

**File No. P-17025/1/2023-RC (eFMS No 383015)**

Government of India  
Ministry of Rural Development  
Department of Rural Development  
Rural Connectivity Division

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Krishi Bhavan, New Delhi

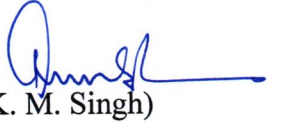
Date: 19<sup>th</sup> February, 2024

**Meeting Notice**

**Sub: Minutes of Meeting of Pre-Empowered Committee held on 14<sup>th</sup> February, 2024 at 2:30 pm to discuss the project proposals submitted by the State Government of Arunachal Pradesh under PMGSY-III, Batch-II 2023-24-reg.**

The undersigned is directed to enclose herewith the Minutes of Pre-Empowered Committee held on **14<sup>th</sup> February, 2024 at 2:30 P.M.** under the Chairmanship of Joint Secretary (RC) & DG, NRIDA through video conference (VC) to discuss the project proposals submitted by the State Government of Arunachal Pradesh under PMGSY-III, Batch-II 2023-24.

2. This issues with the approval of competent authority.



(K. M. Singh)

Director (RC)

Tel. No. 011-23070308

**Distribution:**

- i. The Secretary, RWD, Government of Arunachal Pradesh.
- ii. The Chief Executive Officer and Chief Engineer of PMGSY in the State of Arunachal Pradesh.
- iii. All Directors in NRIDA

**Copy for information to:-**

PPS to JS (RC)/ Dir (RC)

**MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 14<sup>TH</sup> FEBRUARY, 2024 AT 2:30 PM TO DISCUSS THE PROJECT PROPOSALS SUBMITTED BY THE STATE GOVERNMENT OF ARUNACHAL PRADESH UNDER PMGSY-III, BATCH-II 2023-24**

A Meeting of the Pre-Empowered Committee (RC) was held through Video Conference on 14<sup>th</sup> February, 2024 at 02:30 p.m. under the Chairmanship of Joint Secretary (RC) & DG, NRIDA to consider the project proposals submitted by the State of Arunachal Pradesh under PMGSY-III, Batch-II 2023-24. Following officials were present in the meeting.

<b>MoRD/ NRIDA Representatives</b>	
Shri Amit Shukla	Joint Secretary (RC), MoRD& DG, NRIDA
Shri K.M.Singh	Director (RC), MoRD
Ms. Ranjana Saini	Assistant Director (RC)
Shri. B.C. Pradhan	Director Consultant Technical
Shri Pradeep Agarwal	Director (P.I), NRIDA
Shri. I.K Pateriya	Director Consultant (P.III)
Shri. Ashish Srivastava	Joint Director (Tech), NRIDA
<b>State Govt. Representatives</b>	
Shri N.T. Glow	Secretary cum CEO
Er. N. Rigla	CE cum Empowered Officer
N Nyodu	SQC
Shri K.C.Dhimole	Resident Technical Advisor
Er. O.Tatak	ITNO
Mrs. Buby Kar	JE

**2. Details of proposal**

<b>Item</b>	<b>As per OMMAS dated 13.02.2024</b>			
	<b>No</b>	<b>Length (in km/m)</b>	<b>Cost (Rs in Crores)</b>	<b>Avg. Cost per km (Lakhs)</b>
Up-Gradation – Roads	76	657.59 km	535.90	81.49 lakhs/km
Up-Gradation - LSBs	29	1409.66 m	129.82	9.20 lakhs/m
<b>Total</b>	<b>105</b>		<b>665.72</b>	
<b>Central Share : Rs. 599.15 Crore</b>		<b>State share : Rs 66.57 Crore</b>		

- I. The State of Arunachal Pradesh has been allocated target length of 1375 Km under PMGAY-III, out of which, State has already been sanctioned 721 Km and Balance 654 Km remains to be sanctioned. The current proposal is for 76 roads of 657.59 Km & 29

LSBs of 1409.66 m length . State has proposed **3.59 Km** extra length which needs to be deleted

- II. 3 roads of length 33.29 Km have been proposed with 5.5 m carriageway width with an average cost of Rs. 116.73lakhs/Km .
- III. 73 roads of length 624.39 Km. has been proposed in 3.75 m carriageway width category with an average cost of Rs. 79.62 lakhs/Km.
- IV. All the proposals are scrutinized by STA on OMMAS. PTA has scrutinized 8 Road proposals but LSB proposals are yet to be scrutinised on OMMAS.State was asked to get the LSBs proposals scrutinized by PTA expeditiously. It was also noticed that some correction in the design of the LSBs had been recommended which was to be carried out before submitting the proposal. This is awaited.

### 3. Planning Audit

- Trace Map rank is satisfactory for all the 76 roads.
- All 76 road proposals have been successfully uploaded to GEOSADAK
- All proposals are audited by NRIDA team for their utility as TR/MRL under PMGSY-III.
- Location of all LSBs on PMGSY-III Proposals located along the PMGSY-III sanctioned / proposed roads as verified from Geo-Sadak.

Justification asked for	Modifications asked for
13	09

- State has submitted the compliance for all 11 proposals which are being scrutinized at NRIDA. Some of the observations and reply of the State thereon are as under:  
**Package No; AR 102039**

State needs to provide justification that how this is fulfilling the PMGSY-III guidelines as non-BT/CC portion is high. New construction of road is not allowed under upgradation scheme. This is a long 32 km long road.

#### State Reply:

(i) State also informed that this road was sanctioned as Stage-I road under PMGSY in the year 2016-17 and formation cutting , GSB, protection and CD work have been completed. This road has been shown as completed on OMMAS. Since stage II work could not be sanctioned, utility of this road will get improved once it is taken up under PMGSY. GSB work has been done.

#### Decisions :

NRIDA was asked to get the status of road verified from OMMAS and provide justifications for inclusion in PMGSY-III.

**Package No: AR120714**

### **Observation of NRIDA**

State needs to provide justification that how this is fulfilling the PMGSY-III guidelines as non-BT/CC portion is high. The road was observed to be serving small habitation (45 population) with no facility mentioned in proposal.

### **State Reply:**

The road directly serves a habitation with 45 population (as per 2011 Census).. It acts as an important link of an inter-block road between Liromoba block of West Siang district & Basar block of Lepa Rada district. The proposed road ends at the block boundary, beyond which it leads directly to a road to Kagi habitation. It is important mode of commutation for people of Bapu Gadi to reach educational facility & medical facility located near Liromoba HQ. Is also used for transportation of agricultural / horticultural produce from nearby fields to collection centres and thereafter to agricultural / horticultural markets located near Liromoba HQ. This is an existing damaged BT road. Non-BT/CC portion is within permissible limit. It was stated that this road is an Inter block road and important one and non BT/CC portion is only 29%.

**Decision:** It was agreed upon that this road can be included subject to verification of its status as informed by State.

**Package No: AR2309/01/04**

### **Observation of NRIDA**

Benefiting a very small habitation (only 65 population).

### **State Reply:**

1.It is an existing damaged BT road constructed by PWD. **It directly serves 2 habitations with 207 population (as per 2011 Census).** It is an important mode of commutation for people of Ichi to reach educational facility located near Nyigam & medical facility located near New-Daring. People from Dali also use the proposed road to reach their agriculture field and agro facilities located on proposal. It is used for transportation of agricultural /horticultural produce from nearby fields **to collection centre & Gram Market Shed, which are falling on the alignment,** and thereafter to agricultural / horticultural Markets located near Basar (CT).

**Decision :** NRIDA Tech Division to examine the reported usefulness of the proposed road.

### **4. Existing surface**

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

BRICK SOLING	GRAVEL	MOORUM	TRACK	WBM	BT	CC	TOTAL
0	45.15	102.369	2.44	1.02	505.693	0.92	657.592

Out of the 76 roads proposed in the current batch, in 74 roads 70-100% of the existing surface is BT/CC, and in the remaining 2 road, the proportion of BT/CC is less than 25%.

## 5. High Priority Roads skipped in CUCPL

With regard to 176 road works of High Priority which have been skipped, 43 roads have ownership with different department. **State was asked to provide detailed breakup of these 43 roads.**

**State informed that within the proposed roads, old PMGSY roads, outside their design life, had been given priority over PWD roads.**

## 6. Length wise proposal details

All the proposed road works are more than 5 Km road length with following details:-

S. No	Items	No of roads	Length in km	Pavement cost	Cost/km	Total cost in Crores	Average cost/km
1	5 km and above	76	657.59	348.17	52.95	535.91	81.50
	Total	76	657.59	348.17	52.95	535.91	81.50

The average candidate road length is 9.96 Km and average proposed road length is 8.65 Km

## 7. Traffic wise details of roads

i) In 3.75 m carriageway width out of 73 roads, 1 road of length 17 Km is in T3 category, 66 roads of length 560 Km are in T4 category and remaining 6 of length 47.29 Km are in T5 category with average total cost for T3, T4 and T5 categories are 78.92 lakhs/Km, 80.39 lakhs/Km and 70.76 lakhs/Km respectively.

ii) In 5.5 m carriageway width out of 73 roads, 1 road is in T3 category, 66 roads are in T4 category and remaining 6 are in T5 category with average total cost for T3, T4 and T5 categories are 78.92 lakhs/Km, 80.39 lakhs/Km and 70.76 lakhs/Km respectively.

## 8. PCU Value

The PCU value of 76 roads proposed in the current batch are as under:-

Sl No	PCU/day	No of roads	
		3.75 m	5.5 m
1	Less than 500	67	
2	500-1000	6	1
3	1000-1500		
4	1500-2000		2
	Total	73	3

State was asked to re-examine PCU count of the proposal of 500-1000 PCU/day for the 1 road under 5.5 m width.

**9. (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	33	-
2	50-55	10	
3	55-60	17	
4	60-65	9	
5	65-70	4	
7	80-85		2
9	85-90		1
	Total	73	3

Pavement cost of all 76 roads in current batch appears to be reasonable.

**(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	Less than 20	14	
2	20-25	11	1
3	25-30	8	
4	30-35	13	
5	35-40	11	1
6	40-45	9	1
7	45-50	5	
8	50-55	1	
9	55-60	1	
	Total	73	3



Non-Pavement cost of several roads was found to be on higher side . **State was requested to provide justification. NRIDA Tech Division was requested to send a team for verification. The State was also requested to jointly verify the non-pavement cost with NRIDA Tech Division.**

#### **10. Traffic distribution of roads & PCU:**

**one road is in T3 category, 66 in T4 , 6 in T5 . All these roads are in 3.75 category. Out of the two roads in 5.5 meter category, one is in T6 and another is in T7 category. State needs to re-asses the traffic category of these two roads. One road of 5.5 category has 500-1000 PCU. This need to be checked.**

#### **11. i) DPR Issues (Roads)**

- State is Proposing Surface dressing as per the Format F-6. State needs to re-check as in Proforma-C 25mm MSS is proposed. (e.g. Package no. - AR1301011).
- In Chapter 4 of Soil and Materials Survey, The Table 4.1, the CBR value mentioned is only 1 which does not fulfill the criteria of IRC SP 72. At least 3 samples are taken per kilometer length even if the same soil type continues, also CBR test report is missing. (e.g. Package no. - AR1207045).
- In cost estimate, the quantity considered for loading and unloading of WBM G-II and WBM G-III and the Quantity considered for haulage distance is not matching with quantity required. The State was requested to provide the rate analysis of the same (e.g. Package no. - AR1207045).
- After examining the photographs from the Transect walk related to the proposed culvert at Ch-1+050 (6m) and 1+400 (6m), it seems that the existing culvert is in good condition. Therefore, it is advisable to reassess the necessity of new culvert. State was requested to provide clear photographs along with details of road width and existing span. (e.g. Package no. - AR/20/01/036).
- It is observed that in many DPRs provision of Retaining walls, Breast walls, Slab Culverts and Pucca Drains are on higher side which needs to be rechecked and rationalized as per the actual site requirement.
- The Soil test report lacks the signature of the individual who conducted the sample testing (e.g. Package no. - AR/20/01/036). This is to be rectified.
- The Road Safety Audit Report is not attached in most of the DPRs which is required for roads of more than 5 km length.
- The State has made the provision of Panelled Cement Concrete surface for the entire proposed length. The State was requested to revise the proposal and propose rigid pavement only in habitation area (e.g. Package no. - AR/19/02/107).

- Entire stretch has been proposed with 175 mm GSB, 100 mm CTB, 75 mm WMM (crack relief layer) and 25 mm MSS which indicates that no existing crust is available. State must validate this since PMGSY III is an upgradation scheme (e.g. Package no. - AR2104694).
- PCU/day as noted in proforma-C is 124 which shows that there is no requirement for widening the existing carriageway width to 5.5 m as per IRC specifications (e.g. Package no. - AR2104694).
- As per the photographs attached in the DPR the road seems to be completely earthen which does not fulfill the PMGSY III guidelines of upgradation of roads (e.g. Package no. - AR120105).

## **ii) DPR Issues (LSBs)**

- In the rate analysis it is observed that the contractor profit percentage has been charged over and above all the taxes such as GST and cess. It should be rechecked and corrected accordingly.
- As the geotechnical investigations have been conducted by Non-destructive testing method of “Multi Channel Analysis of Surface Wave (MASW)” by NIT, Arunachal Pradesh, which gives the direct indication of the stiffness of the soil. The test results are used to determine the SPT N and other parameters from the existing correlations. The State was advised that a confirmatory bore hole testing can be done before the execution of work. This will further help in validating the above technique as well as confidence building.
- Provision of Acceptance load testing of span before opening to traffic as per IRC code should be made in DPR. Test load and loading scheme, permissible deflection etc should be given in the DPR.
- Pile integrity test (PIT), Initial pile load test and routine pile load testing has not been considered. It should be included
- Value of “R” used in the seismic analysis should be checked for seismic Zone-V and ductile detailing required.
- Design of superstructure missing in DPR. Drawings of BUG super structure enclosed only which are not supported by design.
- Annexure A-4 of IRC:112-2011 code referred in the design has been deleted in the IRC:112-2020. Similarly, IRC:21 referred (WSM) in the design of substructure is not valid as the same does not exist.
- Old codes have been used such as 1983.
- Design of substructure and foundation have been given but based on WSM. This needs to be rectified.

## **12. Average Cost Trends**



i) It was observed that, the average cost of 3.75 m wide roads sanctioned in 2018-19 under PMGSY-I (new connectivity) was Rs.82 lakh/ km, the average cost of 3.75 m wide roads sanctioned in 2019-20 under PMGSY-II (upgradation) was Rs. 78.76 lakh/ km and the average cost of 3.75 m wide roads sanctioned in 2023-24 under PMGSY-III (B-1) was Rs. 85.73 lakh/ km. In the current proposal, the roads proposed with 3.75 m width have an average cost of Rs. 79.62 lakh/ km.

(ii) It was observed that, the average cost of 5.5 m wide roads sanctioned in 2023-24 under PMGSY-III (B-1) was Rs. 115.69 lakh/ km. In the current proposal, the roads proposed with 5.5 m width have an average cost of Rs. 116.73 lakh/ km.

(iii) It was observed that, the average cost of LSBs sanctioned in 2018-19 under PMGSY-I was 6.42 lakh/m, in 2019-20 under PMGSY-II was 8.12 lakh/m, in 2023-24 under PMGSY-III (Batch-I) was 8.61 lakh/m. In the current proposal, the LSBs proposed have an average cost of 9.2 lakh/m

### 13. New Technology Proposals

As per Vision document 2022 the details of technology in State is as follows

- iii. State has proposed 544.42 Km of road length in waste plastic technology out of 592.32 Km of total eligible length (91.91%) as per OMMAS.
- iv. State has proposed entire length of flexible pavement with 25 mm MSS as Surface course in Mechanised surface dressing
- v. State has not proposed Cold Mix in the current batch of proposals.
- vi. State has proposed 69.76 Km of road length in Panelled Cement Concrete/ White Topping/Cell Filled concrete out of 65.26 of targeted eligible length which greater than 100% . State need to re-verify it.
- vii. State has proposed 98.23 km using CTB Technology.

### 14. Maintenance

State has proposed Rs. 6508.24 lakh for 5 years Routine maintenance, which is 12.14% of the construction cost and agreeable. Similarly, for 6<sup>th</sup> year renewal cost is Rs. 11989.27 lakh, which is of 22.37% of the construction cost and agreeable.

### 15. Progress of PMGSY works

The status of implementation of PMGSY-I,II and III in the state are as under:-

S.No	SCHEME	SANCTIONED		COMPLETED		BALANCE		UNAWARDED	
		Nos.	LENGTH	Nos.	LENGTH	No. of	Length	No. of	Length

			(Km)		(Km)	Roads	(km)	Roads	(km)
1	PMGSY I	1,308	13,833.072	1,215	12,945.930	93	844.823	0	0.000
2	PMGSY II	80	550.910	78	518.566	2	25.500	0	0.000
3	PMGSY III	91	720.752	0	0.000	91	720.752	43	339.630
	Total:	1,479	15,104.73	1,293	13,464.50	186	1,591.08	43	339.63

#### Bridge(No.)

S.No	SCHEME	Sanctioned (Nos.)	Completed (Nos.)	Balance (Nos.)	Unaward (Nos.)
1	PMGSY I	230	183	47	0
2	PMGSY II	7	7	0	0
3	PMGSY III	30	0	30	12
	Total:	267	190	77	12

The State was informed that there has been not much tangible progress in completion of balance PMGSY I & II works. The State had been requested on numerous occasions to expedite the works as the timeline for completion of PMGSY I & II works is 31st March, 2024. The Secretary, RWD, Govt. of Arunachal Pradesh informed that the progress in the works had been affected adversely due to continuous deployment of field level officials in election duties. He was requested to take up the matter with the State Chief Electoral Officer for a resolution. State was requested to come up with firm estimate of completion of balance works by 31st March, 2024.

The State is to expeditiously fill up the progress of balance works in PMIS module of OMMAS.

#### 16. General observation

- i) As per physical status of 2023-24, only 18% of total targeted length of 1080 Km road length had been achieved and out of total 42 habitation targeted, only 10% had been connected. The State was requested to take up the works expeditiously and submit the proposals for dropping/ foreclosure, if required, at an early date.
- ii) SoR for the current batch is taken as 2020-21. State was requested to submit the latest SoR at the earliest.
- iii) In the maintenance abstract, funds received status had not been updated; State was requested to verify and update. Funds received against DLP only to be entered in OMMAS.

iv) State was requested to confirm and update length renewal data & expenditure data on OMMAS and EMARG.

v) PMGSY-III work award analysis: Out of 37 total works awarded (as on 12.02.2024), 32 Works have agreement amount below sanctioned amount and remaining 5 Works have agreement amount above sanction amount.

#### **17. e-Marg**

ii) 21 packages are pending for locking on e-Marg.

iii) 30 packages are pending for MEE.

iv) RI has been missed in January, 2024, 22 (20.37%) packages.

v) Total RI missed in FY 2023-24 is 401 (26.35%) packages which was observed to be quite high.

v) It was observed that 345 packages have payment pending for more than 3 months, out of which 76 packages are pending for first payment.

**State was requested to look into the above issues related to e-Marg for maintenance of rural roads and to resolve them at the earliest. State was also requested to identify the districts where RIs are missed. It was also requested to improve the monitoring of RIs on a regular basis.**

#### **18. Quality**

i) Out of 155 ongoing packages, labs have not been established in 55 packages. State was asked to establish labs on all the ongoing packages.

ii) Zero Quality Control Registers (QCR) have been graded C by Superintending Engineers (SE) whereas 60 QCR have been graded C by State Quality Controller (SQC). State was requested to sensitize their SE so that grading of QCR get reported and rectified.

iii) In the NQM inspections conducted during February, 2021 to January, 2024, 12% completed works, 10% ongoing works and 54% maintenance works were graded as Unsatisfactory, which is very high. On the other hand, SQM inspections conducted during the same period, 1% completed works, 3% ongoing works and 19% maintenance works were graded as Unsatisfactory. There is huge difference between the grading given by NQMs and SQMs. State needs to sensitize their SQMs so that unsatisfactory works get reported and rectified.

**It was informed by NRIDA Quality Division that over a period of last one year the State Government officials were repeatedly sending requests for deferment of visits of NQMs on one reason or another, which has the potential of affecting quality monitoring adversely.**

On the specific query as to why there has been reluctance on the part of State Government officials to accept the deputation of NQMs for quality check, State representative told that most of their PIU and other functionary are engaged in election duties hence no one is available to assist NQM on the ground. This justification was not found to be acceptable and it was decided that the issue would be raised with higher authorities in the State.

iv) 3 complaints are pending at state level for disposal. State was asked to dispose off the complaints at the earliest.

v) Out of 40 SQM registered in the OMMAS, only 19 have been utilized by the State. It was observed that the SQMs giving less Unsatisfactory percentage are getting more number of inspections. State should evaluate the performance of SQMs and then allot the inspections. Such SQMs having the habit giving more satisfactory percentages should not be allotted more number of inspections. The details of SQMs who have reported 100% projects as satisfactory during financial 2023-24:-

Name of SQM	Completed & Ongoing works	
	Total Inspections	U%
Bhattacharjee Mrinal	31	0%
Choudhury Madhusudhan	28	0%
Islam Fakrul	27	0%
Pratul Sarma	26	0%
Sahoo Satya Narayan	17	0%
In addition of the above ,04 more SQMs did not find any works as "Unsatisfactory"		
(minimum 10 inspections)		

State was asked to verify the details of above SQM and clarify whether their performance was also flagged during the previous Pre-EC/EC and what action has been taken by the State for their unsatisfactory inspection works. The reason furnished by the State representative that they do not de-empanel the underperforming SQMs as it would be difficult to find new ones was not found to be acceptable. Such an approach defeats the overall purpose of regular quality monitoring for robust construction of rural roads. The State representative assured to take action on the matter.

#### 19. Financial issues

i) State has not submitted the minutes of Audit Committee and ATR for FY 2022-23. State was requested to submit these documents at the earliest.

ii) 57 works are pending for financial closure for more than 180 days as on 13-02-2024. State was requested to financially close these works at the earliest.

iii) Interest amount of Rs. 6.68 crore is pending for recovery from bank. This was requested to be expedited.

The State was requested 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.

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