

**File No-P.17024/28/2021-RC (FMS-374991)**

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


Room No.464  
Krishi Bhavan, New Delhi  
Dated the 19<sup>th</sup> March, 2021

**MINUTES**

**Subject: Meeting of Pre-Empowered Committee to discuss the project proposals of State of Uttarakhand for Left out Bridges and Stage-II road works under Pradhan Mantri Gram Sadak Yojana (PMGSY-I) – Minutes thereon.**

The undersigned is directed to enclose herewith the Minutes of the Pre-Empowered Committee held on **12<sup>th</sup> March, 2021 at 3:00 PM** under the Chairmanship of Joint Secretary (RC) **(through Video Conferencing)** to discuss the project proposals submitted by the State of Uttarakhand for Left out Bridges and Stage-II works under PMGSY-I.

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



(Devinder Kumar)  
Director (RC)  
Tel. No.011-23070129

**Distribution:**

1. The Additional Chief Secretary, Rural Development Department, Government of Uttarakhand, Dehradun.
2. The Chief Executive Officer, Uttarakhand Rural Roads Development Agency, 1<sup>st</sup> Floor, Directorate of Panchayati Raj, Opp. IT Park, Sahastradhara Road, Dehradun-248013.
3. Engineer, Rural Development Department, Government of Uttarakhand, Dehradun  
All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5<sup>th</sup> Floor, Bhikaji Cama Place, New Delhi-110066.

**Copy for information to:-**

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

**Minutes of the Meeting of Pre- Empowered Committee held on 12th March, 2021 for consideration of proposals of State of Uttarakhand for Stage-II road works and bridges under PMGSY-I, Batch-I 2020-21**

A meeting of the Pre-Empowered Committee was held on 12.03.2021 at 3:00 PM through VC under the chairmanship of Joint Secretary (RC), DG NRIDA to consider the proposals of State of Uttarakhand for Stage-II road works and left out bridges for PMGSY-I, Batch-I 2020-21.

The following officials were present in the meeting: -

<b>Government of India representatives</b>	
Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG (NRIDA)
Shri Devinder Kumar	Director (RC)
Shri BC Pradhan	Director , (Technical) NRIDA
Shri Pradeep Agrawal	Director (Projects-I), NRIDA
Dr. IK Pateriya	Director (Projects-II/ III), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
<b>State Government representatives</b>	
Shri Uday Raj Singh	CEO, URRDA
Shri KP Upreti	Chief Engineer, URRDA
Shri JS Tomar	FC, URRDA
Shri SK Pathak	SE and SQC, URRDA
Shri MK Mittal	SE, URRDA

2. The details of the proposal of the State Govt. under PMGSY-I, Batch-I of 2020-21 are as under: -

<b>As per State letter dated 29.01.2021</b>					<b>As per OMMAS as on 11.03.2021</b>			
<b>Item</b>	<b>No of Roads</b>	<b>Length (in km)</b>	<b>Cost (Rs in Crores)</b>	<b>Avg. Cost/km (Lakhs)</b>	<b>No of Roads</b>	<b>Length (in km)</b>	<b>Cost (Rs in Crores)</b>	<b>Avg. Cost/km (Lakhs)</b>
Roads Stage-II	131	1138.596 km	645.11	56.66	133**	1156.765 km	630.94*	54.54
Bridges	150	-	431.47	-	143**	5278 m	445.17	8.43
Total	131roads + 150 Bridges	1138.596 km roads	1076.58		133 roads + 143 Bridges	1156.765 km roads + 5278 m LSB	1076.11	

\*MoRD Share: Rs. 960.81 Crores                      State Share: Rs. 115.30 Crores

\*\* 03 Roads and 143 LSBs are yet to be scrutinised by STA .

### 3. Traffic wise details of road

(i) In 3.00 m carriageway width, 119 roads of length 991.14 km are in T4 & T5 category with average cost Rs 54.73 lakh/km (average pavement cost Rs. 34.35 lakh/Km).

(ii) In 3.75 m carriageway width, 14 roads of length 165.63 km are in T4 & T5 category with average cost Rs 53.31 lakh/Km (average pavement cost Rs.40.41 lakh/Km).

Non pavement cost is very high (20 lakh/km) for 3.0 m carriageway, compared to only 13 lakh/km for 3.75 m wide roads.

*There is difference of almost 6.00 lakhs in average pavement cost of 3 m carriage width and 3.75 m width carriageway width. State should clarify why pavement cost of lower carriage way width is more than higher carriage width for same category of traffic.*

### 4. DPR and other issues

- ii. It has been clarified by CEO, UKRRDA that as on date there are no forest clearance issues involved in these roads and bridges proposals.
- iii. State has intimated that total nos of LSBs are 151. Out of 151, 144 are of PMGSY-I & 07 are of PMGSY-II. JS (RC) directed to upload photographs of all bridge sites on OMMAS. Why are the bridges being undertaken, the justification of the same in terms of objective parameters should be provided bridge wise, as per PMGSY guidelines.
- iv. STA has scrutinized 130 bridges and for few bridges, NRIDA has raised observation. State should also carry out scrutiny of PTA for all roads and bridges before the EC meeting.
- v. State has projected all bridges as composite bridges. In justification, state has informed that for Uttarakhand, cost of composite bridges are approximately 15% cheaper than Bailey bridges due to transportation charges. State should forward the cost comparison of both types of bridges, which should be examined by NRIDA.
- vi. Average cost trend of roads in this Pre EC is Rs 54.54 lakh/km which is much higher than the cost of Batch-II (Rs.46.11 lakh/km) sanctioned in 2018-19 (18% increase). Detailed justification is required from the state. Similarly, cost of bridges is Rs 8.43 lakh/m compared to Rs. 6.38 lakh/m in 2018-19 (32% increase). Reasons for this increase needs to be given.
- vii. Design of superstructure of bridges have not been attached in any DPR by the State though drawing of each bridge duly vetted by NIT, Kurukshetra/IIT, Mumbai has been attached with DPRs. State is adopting superstructure design of one span for all the bridges of same span in different locations of the State. They are adopting steel plate girder with RCC slab. State has assured to attach design of superstructure as vetted by NIT/IIT with all DPRs before EC meeting.

- viii. All types of spherical bearings (Fixed, free and guide) have been provided. These bearing are preferred for bridges with heavy vertical load, large turning angles, wide and curved bridges, bridges with high torsions, bridges located in low temperatures region lower than -30 °C, etc. The proposed bridges are not very wide bridges (single lane or intermediate lane). According to the State Govt, they have proposed Elastomeric bearing for bridges up to 24m span, POT PTFE bearing up to 54m span and spherical bearings for more than 54m span. Cost of spherical bearings is slightly higher than other bearings but life span is five times more than other bearings. JS (RC) urged the State Govt to provide cost differentials along with prescribed life span for all the bearings before EC meeting. NRIDA should examine and recommend best suited bearings depending on life cycle cost.
- ix. State has assured to correct proposed consultancy charges for DPR preparation after taking into account quality and improvement in DPR as desired by NRIDA.
- x. State has made requisite provision of load test in every DPR before opening of bridges to traffic as per IRC code. JS (RC) directed that this provision should be there in the bidding document and should be a zero cost item in the DPR.
- xi. As desired by NRIDA State has redesigned one major bridge of 100 meter over Mandakini river into two lane-70R loading keeping in view of future development and importance of the route. The extra cost be loaded in higher specification.
- xii. In some districts, average cost of roads has not increased much compared to the previous sanctions under PMGSY, while in some districts increase is more than 20%, which needs to be examined. District wise justification needs to be given for increase in cost.

## 5. Maintenance

The State has proposed a maintenance cost of Rs. 65.76 crore which is 10.43% of construction cost for Roads (Stage-II). State should include 5-year maintenance cost also in DPR as per norms.

## 6. e-Marg

Out of 3800 total workable packages, 72% packages have been locked, 85% contractors have been registered so far and payment using e-marg has been done only in 28% packages. State is 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. Progress on e- Marg is quite unsatisfactory as compared to other states and state should obtain substantial improvement soon.

## 7. R&D Technology

State was advised by Pre - Empowered Committee to consider road length of adequate quantity against minimum requirement of 10% using main stream technology. State should consider cold mix technology, waste plastic etc. State may also explore to use

cell filled concrete, panelled cement concrete, CC blocks, white toppings etc and it should be strictly as per the requirement of site location. State has also been advised to propose adequate length at least 5% using IRC Accredited Technologies/Materials as per guidelines. Also, cost comparison of conventional design and new technology needs to be provided. The State was further asked to ensure the following: -

- i. State must sign MoU with Technology Provider and NRIDA before physically starting the work for Performance Evaluation in all these cases.
- ii. State needs to provide performance evaluation reports of earlier sanctioned works and the roads have been completed. No interim reports have been received so far.

#### 8. Progress of PMGSY works

##### TYPE OF WORK-ROADS

S.No	SCHEME	SANCTIONED		COMPLETED		BALANCE		UNAWARDED	
		Nos.	LENGTH (Km)	Nos.	LENGTH (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
1	PMGSY I	2,172	18,248.773	1,427	15,106.625	745	2,985.786	10	55.30
2	PMGSY II	112	905.830	6	489.735	106	415.805	-	-
	Total:	2,284	19,154.603	1,433	15,596.36	851	3,401.591	10*	55.30

##### TYPE OF WORK-LSBs

S.No	SCHEME	SANCTION (Nos.)	COMPLETED (Nos.)	Balance (Nos.)	Unaward (Nos.)
1	PMGSY I	218	90	128	2*
2	PMGSY II	-	-	-	-
	Total:	218	90	128	2

\* State has assured to furnish dropping proposals for 10 roads and 2 bridges which are unawarded.

#### 9. Maintenance of roads under DLP

SRRDA has utilized Rs. 61.89 crore against its maintenance liability of last 5 years of Rs. 178.97 crore which comes around 34.58%, whereas 111.96 crore has been credited in the SRRDA account in the same period. During 2020-21, against the liability of Rs. 63.43 crore, Rs. 9.75 crore has been released and Rs 8.96 crore has been spent. Average expenditure on maintenance of roads under DLP is only 34.58% of the total requirement

which is much less than the requirement. It has been communicated vide Ministry's letter dt 12 January, 2021 that for fund release only such proposals which are compliant to para 19.3 (vi) of the programme guidelines shall be considered for release of the 2nd instalment of programme funds from 2021-22. Therefore, state should timely release and spend funds for maintenance of roads.

#### 10. Quality

- i. Out of 806 ongoing packages, lab has not been established for 81 packages. Photographs of the labs are to be uploaded even if these are mobile labs. Further, 118 works have not been inspected by SQM even once, out of these 55 works are more than 12 months old.
- ii. State has 42 active SQMs against the total requirement of 84. State should empanel more number of SQMs or go for hiring of SQMs so that more number of works can be inspected. Even this 42 SQMs can complete all pending inspections within a month if they inspect 4-5 packages in a month.
- iii. 3 ATRs of NQM observations in respect of completed works and 46 ATRs of ongoing works are pending with the State. Unsatisfactory grading is 9.38% for completed works, 12.44 % for ongoing works and 42.59% for maintenance works.
- iv. Various anomalies in respect of SQM inspection have been seen which area as follows:
  - a. Super elevation has been calculated from the random point of the carriageway, not on the curve and from edge of the carriageway. This Type of super-elevation calculation has been followed by many SQMs.
  - b. Thickness of PMC has been calculated in a wrong way, Poor and Casual way of inspection followed.
  - c. Vegetation is seen on the WBM surface on carriageway, surface has not been properly compacted, satisfactory grading reported by the SQMs on a stage-II road.
  - d. Gradation and thickness test for the layers of road has not been conducted by the SQM, in Chamoli district, sample reports verified at NRIDA.
  - e. Surface is fully disturbed for a completed road. Potholes can be seen on the right edge carriageway and given "Satisfactory".
  - f. Condition of culvert is very poor. Walls of box culverts are in poor condition and eroded, given satisfactory by SQM.

#### 11. Financial Issues

- i. Financial closure of 44 physically completed work are pending with the State for more than six months. The State was asked to take immediate action and expedite pending financial closure of completed works.
- ii. State has an unspent balance of Rs 620.84 crore and utilization percentage is only 63%. State is yet to release Central share of Rs.239.61 crore and State share of Rs.64.03 crore in current financial year.
- iii. State did not furnish Bank Interest verification report from FY 2010-11 to 2017-18 till date in spite of repeated reminders.

- iv. State is yet to transfer expenditure incurred from incentive money to new heads.
- v. State also did not furnish bank reconciliation statement, banker's certificate and management letter for all the three funds i.e. Programme Fund, Admin Fund and Maintenance Fund.

12. The State was asked to furnish the compliance report on the observations of the Pre-Empowered Committee urgently so that the proposal could be placed before the Empowered Committee at the earliest possible. It is pertinent to mention that the quality of proposals needs much improvement before the EC is done.

Meeting ended with Vote of Thanks to and from the chair.

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