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


Room No.378
Krishi Bhavan, New Delhi
Dated the 22nd June, 2023

MINUTES

Subject: Minutes of the Meeting of Pre-Empowered Committee held on 13th June, 2023 to discuss project proposals of State of Tripura under PMGSY-III (Batch-I, 2023-24)-reg.

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee meeting held on **13th June, 2023 at 12:00 PM** under the Chairmanship of Additional Secretary (RD) & DG, NRIDA (**through Video Conferencing**) to discuss the project proposals submitted by the State of Tripura under PMGSY-III (Batch-I, 2023-24).

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


(Timan Singh)
Deputy Director (RC)

Distribution:

1. The Secretary, PWD (Govt. of Tripura)
2. The Chief Engineer & Empowered Officer, TRRDA
3. All Directors NRIDA

Copy to:-

PPS to AS (RD)/PPS to JS (RC)

Minutes of the Pre- Empowered Committee meeting held on 13th June, 2023 at 12:00 PM to discuss the Project proposals submitted by the Government of Tripura under PMGSY-III, (Batch-I, 2023-24)

A Meeting of the Pre- Empowered Committee was held through Video Conference on 13th June, 2023 at 12:00 PM under the Chairmanship of Additional Secretary (RD) & DG, NRIDA to discuss the project proposals submitted by the State of Tripura under Pradhan Mantri Gram Sadak Yojana-III, (PMGSY-III), Batch-I, 2023-24. The following officials were present in the meeting:-

Dr. Ashish Kumar Goel	Additional Secretary (RD), MoRD & DG, NRIDA
Shri Amit Shukla	Joint Secretary (RC), MoRD
Shri Devinder Kumar	Director (RC), MoRD
Shri B C Pradhan	Consultant/Director (Tech), NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. I.K. Pateriya	Director (Projects-III), NRIDA
Shri Nirmal Bhagat	Director (Finance), NRIDA
Shri Timan Singh	Deputy Director (RC), MoRD
State Govt. Representatives	
Shri Abhishek Singh, IAS	Secretary, PWD, Government of Tripura
Shri Bimal Das	Empowered officer, Tripura Rural Road Development Agency (TRRDA)
Shri P Ray Barman	SQC, TRRDA
Shri S.Das	Superintendent Engineer, TRRDA
Shri E Deb	Superintendent Engineer, TRRDA
Shri S Bardhan	Financial Controller, TRRDA
Shri S.Sarkar	Executive Engineer, TRRDA
Shri S Chakraborty	Executive Engineer, TRRDA

2. Details of Proposal

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

Item	As per OMMAS as on 11.06.2023			
	Nos	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost/km/m (Lakhs)
Roads	41	356.098	407.12	114.32
LSBs	06	198.71	17.06	8.59
Total	41roads + 06 LSB		424.18	
* MoRD Share: Rs. 366.03 Crore			State share: Rs. 41.08 Crore	
Target: 775 km		Sanctioned: 232 km	Balance Length: 543 km	

3. General Observations

- i. All proposals have been scrutinized on OMMAS by STA. The scrutiny of proposals is yet to be carried out by the PTA. State should ensure that 10% PTA scrutiny of the proposals on OMMAS is done on priority and certainly before the EC meeting.
- ii. The current batch of proposals is for 41 road works of 356.098 km length of 3.75 m carriageway width category with average cost of Rs. 114.32 lakh/km and 06 LSBs of 198.71 m with average cost of Rs. 8.59 lakh/m.
- iii. Pre-EC directed State to submit the signed copy of Proforma-C by the STA without delay and also submit proposal of balance length by end of June, 2023.

4. Trace Map ranking

Min. Trace Map Rank	Numbers of Proposals (%)
1 to 15	36 (88%)
16 to 50	5(12%)
Total	41

Trace map rank of all the proposals is satisfactory

5. Planning Audit (Proposals)

- i. All the 41 road proposals are uploaded on GEOSADAK.
- ii. LSB proposals are yet to be drawn/ approved on Geosadak by the State. State was asked to do the needful without further delay.
- iii. Planning team of NRIDA audited all 41 road proposals for their utility as TR/MRL under PMGSY-III. Out of these 41 proposals, total 13 proposals were flagged for justification and 01 proposal was flagged for modification. State has submitted the compliance for 10 proposals and informed that observations of the planning team on 03 proposals were received recently on 12th June. State was asked to submit the compliance of these 03 proposals and undertake modification in 01 proposal as per observation of planning team of NRIDA on priority.
- iv. The response of the State Government on the following packages was discussed during the Pre-EC:-
 - Package ID- TR0709P3 (MRL01-Champahour Bazaar to Takchaya via Naillyabari Falbagan)- It has been observed by Pre-EC that this road is 97% Non-BT/CC. According to the State, this is 3rd eligible road out of 10 eligible roads in the Block and this MRL consists of 2 links (L-039 & L-120). Further, L-039 (Length= 0.134 km) has metal surface and L-120 (L = 9.252 km) is full brick soled/damaged BT road. State also apprised that Nano technology is proposed to construct the road. Pre-EC advised the State to re-check the surface status of the above road and submit their inputs, whether the road is track or brick soled in present status. Has the state given credit to brick soling in the DPR?
 - Package ID- TR0405P3 (MRL01-KA Road at West Singhinala to Madhucherra)- This road is 76% Non-BT/CC. State apprised that this is 2nd eligible road of the Block. This MRL will be beneficial for 4 (four) habitations having more than 1100 population. These habitations will be

able to gain direct access to Mandai bazaar and Rurban Cluster, one Panchayat Headquarter and one Bank through the MRL. Pre-EC advised the State to re-check the surface status of the above road and also advised to modify the length of proposal suitably keeping in view the existence of a parallel road to the upper portion of the proposed road.

- Pre-EC requested the State to give detailed proper justification regarding Package ID- TR0604P3 (MRL05-NH-208 at Haripur to Bhakta Mohan Para via Old Rani Bari). The existing proposal involves 98% new construction and an alignment parallel to existing PMGSY road.
- Also, Package ID- TR0106 (P3) (MRL02-Kalagachia Bazar to Simna Diversion Road via Braja Binodinipur) was observed to be 95% Non-BT/CC and discontinuous road stretch. Pre-EC advised the State to re-check both the above mentioned roads and justify as to how the proposals are meeting PMGSY –III objectives.

6. Surface wise details of existing roads

Out of total proposed length of 356.10 km in the current batch, 62.45 km is brick soling, 25.01 km is gravel, 17.01 km is track and 251.62 km is BT. 21 roads have more than 85% BT, 07 roads have 50-75% BT, 04 roads have 25-50% BT and 09 roads have less than 25% BT.

This distribution should also be presented in terms of proportion of BT/CC/brick soling surface, due to peculiar circumstances of the state.

Pre-EC directed the State to provide justification in case of all 20 roads having less than 75% BT. NRIDA shall also depute a few teams to the state to examine the DPRs and undertake field inspections.

7. High Priority Roads Skipped in CUCPL

It was observed by the Pre-EC that 123 high-priority roads have been skipped citing different reasons. Pre-EC directed that State needs to examine and provide road wise justification with necessary documents proof for 07 roads where ownership is with another department, what is their current status and how are those roads to be proposed to be upgraded.

8. Average Cost trends

The average cost was Rs. 72.32 lakhs/km, Rs. 107.17 lakhs/km and Rs. 92.49 lakhs/km at the time of sanction of PMGSY-I (2018-19), PMGSY-II (2019-20) and PMGSY-III (2022-23) respectively which has increased to Rs. 114.32 lakhs/km now.

The state mentioned that the cost has increased due to 6% additional GST, and 27-29% increase in SOR from 2019 to 2023.

It was observed by Pre-EC that average cost of pavement as well as non-pavement is on the higher side. The State was advised to furnish the justifications for increase in cost as elaborated in paras 9, 12 and 13.

The average cost of Rs. 8.58 lakhs/m of LSB is also more than Rs. 4.30 lakh/m and Rs. 7.50 lakh/m at the time of sanction of PMGSY-I (2018-19) and PMGSY-II (2019-20) respectively.

State should re-examine the DPRs and provide detailed justification. NRIDA teams shall also visit and examine DPRs and also do field validation.

9. Distribution of roads based on Traffic category

All the 41 road works of 356.09 km length are of 3.75 m carriageway width. Out of total, 18 roads of length 140.49 km are in T3 category with average cost of Rs 116.36 lakh/km, 18 roads of length 183.31 km are in T4 category with average cost of Rs 111.19 lakh/km and 05 roads of length 32.30 km is in T5 category with average cost of Rs 123.28 lakh/km.

It has been observed by Pre-EC that in case of T3 and T5 category road, average non-pavement cost is high. Pre-EC advised the State to provide detailed justification for these roads which have high cost. NRIDA should also find out the reasons for high cost and suggest ways to bring down the cost while keeping the design of the road as per technical standards.

10. Details of roads with PCU/day

05 roads have PCU less than 500, 24 roads have PCU between 500 and 1000, 10 road have PCU between 1000 and 1500 and 02 roads have PCU between 1500 and 2000. PCU/day for all the roads is satisfactory as per the requirement.

11. Distribution of roads based on widening of various carriageway widths

Pre-EC observed that the State has proposed widening of 32 roads from 3.00 to 3.75 m. State was asked to apprise the methodology proposed for widening of these roads. The inputs given by the State during the pre-EC were sketchy and lacking in details. **Pre-EC directed that the State should clearly indicate the kind of procedure to be followed while doing widening of roads so as to have proper compaction and also explain the methodology of compaction for widened portion. How many of these 32 are being undertaken with CTB/ FDR/ other technologies. For these roads, videography should be done while executing widening and compaction procedures and State should ensure guidelines have been followed.**

12. Details of roads with pavement cost per km

Pre-EC observed that out of total 41 roads, 20 roads have pavement cost more than 75 lakh/km. **State was requested to examine the DPRs of high pavement cost in general and to furnish proper justification along with breakdown details for the same road wise. NRIDA should also examine the cost of pavement (layer wise) and find out where it is more and bring out the outliers. New technology solutions, such as Full Depth Reclamation (FDR) and/ or cement stabilization etc, should be adopted to bring down the cost, wherever feasible, while improving performance.**

Pre-EC also observed specifically that 02 roads in West Tripura district have high pavement cost of more than 100 lakhs per km. State was also requested to examine DPRs of these roads and provide justification.

13. Details of roads with non-pavement cost per km

Pre EC observed that 10 roads have non-pavement cost more than 50 lakh/km and total 31 roads have non-pavement cost more than 30 lakh/km. **State was advised to examine the DPRs in consultation with NRIDA, provide detailed justification and suggest ways to bring down the cost. State was asked to closely examine 10 roads which have very high non-pavement cost. Why is there a need to replace Hume pipe culverts wholesale?**

14. DPR Issues (Roads)

- i. In some DPRs Proforma-C is not filled completely and STA scrutinised Proforma-C is not attached with the DPRs. Both Part-I and Part-II of proforma-C are left blank and unauthenticated. State was requested to submit the details without any further delay.
- ii. In some DPRs clear coloured photographs at 100 m interval are not attached and no formats have been attached in the DPR. These are to be furnished.
- iii. All existing Hume Pipe culverts are proposed to be replaced with RCC Box culverts/RCC Slab culverts. State should explore to retain these Hume Pipe Culverts to economise on the cost.
- iv. In some DPRs Transect walk report, Transect walk photographs and Gram Shaba approval are not attached. These should be furnished.
- v. Per km authenticated soil test results showing CBR, Gradation, MDD, LL, PI and test results for GSB materials are not attached with the DPRs. These should be furnished.
- vi. In some DPRs drawing and design for all the CD structures proposed are not attached. The chainage of CD structures are not properly marked in perform-a-C. Hence their requirement cannot be verified. State should provide chainage of all CD structures along with their photographs.
- vii. A road safety audit needs to be done for a road length of more than 5 km and the report must be attached to the DPR.
- viii. WMM layer thickness is not provided as per IRC SP -72. This should be provided.
- ix. In package No. TR-0813P3, from chainage 2.000 to 2.900 existing GSB is 200mm. State has proposed base layer of 100 mm. It is suggested to provide 75mm base layer as per IRC SP -72.
- x. In package No. TR-04-02P3, old slab culvert has been proposed to be replaced by new slab culvert at chainage 0/036Km. However, the attached photo of existing slab culvert is not a clear photo and needs to be verified at the site. The distance between two slab culvert at chainage 0/036 & 0/050 is 14m only, which is also required to be verified at the site.
- xi. In package No. TR-04-02P3, new RCC bridge of 24.75m span has been proposed; however, as per photo attached the span requirement is not clear, and needs to be verified at the site.
- xii. In package No. TR 07-09P3, replacement by new pipe culvert has been proposed at 1/350, 3/050, 43/750 but as per photo attached only head wall is required to be repaired and Hume pipes are in good condition. State was requested to provide justification in this case and update the DPR accordingly.

- xiii. In package No. TR-01-16P3, there are six no. existing proposals and 11 new proposals. A 60m span major bridge has also been proposed. The feasibility of these proposals needs to be re-examined.
- xiv. The length of protection work seems to on higher side which should be verified at the site.
- xv. In some DPRs construction of embankment may not be required for an existing road. Excess quantities for the same have been added in the DPRs and these need to be rationalized.
- xvi. State has proposed excess length of pucca drains. Pucca drains shall be proposed at locations of habitations while at other locations kuccha drain can be provided. The shape of drains shall be V-shaped for achieving better economy. Pre-EC observed that some pucca drains should be allowed but all along the roads these may not be feasible. the State was requested to rationalize this proposed requirement.

Long Span Bridges (LSBs)

- i. Site plan is not attached with DPR.
- ii. Photographs are not attached with DPR.
- iii. Catchment area is not mentioned in STA's approval.
- iv. There are 2 abutments and 2 Piers but bore hole for soil testing has been done at one location only. This has to be done at all locations for package No. TR-06-06P3.
- v. For all hydraulic calculations, HFL is taken as 42.315m. but for design of Abutment and pier, HFL is taken as 44.315m. This needs to be justified. Further, it may also be clarified as to why two HFL are considered for package No. TR-06-06P3?
- vi. As per HFL, vertical clearance etc. formation level of road comes to 45.541m. (42.882+0.9+0.1) but in DPR formation level is taken as 51.282m. State need to justify the same for package No. TR-06-06P3.
- vii. Lead for sand is taken as 251m which seems to be very high in package No. TR-06-06P3. This must be rationalized.
- viii. The State should engage Bridge experts for re-examining and proposing modifications in DPRs of LSBs.

15. New Technology Proposals

State has proposed construction of roads using New/ Green technologies as under:

- i. State has proposed 53.121 km road length for construction using Waste Plastic.
- ii. State has proposed all roads having Traffic category less than or equal to T5 with 25 mm MSS.
- iii. State has proposed 38.443 km of road length for construction using Cold Mix Technology
- iv. State has proposed FDR Technology for 149.998 km of roads length. Pre-EC advised that FDR/CTB should be used to bring down the cost and time for construction of better quality roads.

Pre-EC advised that DPRs need to be corrected as per the New Technology Vision 2022. State should propose Panelled Cement Concrete/ Cell Filled Concrete in habitation area and steep slopes in bends. State must ensure that MoU with Technology Provider is signed as per New Technology Vision-2022.

16. Maintenance

The State has proposed a 5-year routine maintenance cost of Rs. 3,227.28 lakh which is 7.9% of construction cost and 6th year renewal cost of Rs. 10,308.58 lakh which is 25.3% of construction cost. It was also advised to the State that the 6th year's renewal cost should be accompanied by a post 5-year routine maintenance period and such cost should be a part of the DPRs.

17. Progress of PMGSY works

For the year 2023-24, annual target of the State is 340 Km, out of which, only 19 Km has been completed. State needs to complete balance target in a time bound manner. The details of work sanctioned, completed, and pending under PMGSY-I and II are given below.

Roads

S. No	Scheme	Sanctioned		Completed		Balance		Un-awarded	
		No. of Roads	Length (Km)	No. of Roads	Length (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
1	PMGSY I	1,361	4,931.29	1,315	4,590.78	46	167.71	0	0.000
2	PMGSY II	42	307.23	31	255.84	11	49.20	0	0.000
3	PMGSY III	32	231.64	0	0.0	32	231.64	29	213.99
Total:		1,435	5,470.16	1,346	4,846.62	89	448.55	29	213.99

LSBs

S.No	Scheme	Sanctioned (Nos.)	Completed (Nos.)	Balance (Nos.)
1	PMGSY I	63	53	10
2	PMGSY II	1	0	1
Total:		64	53	11

According to the State, all works under PMGSY-III will be awarded by June, 2023. State should complete balance works under PMGSY-I& II by March, 2024. It was also directed to hold meeting with NEAs at the earliest to speed up the construction of balance work.

18. Maintenance of roads under DLP

During 2022-23, State has credited Rs. 18.04 crore against the liability of Rs. 13.76 crore and expenditure of Rs. 7.02 crore has been done. For the current financial year 2023-24, the maintenance liability is Rs. 14.26 crore and expenditure is only Rs.0.83 crore. State was requested to put in more efforts to increase the expenditure on maintenance of roads and to credit required maintenance fund for the year 2023-24 in the SRRDA's account on priority.

During 2022-23, State has carried out renewal of 39.15 km against target of 3806.51 km. State was requested to increase the pace of renewal of roads. Further, State was asked to update the data on OMMAS regarding fund released to SRRDA under DLP and renewal on priority.

19. eMARG

Out of total 403 packages pushed to e-MARG, 241 packages are pending for locking, 22 packages are pending for manual entry expenditure (MEE). 48 roads are eligible for routine inspection in May, 2023, 10 roads (20.83%) are pending for routine inspection (RI) missed. 126 packages are pending for payment for >3 months. 17 packages are pending for payment for first payment for > 3 months. Payment of Rs.0.63 crore has been done using e-MARG in FY 2023-24. Total expenditure of Rs. 0.37 crore has been done on bills having liability of FY 2023-24.

The State was requested to saturate 100% roads on eMARG prior to the EC meeting and show visible improvement in eMARG.

20. Quality

- i. Out of 59 ongoing packages, QC labs have not been established in 03 packages. State was asked to ensure this on priority.
- ii. There are 02 works which have not been inspected by SQMs even once. These should be inspected immediately and the inspections reported prior to the Empowered Committee (EC) meeting.
- iii. Number of active SQMs are 21 against the requirement of 4 SQMs. During 2023-24 against the target of 256 SQM inspections, 39 inspections have been carried out so far.
- iv. Action Taken Report (ATR) in respect of 51 ATRs (03 completed works and 48 ongoing works) are pending at State Level. Out of these, 24 ATRs are pending for more than 02 years. **Pre-EC directed that State should show substantial compliance for these pending ATRs before EC meeting.**
- v. Pre-EC observed that 03 complaints are pending at State level since Feb., 2022. State was requested to submit the reply immediately.
- vi. **Unsatisfactory grading by NQM from June, 2020 to May, 2023 for completed works is 11.11 %, for ongoing works it is 20.96% and for maintenance works it is 37.50% which is quite unsatisfactory. The unsatisfactory grading by NQM from June, 2022 to May, 2023 for completed works is 33.33%, for ongoing works, it is 34% and for maintenance works is 40%. The State was advised to take immediate corrective action and show some improvement in the aforesaid**

indicators. **State was also asked to come up with complete action plan for quality improvement before EC.**

- vii. Similarly, unsatisfactory grading by SQM from **June, 2020 to May, 2023** for completed works is **4%**, for ongoing works it is **7.98%** and for maintenance works, it is **29.82%**. The unsatisfactory grading by SQM from **June, 2022 to May, 2023** for completed works is **0.00%**, for ongoing works it is **7.50%** and for maintenance works it is **36.67%**.
- viii. **There is high variation in the unsatisfactory gradings awarded by NQMs and SQMs.**
- x. It was observed that SQMs empanelled by the State have graded very few works 'Unsatisfactory' out of the projects inspected by them. It was also observed by Pre-EC that apart from one SQM others are hardly doing any work. The State is advised to scrutinize and find out whether the performance of such SQMs is satisfactory.
- xi. **Pre-EC observed that out of 55 ongoing works, QCR is uploaded in 37 works only. State should upload QCR of all works without further delay.**

Pre-EC directed the State to improve the performance of State Quality Control Mechanism. State should upload all QCRs on OMMAS. Pre-EC directed the State that EC meeting for current batch will be held only after State shows considerable improvement in Quality Control Mechanism.

21. Finance Issues

- i. Interest recovery of Rs. 19.32 crore is pending from bank.
- ii. 98 works are pending for financial closure for more than 180 days.
- iii. Minutes of Audit Committee is not yet submitted by State.
- iv. Non-submission of Internal Audit Report.

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

22. 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.
