

No.P-17024/26/2020-RC (FMS No. 370347)

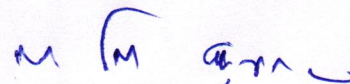
**Government of India
Ministry of Rural Development
Department of Rural Development**

KrishiBhavan, New Delhi
Dated the 6th October, 2020

Minutes

Sub: Minutes of Meeting of Pre-Empowered Committee (Pre-EC) to discuss the project proposals submitted by the State Government of Uttar Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) for the 2021-22 (Batch-I)-reg.

A copy of the Minutes of the Meeting of the Pre- Empowered Committee held on 27th September, 2021 through Video Conferencing (VC Code:- 5510253346) to consider the project proposals for Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III), 2021-22 (Batch-I), is forwarded herewith for information and necessary action. The State Government is requested to furnish compliance on the observations of Pre-EC on priority.



(Lalit Kumar)

Deputy Secretary (RC)
Tel. No. 011-23382406

Distribution:

- (i) The Additional Chief Secretary, Department of Rural Development, Government of Uttar Pradesh, 1st Floor, Bappu Bhawan, Schivalaya, Uttar Pradesh, Lucknow:- 226001.
- (ii) The Chief Executive Officer, UPRRDA, Lucknow.
- (iii) The Chief Engineer, Department of Rural Development, Government of Uttar Pradesh, 1st Floor, Bappu Bhawan, Schivalaya, Uttar Pradesh, Lucknow:- 226001.
- (iv) All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110066.

Copy to:-

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

MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 27TH SEPTEMBER, 2021 AT 3:30 P.M. TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF UTTAR PRADESH UNDER PMGSY III, BATCH I, 2021-22

A Meeting of the Pre-Empowered Committee (RC) was held through Video Conference on **27th September, 2021 at 3:30 p.m.** under the Chairmanship of Joint Secretary (RC) & DG, NRIDA to consider the project proposals submitted by the State of Uttar Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-I) of 2021-22. Following officials were present in the meeting.

Dr Ashish Kumar Goel	Joint Secretary, (RC), MoRD
Shri K.M.Singh	Deputy Secretary (RC), MoRD
Shri. B C Pradhan	Consultant Director (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Dr. I.K.Pateriya	Director (P.II&III), NRIDA
Shri Pradeep Agarwal	Director (P.I), NRIDA
Ms. Anjali Yadav	Assistant Director (RC), MoRD
State Govt. Representatives	
Shri Bhanu Chandra Goswami	Chief Executive officer, UPRRDA
Shri P.D.Upadhyay	Financial Controller, UPRRDA
Shri R.K.Chaudhari	Chief Engineer, UPRRDA
Shri Brijesh Kumar Dubey	SQC, UPRRDA
Shri D D Pathak	Senior Engineer Technical, UPRRDA
Er. Mohammad Murtaza	ITNO, UPRRDA

2. Details of Proposal

Item	As per OMMAS dated 24.9.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km (Lakhs)
Roads	958	7341.84	5465.27	74.44
LSBs	-	-	-	-
Total	958 roads + NIL LSBs	7341.84 km roads + 0.00 m LSBs	5465.27*	
*MoRDShare : Rs. 3276.71Crore		State share : Rs 2184.48 Crore		
Target : 18937.50 km		Sanctioned : 6287.38 km		

3.75 m width road - 834 Nos & Length - 6078.55 km - Rs. 66.78 Lakhs/km

5.50 m width road - 124 Nos & Length - 1263.29 km - Rs. 111.32 Lakhs/km

3. General Observations

i) The State Government of Uttar Pradesh has been allocated road length of 18,937.50 km under PMGSY-III. The first batch of proposals of 898 roads of 6,287.37 km and 5

Bridges of 134.40 m worth Rs 4,177.80 crore (Central Share Rs 2,506.33 crore and State Share Rs 1,671.47 crore) have already been sanctioned to the State.

ii) The State has now submitted proposals for 958 roads of length 7,341.84 k.m. Out of 958 roads, 834 roads of 6,078.55 km have been proposed with 3.75 m carriageway width and 124 roads of 1,263.29 km road length have been proposed with carriageway width of 5.50 m.

iii) All proposals have been uploaded and scrutinized by the STAs on OMMAS. However, PTA scrutiny has not yet been done. PTA scrutiny should be ensured before the EC and its observations should be implemented in all the DPRs.

iv) As State has been continuously uploading the proposal on OMMAS, it was decided that the proposal for current batch should be frozen at 8500 km and all the proposals should be uploaded in the next two days. State should bring the balance proposal in the next phase.

v) Average candidate road length is 7.86 km and average proposed road length is 7.66 km, which is almost equal to the average candidate road length.

vi) It was observed that the state has proposed roads of 3.75 m width with increased average cost of around Rs. 4 lakhs as compared to 2020-21 and the roads of 5.50 m width with increased cost of around Rs. 6 lakhs as compared to 2020-21. On this, it was desired that information of average cost of proposed FDR roads and that of non FDR roads should be indicated separately so that a proper comparison is made. **A detailed sheet is to be prepared by NRIDA.**

vii) State representative informed that in FDR, they have proposed 44 roads of 3.75 m width at an average cost of Rs. 81 lakhs/ km and 66 roads of 5.5 m width with an average cost of 1.2 crore/ km.

State clarified that the roads which have been proposed under FDR are costing Rs 929.19 crore. The construction cost of the same roads using conventional method was earlier proposed as Rs.1114.6 crore. Hence there is a saving of Rs. 185 crore (Rs. 22 lakhs/ km). It was desired to provide a separate sheet for comparing the cost of roads proposed under FDR and under conventional method.

4. **Traffic wise details of road**

i) RQI roads are included in 'others' category and separate traffic data is not given for RQI roads. It was directed to analyze RQI roads separately from upgradation proposal, so as to get a general idea of average cost of both the kinds.

ii) The average cost of roads in T3 category was found more than that of higher category roads (T4, T5, T6, T7). State was asked to give justification for the same.

5. **Analysis based on PCU data**

PCU values of 124 roads proposed for up gradation to 5.50 m		
Sl No	PCU value	No of roads
1.	> 5500	10
2.	> 4500 and less than 5500	34
3.	> 3500 and less than 4500	25
4.	> 2500 and less than 3500	12
5.	> 2000 and less than 2500	33
6.	< 2000	10
Grand Total		124

i) 10 no. of roads of 5.5 m width have PCU value of less than 2000. State was directed to check this and give justification for taking these roads with 5.5 m wide carriageway.

6. **District wise details of current proposal**

i) The average cost of 3.75 m wide roads of Auraiya, Bahraich, Balrampur, Barabanki, Basti, Deoria, Faizabad, Farrukhabad, Gonda, Hardoi, Kushinagar, Lalitpur, Raebareilly, Sant Kabir Nagar, Sambhal, Siddharthnagar, Shahjahanpur, Shrawasti, Unnao and Sitapur was found to be on higher side.

The average cost of 5.5 m wide roads of Amethi, Azamgarh, Barabanki, Basti, Faizabad, Farrukhabad, Firozabad, Hathras, Lucknow, Pratapgarh, Sant Kabir Nagar, etc was found to be on higher side.

It should also be analysed where the pavement cost and non-pavement costs are high separately.

ii) In many districts, the average total cost of 5.5 m wide roads was found to be a disproportionate multiple of the total average cost of 3.75 m wide roads. State was asked to examine this aspect and clarify.

iii) State was asked to take and analyse cost pattern of such roads (outliers in each categories) under FDR where,

- average total cost of 3.75 m is higher
- average total cost of 5.5 m wide roads is higher, and
- the average total cost of 5.5 m wide roads is higher in multiple of 3.75 m wide roads.

7. **Trace Map Cut- Quality of Roads**

Min. Trace Map Rank	Number of Proposals	%
1-15	566	59
16-50	295	31
51-100	80	8
>100	17	2
Total	958	

- i) It was observed that 90% roads are having trace map rank less than 50. The proposals with trace map rank greater than 50 need to be justified by state as how they meet PMGSY-III objectives.

8. **Planning Audit (Proposals)**

- i) Out of total 1856 proposals till now, only 1560 proposals have been uploaded on GeoSadak. All the proposals need to be uploaded on GeoSadak.
- ii) 216 sample proposals are under audit at NRIDA for their utility as TR/MRL under PMGSY-III. Final audit will be shared with the State for compliance.
- iii) From the sample trace maps, it was observed that some roads serving very less or no population are being proposed, some roads are parallel to existing BT road. For some roads, percentage of non BT/CC is as high as 99% which shows that almost entire road is kutcha road. State was asked to examine trace map of all roads in order to ensure that they are selected in accordance with the programme guidelines and delete those roads which are not actually TR/ MRL. All roads which have less than 75% BT/CC should be examined in detail and road wise justification should be provided.
- iv) NRIDA was asked to send a team to the state immediately, to conduct planning audit of the proposed road works.

9. **Proposal Checks**

- i) It was observed that existing CC roads are being replaced with new CC roads without widening. State was asked to check the design life of the roads and to confirm if CC is being re-proposed out of DLP. Further, white topping or use of new technologies like RCCP, Cell filled, Paneled Cement Concrete etc. should be made. It was directed to use 100-125 mm thickness of CC and not more than that by use of new technologies. State was asked to submit proposal wise ATR
- ii) 60 proposals have been identified from the DPR where proposed length is 15% more than the eligible length. Many roads with PCI>3 have been proposed. Further, contradictory figures have been reported in the DPR and no justification is given for the same. State was asked to look into it and ensure that non-eligible roads (PCI>3) are not being proposed. Additionally, the state should go through the photographs of all the roads, and see that roads with good surface condition are not taken for upgradation.
- iii) Pucca drain length has been found to be more than twice the length of the CC length in 328 proposals. State representative informed that, the drain has to be constructed till the logical end, so it'll be more than twice the length of the CC length. It was clarified to the state that it may be more than twice the length of the CC length in some cases but State has to submit the satellite maps of these proposals stating the exact position of the drains with proper justification. State was also asked to update the drain length in meters on OMMAS.
- iv) 160 proposals have majority of their surface between PCI 2-3 but the average cost/km is above State's average cost/km. State representative asked for the list of these roads from NRIDA and assured to look into it.

v) It was observed that, in 44 roads, percentage of BT/ CC/ WBM of existing length is less than 75%. State was asked to examine if these roads are actually desired or not or actually TR/ MRL.

vi) It was observed that some high priority roads have been skipped in CUCPL. 970 roads quoted as "terminating link routes are not permitted till all TR/MRL are saturated" were pointed out and state was asked to examine and ensure that these roads are not inter-district or inter-block roads of better utility which have been skipped due to boundary problem.

vii) 282 high priority roads have been identified which are excluded. State was asked to re-check these exclusions and give justification against each exclusion. Other blocks, where there are higher number of exclusions should also be checked. Wrongly reported roads should be reported and included back.

10. **Proposals with Good Existing Surfaces**

i) 5 roads of Bahraich, Jaunpur, Sitapur, Lakhimpur-Kherii and Bulandshahr have been identified which have very good existing surface. It was seen that roads with majority surface in good condition (PCI>3) are proposed for upgradation. State was asked to either drop these roads or give road-wise justification with geo-tagged videos and cost economy as how these roads are eligible under PMGSY-III. NRIDA informed that more such roads will be shared after Pre-EC meeting. State was further advised to go through the DPRs and photographs and identify the non-eligible proposals and delete them.

11. **General DPR Issues**

i) State has not yet provided copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal. State was asked to submit the same at the earliest.

ii) There is no evidence of Gram Sabha approval in some of the DPRs. State was asked to submit the same.

iii) 3rd party traffic verification for traffic considered more than 1 MSA as per recent advisory has not been submitted by the State. Report should be submitted at the earliest.

iv) State has mentioned in the DPR that the design stage road safety audit has been done for all the proposed roads of length more than 5 km but it's compliance has not been submitted. State should send the reports ensuring appropriate compliance to the recommendation made in the report.

v) Proforma-C part-2 and 3 have not been filled up properly and signed by any designated officials. State should look into it.

12. **DPR Issues- NRIDA's Observations**

i) State has provisioned offset in some DPRs. Offset is allowed when GSB layer is proposed over subgrade. However, it is not allowed when WMM (base crust layer) bottom layer is beyond carriageway width i.e., over full width of GSB layer. State needs to delete such roads/ provision.

ii) In many DPRs, the cost for WBM-II is higher than WBM-III. In such cases State needs to provide proper justification. However, if WBM-III is cheaper, State may use WBM-III instead of proposing WBM-II. On this, state assured that they will check the cost once again.

iii) In case of DPRs of roads proposed under FDR technology, it has been seen that the roads having design traffic category T5 and less category and CBR 5-6%, have been proposed with the pavement composition of 250 mm Stabilised base, SAMI layer and 30mm BC. Such composition is provisioned for T9 traffic category roads. The proposal of the state for T5 traffic category roads appears to be on higher side, and need re-examination. For roads having T5 and less traffic category, Surface dressing may be proposed instead of SAMI layer and 30mm BC. Also, the provision of 250mm stabilised base layer may be reduced suitably. State was advised to go through the design procedure once for clarity and make sure that cost of roads proposed under FDR is not more than that of conventional roads.

iv) In some packages, state has added profile correction of 25% in GSB-II and WBM G-II which is not in order. Usually, profile correction of maximum 10% is allowed. For more than 10%, detailed calculation should be given. State was asked to either reduce it to 10% or give detailed calculation.

v) In built up area, provision of 420 mm crust thickness comprising 250 mm stabilised base and 170 mm RCCP has been made for low volume roads having traffic T5 and less. This provision was observed to be on higher side. State was asked to rationalize this provision. It was further mentioned that state may keep 250 mm stabilised base, but they can't keep 170 mm RCCP. RCCP may be reduced to 125 mm. Similarly for roads having higher order of traffic T9 category, provision of 200 mm RCCP and 250 mm stabilised base adopting FDR may be designed as per requirement.

vi) It was observed that most of the roads proposed under FDR are of existing PMGSY roads and that too with provision of additional carted sub grade soil of 300 mm. State was asked if it is not for the widening of the roads, then this additional carted sub grade seems unwarranted. State needs to re-examine the same.

vii) In some of the DPRs, the FDR technology has been proposed for upgradation of the existing roads of carriageway width 3.75 m without widening. In such case, the reclaimer can perform the reclamations and mixing up to the desired depth of 250 mm stabilisation. Hence there is no need for dismantling separately. State was asked to remove the provision of dismantling from the DPR.

viii) In all the sample DPRs, it was observed that higher specification cost has been distributed in 60:40 ratio. State was informed that higher specification cost doesn't come in the 60:40 distribution pattern and the cost is to be exclusively borne by the state. State was asked to upload on OMMAS accordingly.

ix) In the rate analysis of stabilised base course adopting FDR, it was observed that state has added 5% towards overhead charges and 10% towards contractors profit separately which is not admissible. As per PMGSY guidelines and SOR, it should be 12.5% both for overhead and contractors profit together.

x) It was seen that state has proposed OGPC+ Seal coat for the roads having traffic category T5 and below. State was informed that for this traffic category, IRC: SP:72-2015 suggests to adopt surface dressing. State was asked to replace OGPC+ Seal coat with Surface Dressing.

xi) State was asked to make provision of T junctions in the DPRs with proper design and area calculation.

xii) State needs to deduct existing/ proposed box culverts, slab culverts, causeways portion in pavement quantity to avoid duplication of quantities.

xiii) State should check the structural condition of existing culverts. If culvert is structurally sound, the same should be retained and if repair is required, the same should be incorporated in the estimate.

xiv) It was observed that, quantity of tack coat has been taken twice which should have been taken only once. Also tack coat over BM is not required. State was asked to look into it.

xv) State has not attached the photographs of the pit test conducted at the site. State was asked to submit the authenticated details of existing crust thickness along with the justified clear colour photos of the pit test.

xvi) State was asked to provide locations of road safety measures and road furniture in road plan with proper justifications. State has also not attached the photographs of the pit test conducted at the site. The state needs to submit the authenticated details of existing crust thickness along with the justified clear colour photos of the pit test.

12. Maintenance

State has proposed maintenance cost of 9.12% which is agreeable and 6 years Renewal cost of 15.59 % which may need to be increased to 18% & above.

13. R&D Proposals.

State has proposed construction of 131 roads 984.06 km using green technology as per the following details: -

Sl.No	Name of Technology	No of stretches/ roads	Length(in km)	Percentage of R& D roads with respect to total length
A	Main streaming of Technologies			
1	Waste plastic	59	383.785	5.23%
B	Other Main Streaming technologies			
1	RCCP with flyash	14	4.30	10.81%
2	Cement stabilization/ FDR	93	651.95	
3	Surface dressing	21	137.22	
C	IRC Accredited Technology			13.78%
1	Nano tech for soil stabilisation	92	709.81	
2	Nano tech for water proofing	21	154.21	
3	Other technology	18	120.04	

- i) It was learnt that out of total proposed road length of 7341 km, 734 km is CC road which should be proposed under new/green technology. State was asked to mention it under new/green technology.
- ii) It was observed that the state has taken very less road length for construction with waste plastic, despite the fact that waste plastic is easily available in the UP. State should propose atleast 50% length for construction with waste plastic.
- iii) State was asked to increase the roads under surface dressing and cement concrete, to which state replied that they will increase it.
- iv) It was observed that, in many cases, the pavement cost is on higher side because the state has to transport the materials. It was suggested that state may use the products of nano technology/ stabilizers in base and sub-base layers. It'll help in reducing the material requirements.
- v) State was asked about the total road length they will bring under FDR technology, to which state replied that, they will consider around 4500 to 5000 km under FDR. State further informed that, out of the remaining balance works, state will not bring conventional roads of more than 8000 km. State informed that DPR of around 1200 km roads under FDR technology will be locked on OMMAS shortly.
- vi) State was asked to consider the high cost roads under FDR or new technology to reduce the cost.
- vii) NRIDA was asked to hold a meeting with officials of the state to enlighten them with the possible scopes of using new/ green technologies.

14. **Maintenance of roads under DLP**

Against maintenance liability of Rs. 445.79 crore during the period 2016-17 to 2021-22, the SRRDA received Rs. 805.83 crore, but only Rs. 223.02 crore were spent. The State Government needs to focus on maintenance of the roads, and ensure full expenditure takes place on roads under DLP and 6th year renewals.

15. **Complaints – Response awaited**

- i. PMGSY Poor and Third Quality Work by the Department and Contractor at Village-Gahani, Police station-Haldharpur, Block-Ratanpura, Distt-Mau, Uttar Pradesh – Shri Ram Prakash Singh, New Delhi-110045
- ii. Non Responsive of bid in Package no. UP07120 by M/s Raj Constructions, Kasganj – Shri M/s R. H. Constructions, Badaun, UP
- iii. Issue for incomplete of road at a crossing - Shri Rohan Patel (Prayagraj)
- iv. PMGSY के अन्तर्गत ग्राम-इटौरा, ब्लॉक-रतनपुरा, जिला-मऊ, मैं सड़क का निर्माण किया गया था, जिसकी गुणवत्ता थर्ड क्लास में हुई है, एवं पूरी तरह खराब एवं टूट गई हैं - Ram Prakash Singh, New Delhi
- v. For tendering - UP44/06R, UP44/07R, UP44/08R and UP44/09R – Shri Vivek Kumar, New Basti, Lakhimpur(UP)
- vi. For cancellation of Pkg No. UP07117 (M/s. Prem Constructions, Sole Proprietor) – M/s Srikrishna and Company, Ghazaibad

- vii. Requesting Maintenance for Road, Rural Area development. – Shri HIMANSHU JOSHI, Loni.
- viii. Package no UP 63135 tender id 2021 uprrd 108237 bid no 462276- Shri Shri Sanjeev Chauhan, Sri Balaji Builders.
- ix. Irregularities in tendering of PMGSY works in Muzzafarnagar, Saharanpur, Shamli and Meerut District –Shri Charan Singh

10. **e-Marg**

Progress of the State on boarding e-marg needs impetus. Out of 2,183 total workable packages, only 120 have been locked and payment using e-marg has been done only in 236 packages. Further, against 673 contractors, only 501 are registered so far. State was advised to expedite the on-boarding e-Marg as it will be used for monitoring of maintenance contracts and all manual payment will be discontinued.

11. **Quality.**

i) 9 works of more than 12 months have not been inspected by SQM even once, out of payment of more than Rs. 10 lakh has been made on 1 work. 2 ATRs of NQM observations in respect of Completed works and 2 ATRs of Ongoing works are pending with the State. Unsatisfactory grading is 3.23% for completed works, 4.69% for ongoing works and 21.81% for maintenance works. The State was advised to take corrective action for improvement in U% in respect of maintenance works.

ii) Various anomalies in respect of SQM inspections have been seen which are as follows-

- For WBM G-II Grade, 90 mm Sieve is used for gradation which is against the MoRD specification, only till 75 mm sieve is to be used for gradation of G-II where passing percentage should be 100%. (UP65105, UP7079, UP18115)
- No Descriptions are mentioned on the Photographs uploaded on OMMAS(UP69138)
- Standard pit size of 50 cm*50 cm is not excavated which is against the guidelines (UP0197, UP57136)
- BT layer cake thickness checked wrongly, should have been checked from the pit itself. (UP0272, UP1772, UP25103, UP2889)
- Strength tests (Gradation test, Density test, Volumetric analysis and thickness of pavement layers) is not conducted by the inspecting SQM on a completed road work (UP5264)

12. **Financial issues**

(i) There is a difference of Rs. 2.26 crore in Opening balance in bank balance and OMMAS (BRS point).

(ii) An amount of Rs. 3.49 crore has been debited from Bank but not entered on OMMAS.

(iii) Interest recovery amounting to Rs. 15.28 Cr. is pending from Bank.

(iv) State has submitted incomplete PMGSY financial reconciliation report.

(v) Incorrect State budget is being shown in PFMS TSRY-07 report.

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

13. 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.
