pushed to e-MARG, 462 packages are pending for locking, 443 packages are pending for manual entry expenditure (MEE). 490 roads are eligible for routine inspection in FY 2023-24. Out of which, 116 roads are eligible for routing inspection in August, 2023. 320 roads have routine inspection (RI) missed in FY 2023-24. 61 (52.59%) roads are routine inspection (RI) missed in August, 2023. 140 packages are pending for payment for >3 months. 53 packages are pending for payment for first payment for > 3 months. Payment of Rs.2.50 core has been done using e-MARG in FY 2023-24. Total expenditure of Rs. 0.36 crore has been done on bills having liability of FY 2023-24, out of total expenditure of Rs. 2.50 crore using e-Marg. The above position is not satisfactory. The State should take necessary steps to increase DLP expenditure on roads due for maintenance in 2023-24. There should be visible progress on e-Marg preferably before the EC meeting.

9. Award analysis

Out of total 467 awarded works under PMGSY-III, 28 works have been awarded at -30% below than the sanctioned cost, 45 works at 24-30% below the sanctioned cost, 66 works at 18-24% below sanctioned cost, 91 works at 12-18% below sanctioned cost, 66 works at 6-12% below sanctioned cost, 46 works at 0-6% below the sanctioned cost and 125 works are awarded at cost 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.**

10. Quality

(a) Out of 419 ongoing packages, QC labs have not been established in 18 packages. There are 07 works which have not been inspected even once. These should be inspected immediately.

(b) Number of active SQMs is 101 against the requirement of 52 SQMs. During 2023-24, 2844 SQM inspections are targeted and till date, only 291

inspections have been conducted which is meager. State was asked to expedite pace of inspection to achieve the target.

(c) 22 ATRs (01 completed works + 21 ongoing works) are pending at State Level. State should show substantial compliance for these pending ATRs before the EC meeting.

(d) Unsatisfactory grading by NQM from **September, 2020 to August, 2023** for completed works is 0.00%, for ongoing works it is **7.57%** and for maintenance works, it is **33.33%**. The unsatisfactory grading by NQM from **September, 2022 to August, 2023**, for completed works is **0.00%**, for ongoing works, it is **6.69%** and for maintenance works, it is **40.00%**. Thus, the unsatisfactory quality grading awarded by the NQM from **September, 2022 to August, 2023** is high for maintenance works when compared to grading awarded by the NQM from **September, 2020 to August, 2023**.

Similarly, unsatisfactory grading by SQM from **September, 2020 to August, 2023** for completed works is **1.19%**, for ongoing works it is **1.68%** and for maintenance works, it is **16.85%**. The unsatisfactory grading by SQM from **September, 2022 to August, 2023** for completed works is **0.00%**, for ongoing works, it is **2.30%** and for maintenance works, it is **24.53%**. Thus, the unsatisfactory quality grading awarded by the SQM from **September, 2022 to August, 2023** is high for ongoing works and maintenance works when compared to grading awarded by the SQM from **September, 2020 to August, 2023**.

Pre-EC has observed that the quality of PMGSY works, as brought out in the reports of by NQMs and SQMs, has declined in recent years. State needs to put more attention on ensuring quality of ongoing works, completed works and also towards maintenance works.

(e) 04 complaints are pending at State level during the financial year 2021-22, 2022-23 & 2023-24 which are required to be resolved at the earliest.

The State was asked to review the performance of active SQMs on priority and take action against the defaulting SQMs. State was advised to take immediate corrective action and show some improvement in the aforesaid issues before EC meeting.

11. QCR Analysis Report

Out of 92 QCR of ongoing works, State has uploaded only 57 QCRs. State should upload balance QCRs of ongoing works immediately.

12. SQM Analysis

- i. It was also observed 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 performances of such SQMs are satisfactory.
- ii. Inspections done by SQMs need to be compared with the inspections done by NQMs road-wise.
- iii. It has also been observed that more inspections have been done by the SQM who has graded most of roads as satisfactory and fewer inspections have been done by the SQMs who have graded some roads as unsatisfactory. Several SQMs have not graded any road as 'unsatisfactory' or have graded very few roads as 'unsatisfactory'. This aspect also needs to be checked at State level, and their performance to be evaluated. Performance evaluation should be done of these SQMs and they should be deployed only after this evaluation after the approval of the CEO.

13. Financial issues

- a. State has not submitted audited balance sheet of all the three funds for FY 2022-23.
- b. Interest of Rs. 135.08 crore is also pending for recovery from Bank.
- c. State has not submitted Internal Audit report for FY 2022-23.
- d. Financial closure of 18 works is pending for more than 180 days as on 13.09.2023. The State may take immediate action and expedite pending financial closure of completed works.

The State was asked to look into these financial issues and take appropriate action.

14. 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.
