

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

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

Room No.376
Krishi Bhavan, New Delhi
Dated the 14th December, 2021

MINUTES

Subject: Meeting of Pre-Empowered Committee to discuss the project proposals for PMGSY-III submitted by the State Government of Uttar Pradesh for the 2021-22 (Batch-II) – reg.

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee held on **9th December, 2021 at 5:00 PM (through VC)** under the Chairpersonship of Additional Secretary (RD) & DG, NRIDA to discuss the project proposals for PMGSY-III submitted by the State Government of Uttar Pradesh for the year 2021-22 (Batch-II).

2. State is requested to furnish the compliance to Ministry/NRIDA for conducting the EC Meeting on time.


(Anjali Yadav)
Assistant Director (RC)

Distribution:

1. The Principal Secretary, Department of Rural Development, Govt. of Uttar Pradesh, 1st floor, Bapu Bhawan, Sachivalaya, Lucknow, Uttar Pradesh, 226001
2. The CEO, UP Rural Road Development Agency, Lucknow, Uttar Pradesh, 226001
3. Chief Engineer, UP Rural Road Development Agency, Lucknow, Uttar Pradesh, 226001

Copy for information to:-

Sr. PPS to Secretary (RD)/PPS to AS (RD)/All Directors, NRIDA, New Delhi

MINUTES OF THE MEETING OF THE PRE-EMPOWERED COMMITTEE HELD ON 9TH DECEMBER, 2021 AT 5:00PM TO CONSIDER PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF UTTAR PRADESH UNDER PMGSY III, BATCH II, 2021-22

A Meeting of the Pre-Empowered Committee (RC) was held through Video Conference on **9th December, 2021 at 5:00 p.m.** under the Chairmanship of Additional Secretary (RD) & DG, NRIDA to consider the project proposals submitted by the State of Uttar Pradesh under Pradhan Mantri Gram Sadak Yojana-III (PMGSY-III) (Batch-II) of 2021-22. Following officials were present in the meeting.

MoRD/ NRIDA Representatives	
Dr. Ashish Kumar Goel	Additional Secretary(RD), MoRD
Shri K.M.Singh	Deputy Secretary (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
Shri. B C Pradhan	Consultant (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
State Govt. Representatives	
Shri Bhanu Chandra Goswami	Chief Executive officer, UPRRDA
Shri R B K Rakesh	Chief Engineer, UPRRDA
Shri Brijesh Dubey	SQC, UPRRDA
Shri Raj Kumar Shukla	Financial Controller, UPRRDA
Shri D D Pathak	Senior Engineer Technical, UPRRDA
Er. Mohammad Murtaza	ITNO, UPRRDA

2. Details of Proposal

Item	As per OMMAS dated 7.12.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km (Lakhs)
Roads	443	3352.33	3122.39	93.14
LSBs	-	-	-	-
Total	443 roads + NIL LSBs	3352.33 km roads + 0.00 m LSBs	3122.39*	
*MoRDShare :Rs. 1871.34 Crore		State share :Rs1251.05 Crore		
Target : 18937.50 km		Sanctioned : 14536.80 km		

3.75 m width road - 267 Nos & Length -1794.68 km - Rs. 75.04 Lakhs/km

5.50 m width road - 175 Nos & Length - 1551.90 km - Rs. 114.00 Lakhs/km

7.00 m width road- 1 No. & Length - 5.75 m - Rs. 110.97 Lakhs/ km

3. General Observations

- i) The State Government of Uttar Pradesh has been allocated a road length of 18,937.50 km under PMGSY-III. State has already been sanctioned 14,536.80 km of road length.
- ii) The State has now submitted proposals for 443 roads of 3352.33 km. Out of 443 roads, 267 roads of 1794.68 km have been proposed with 3.75 m carriageway width while 175 roads of 1,551.90 km 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 been done only for 6 proposals. PTA scrutiny for 38 sample proposals is yet to be carried out. The same should be ensured before the EC meeting.
- iv) Out of 267 roads in 3.75 m carriageway width category, state has proposed 259 roads under FDR technology and 8 roads under conventional technology. All the roads (175 in number) of 5.5 m carriageway width category and 1 road of 7.00 m carriageway width category have been proposed under FDR technology.
- v) State has proposed 40 and 72 roads of previous batch in 3.75 m and 5.5 m carriageway width category respectively after converting from conventional method to FDR. It was observed that 34 roads shifted from batch-I are yet to be proposed for sanction. State informed that these are under STA scrutiny and will be submitted in a week's time.
- vi) Committee mentioned that the roads proposed under conventional method should not be included in 3-3.75 m category of upgradation, as it is difficult to construct them with quality.
- vii) State needs to provide a copy of SLSC approval, MP-I, MP-II and MP-III formats and consent letters of Hon'ble MPs on final proposal.
- viii) State needs to certify that the roads proposed in current batch are not PMGSY roads which are under their design life.

4. Length-wise details of proposal

- i) Candidate roads of all the proposed roads are of length 5 km or more.
- ii) It was observed that average candidate road length is 7.68 km and average proposed road length is 7.57 km.

5. Surface wise details of existing roads

It was observed that 2 roads have 25-50% of BT surface, 9 roads have 50-75% BT surface and 6 roads have 75-85% BT surface. These 17 roads need to be examined critically by the state to ensure that these roads are meeting the objectives of PMGSY-III. NRIDA should also examine them on GeoSadak and see if they are as per PMGSY-III guidelines.

6. Distribution of roads based on Traffic Category

The state has not conducted ATCC survey for the roads of T9 and above traffic category, which should be done before the EC meeting. The compliance of earlier batch should also be done.

7. Average cost trends

i) It was observed that average cost of roads in 3.75 m carriageway width category in the earlier batch was Rs. 62.70 lakh/km which has been increased to Rs. 75.04 lakh/ km in the current batch of proposals. The average cost of roads in 5.50 m carriageway width category in the earlier batch was Rs. 104.46 lakh/ km which has increased to Rs. 114 lakh/ km. There is substantial increase in the cost of roads in both the categories.

ii) NRIDA was asked to compare the district wise average total cost of this batch with the earlier batch, separately for roads under FDR and conventional methodology.

8. Trace Map Cut- Quality of Roads

Min. Trace Map Rank	Number of Proposals	%
1-15	208	46.95
16-50	164	37.02
51-100	47	10.61
>100	24	5.42
Total	443	

State was asked to re-check 71 roads with trace map rank 51 or more.

9. Planning Audit (Proposals)

i) Out of total 2520 proposals of the current batch and already sanctioned, only 2276 proposals have been uploaded on GeoSadak. 8 are pending at the level of SRRDA, rest are pending with the PIUs. State was asked to get all the proposals uploaded on GeoSadak.

ii) 54 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, the following observations were made:-

- a. A road in Kushinagar district (**T14-Badahara kurd to godariya chaf**) is shown to be with existing BT/CC as per OMMAS, however from the uploaded photographs, the road seems to be a kutchra road.
- b. The proposed alignment of a road in Amethi District (**T14-T-01 (KASIMPUR) TO JAIS VIA HATWA NAWAS**) is different from the candidate road.
- c. A road in Fatehpur district (**MRL16-B.B. Road Km 235 to Alampur Narhi**) proposed in T9 traffic volume category is not benefitting a major population.
- d. A road in Prayagraj district (**MRL07-ALD REWA RD KM -22 TO REHI**) is parallel to Other District Road (ODR) and not benefitting large population.
- e. A road in Sonbhadra district (**MRL51-Parsauna to Navatola Khadiya**) is a link road and serving very less population.

State was asked to re-check these roads and justify as to how they meet PMGSY-III objectives.

10. Proposal Checks

- i) It was observed that in 27 proposals, proposed length is more than the eligible length and the variation is more than 15%. Overall, 49.09 km extra road length has been proposed from the eligible road length. State was asked to ensure that road length with PCI>3 is not proposed under PMGSY as the same is not eligible.
- ii) 149 proposals have pucca drain length more than twice the length of CC. State was asked to submit the satellite maps of these proposals stating the exact position of the drains with justification. State was further asked to update the length of the pucca side drain in single unit i.e., in meter.
- iii) 94 such proposals have been identified which have PCI 2-3, but the cost/km is more than the state's average cost/ km. State needs to re-check these 94 roads and justify the same.

11. High Priority roads skipped in CUCPL

It was observed that 79 high priority roads have been skipped citing 'ownership with different department' as the reason. Committee however observed that these roads should not be skipped until these are being constructed by the owner department; otherwise, they can be included under PMGSY-III. State needs to provide road-wise justification with necessary documents.

12. Proposals with good existing surfaces

4 roads with good existing surfaces have been proposed for upgradation. It was mentioned that roads with PCI>3 are not eligible under PMGSY-III. State was asked to either drop these roads or give road-wise justification with geo-tagged videos and cost economy.

13. DPR Issues

- i) It was observed that, in some of the DPRs, black and white photographs are attached. State was asked to provide clear coloured photographs at 100 m interval of road for surface verification.
- ii) State has not yet done the third party traffic verification adopting ATCC for traffic considered more than 1 MSA. State needs to do the same on priority and attach the reports with the DPRs.
- iii) State should ensure that the design stage road safety audit has been done for all the proposed roads of length more than 5 km and attach the reports with the DPRs ensuring appropriate compliance to the recommendation made in the report.
- iv) In some of the DPRs, per km CBR value is not indicated. The same needs to be indicated by the state.
- v) In one of the pictures attached, it was observed that there is utility (electric pole) near the carriageway. State needs to ensure proper shifting of the utility so as to avoid any safety issue afterwards. This should be done using the state share under higher specification.
- vi) State has proposed 435 number of roads adopting FDR technology. State was asked to justify them in contrast with conventional methodology.
- vii) In case of DPRs adopting FDR technology for roads having design traffic T5 and less category and CBR 5-6%, the provision of pavement composition with stabilised sub-base, SAMI layer and 30 mm BC is on the higher side. State needs to re-examine the same. Further, for roads in T5 and less traffic category, surface dressing needs to be proposed instead of SAMI layer and 30 mm BC. In case they want to continue with their proposal, state was asked to give an undertaking, that they will bear the additional cost, if they opt for higher specifications as in the previous batch.
- viii) State was asked to include provision of T junctions in the DPRs with proper design and area calculation.
- ix) Existing/ proposed box culverts, slab culverts, causeways portion needs to be deducted in pavement quantity to avoid duplication of quantities. State needs to look into it.
- x) It was observed that, dismantling and spreading of flexible and gravel pavements for the entire length and width is added in all the DPRs of FDR technology. However, the provision of stabilised FDR base already includes reclaiming, pulverizing, milling and mixing. Hence, dismantling of existing pavement is not required where no widening is proposed. State needs to re-visit the same and correct the DPRs.

xi) In the conventional method, state has proposed OGPC+ Seal coat for the roads having traffic T5 and below. However, as per IRC:SP:72-2015, surface dressing is to be adopted for this traffic category and hence, state needs to replace it with surface dressing.

xii) In some of the DPRs, excessive number of guard stones is provided. Same should be rationalized.

xiii) State needs to 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) State was asked to provide locations of road safety measures and road furniture in road plan with proper justifications.

14. Maintenance

State has proposed 6th year Renewal cost of Rs. 554.64 crore which is 17.76 % of construction cost. The same should ideally be more than 18% of the construction cost.

15. R&D Proposals

State has proposed construction of 496 roads of 3,804.39 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*	1	5.70	99.47%
B	Other Main Streaming technologies			
1	Cement stabilization (FDR)	435	3311.60	
2	Surface dressing**	1	6.65	
3	Other technology	1	5.20	14.17%
C	IRC Accredited Technology			
3	Nano tech for stabilisation	57	463.24	
4	ANT Stabiliser for stabilisation	1	12.00	
5	Other technology			

i) State needs to propose more roads for construction using waste plastics. NRIDA advised state to use waste plastics in the construction of roads proposed with 30 mm BC.

ii) It was observed that the state wasn't supposed to propose roads under IRC Accredited technology as it is adopting FDR already. However, the same has been proposed. State needs to re-check the same on OMMAS.

iii) State has proposed only 1 road for construction using surface dressing. State was advised to construct 8 roads having traffic category of T4 & T5 with surface dressing.

16. Progress of PMGSY works

i) Out of the total works sanctioned under PMGSY-III, 1091 works remains un-awarded as on date. State needs to expedite the tender process of these works.

ii) Annual physical target of the state is 5000 km, out of which, only 450 km has been completed. State still needs to complete 2,952 km. State assured to complete the target by March 2022. State was asked to send the road-wise analysis of the balance works.

iii) Award analysis of PMGSY-III was discussed. The data of technical sanction of PMGSY-III was sought from the state, but the same wasn't provided by the state yet. State was asked to give the data in excel sheet with proper justification of accepting low bids. State assured to submit the same.

17. eMarg/ Geo-informatics

i) 11% of the packages are pending for MEE. RI has been missed in 57% of works in the month of November. State needs to monitor the e-Marg implementation seriously. A training on monitoring of E-Marg is scheduled by NRIDA on 14.12.2021 through VC. Senior management officials of State were asked to attend the same.

ii) 1182 replies are pending on geo-informatics for length error, 2114 for habitation error, 906 for length and habitation error and 547 for missing roads. State needs to look into it and submit the replies at the earliest.

18. Maintenance of roads under DLP

State has not yet informed state's updated data related to renewal length. State was asked to send the updated data at the earliest.

19. Complaints – Response awaited

i) Non Responsive of bid in Package no. UP07120 by M/s Raj Constructions, Kasganj – Shri M/s R. H. Constructions, Badaun, UP

- ii) Issue for incomplete of road at a crossing - Shri Rohan Patel (Prayagraj)
- iii) Corruption in tenders package nos. UP5073, UP5074, UP5075 & UP5076 - M/s. KK Construction, Mathura
- iv) For tendering - UP44/06R, UP44/07R, UP44/08R and UP44/09R - Shri Vivek Kumar, New Basti, Lakhimpur(UP)
- v) For cancellation of Pkg No. UP07117 (M/s. Prem Constructions, Sole Proprietor) - M/s Srikrishna and Company, Ghazaibad
- vi) Requesting Maintenance for Road BanthalaDikhaulimarg to BehtahazipurLoni (Package No. UP2861) - Shri HIMANSHU JOSHI, Loni.
- vii) Disqualification of Package no UP 63135 tender id 2021 uprrd 108237 bid no 462276- Shri Shri Sanjeev Chauhan, Shri Balaji Builders
- viii) Irregularities in tendering of PMGSY works in Muzzafarnagar, Saharanpur, Shamli and Meerut District -Shri Charan Singh
- ix) Irregularities in tendering - M/s. Gayatri Infrastructure & Developers
- x) Re. non-payment of maintenance work bills against package No. UP33148 from last 3-5 years - M/s. Ashirwad Travers, Hardoi, UP
- xi) 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
- xii) PMGSY के अन्तर्गत ग्राम-इटौरा, ब्लॉक-रतनपुरा, जिला-मऊ, में 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

20. Quality

- i) Out of 870 packages, labs have not been established in 26 packages. State needs to look into it.
- ii) State was asked to instruct PIUs to work out the number of tests required for each of the items as prescribed in book of specifications and in the quality assurance handbook and record this in quality control registers (QCRs) and ensure that the tests are conducted accordingly.
- iii) 11 works have not been inspected by SQMs. Out of these 11 works, payment on 4 works has already been done. State needs to look into it as to why the works are not getting inspected by SQMs.
- iv) In the last three years (November 2018- November 2021), 18.89% maintenance works, 3.45 % completed works and 2.43% ongoing works have been

graded as unsatisfactory in NQM inspections. The state needs to improve on maintenance of works. Currently, during the last one year, Unsatisfactory percentage is 6.45% for completed works which is a cause of concern.

v) ATRs of NQM inspections are pending for 13 ongoing works and 4 completed works.

21. Anomalies of SQM Inspections

i) Wrong description has been given on many Photographs (Package Number :- UP0196, UP0195, UP0197)

ii) For WBM G-II Grade, 90 mm Sieve is used as upper limit & material is retained on 63mm sieve which is against the MoRD specifications, 75 mm sieve should have been used for gradation of G-II instead of 90mm sieve where passing percentage is 100%. (Package Number :-UP03158, UP0415, UP0414)

iii) Images have not been uploaded in many packages, there is no proof of tests conducted at site (Package Number:- UP169, UP168, UP03169, UP03174)

iv) Volumetric analysis have been conducted using tin box (Package Number:- UP0286, UP0284, UP03178)

v) Wrong Engineering practice is used to check Super Elevation (Package Number:-UP0286, UP2387)

State needs to sensitize SQMs to reduce such anomalies.

22. Financial issues

(i) Balance sheet has not been received by the state. State informed that the reports are in the process of compilation and will be sent soon.

(ii) PMGSY financial reconciliation report submitted by the state had some inconsistencies. The same was sent to the state for compliance. State needs to look into it.

(iii) Interest recovery amounting of Rs. 15.28 Cr. has been pending from Bank for too long. State needs to expedite the process.

(iv) State budget reflected in PFMS TSRY-07 report is not in 60:40 ratio. State needs to sort this out.

v) SNA marking has not been done by the state yet. Almost 90% states have done and it is pre-requisite for fund release now. State needs to do it on priority and accomplish positively by 15th December.

vi) State share of Rs. 408.31 crore is pending to be released by the state. State should get it released at the earliest.

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.
