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भारत सरकार

Joint Secretary  
Ministry of Rural Development  
Government of India

DO No. NRRDA-P011 (11)/2/2021-Dir (Tech)/761

Dated: May 18, 2021

**Sub:** Common deficiencies in DPRs under PMGSY-III proposals to be discussed in Pre-DPR preparation meeting with the SRRDA/PIUs/Consultants-regarding.

**Dear Madam/Sir,**

I am happy to inform that, till date 16 State Governments have got their sanction of proposals under PMGSY-III with a length of 62690 km and rest of the States are in the advanced Stage of preparation of DPRs and submission of their proposals for sanction. The sample DPRs against these proposals considered for sanction were further scrutinized at NRIDA and the observations found during the scrutiny have been communicated to the concerned STAs by Director (Technical) very recently. It is noticed that in spite of repeated instructions and deliberations with the SRRDAs, there are still some deficiencies that exist in the DPRs scrutinized at the level of STAs. Some of such deficiencies are listed below.

1. Transect walk photographs, transect walk summary are not found attached to the DPRs which is mandatory as per Para 7.5 of PMGSY guidelines.
2. The test results indicating LL, PI, MDD, OMC and CBR for GSB materials, carted soil and shoulder materials have not been found attached to the DPRs.
3. An Independent 3rd Party Traffic survey using ATCC and an Axle load survey are mandatory for the roads proposed with more than 1 MSA projected traffic as per Ministry's letter dated 24.12.2020. States are proposing a substantial number of roads with projected traffic of more than 1 MSA and proper 3rd party traffic verification reports using ATCC and Axle load survey details with comparison analysis of traffic data provided in the DPRs and outcome of 3rd party traffic verification is not found attached to the DPRs.
4. Quantity obtained from earth work in cutting needs to be reused in earthwork for filling and equal earthwork quantity need to be deducted from earthwork obtained from borrow pit. The same is missing in the DPRs.
5. PMGSY-III is mainly for the up-gradation of existing BT roads and the existing crust details needs to be provided in the DPRs and due credit should be given for the existing pavement layers after proper evaluation of existing pavement compositions while designing the pavement. IRC: SP: 72:2015 specifies the overlay thickness to be provided for up-gradation/strengthening of existing roads under clause 2.2.3 based on projected traffic. The credit given for existing pavement layers in certain cases is also very meager, which inflates the cost of

construction. In certain cases, the entire pavement is proposed for removal and provisions made for construction from the sub-grade level as in the case of new construction, which is not acceptable.

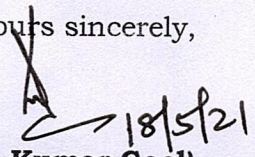
6. Existing/proposed box culverts, slab culverts, causeways, bridge portion needs to be deducted in pavement quantity to avoid duplication of quantities, which is not being evaluated.
7. The majority of the roads proposed with 5.50 m carriageway width without considering the traffic capacity i.e. PCU/day and in some cases existing earthen track is being proposed for 5.50 m carriageway width.
8. As per IRC: SP: 72:2015, Bituminous Macadam (BM) layer is required only for traffic more than 1.5 MSA. But in some DPRs, the BM layer is being proposed for traffic lesser than the threshold also.
9. Most of the existing Cross Drainage structures are being proposed for replacement with new CDs or the existing Hume Pipes Culverts are proposed for reconstruction with RCC slab culverts without studying their existing condition, catchment area details. The majority of the CDs seem to be in good condition which can be retained with minor repairs/regular maintenance. Detailed justifications have not been provided in the DPRs for such replacements.
10. Protection work should be proposed with proper justification of the requirement i.e. with colour photographs, L & X section drawings. Apart from RCC protection work, other technologies such as Gabion wall, RR masonry, etc. should also be explored so as to economize the project cost wherever possible.
11. An independent Roads Safety Audit (RSA) is to be carried out during the design stage of the roads should be enclosed as a part of the DPR. Road Safety Audit is a mandatory requirement while preparing the DPR and it shall be audited by a certified road safety auditor. However, the RSA has not been conducted and without the RSA report, the proposals are being submitted to the Ministry for approval.
12. Road furniture items should be proposed as per the RSA report and locations of road safety measures & road furniture needs to be provided in road plan with proper justifications in the DPR.
13. The R&D technologies are being proposed without proper investigation and justification on the choice of technologies and location proposed. In certain cases, stabilization of sub-grade has been proposed for the CBR of more than 5%. R&D technology should be proposed only after proper investigation and comparative analysis with other suitable technologies.
14. Joint Inspection report of bridge sites conducted by Superintending Engineer & STA or Chief Engineer & Superintending Engineer has not been attached to the DPRs. Some of the bridge proposals have been scrutinized without such joint inspections.

15. Proforma C is not properly filled by the PIUs providing all the requisite details in the format.

The STAs are requested to discuss these common observations in the Pre DPR meeting with the SRRDA/PIUs/Consultants. This meeting should mandatorily take place with the participation of all, including CEO, E-in-C/ Chief Engineer of SRRDA, and all the PIUs, including DPR/ bridge consultants. STAs have to ensure that all the DPRs are scrutinized in accordance with the prescribed guidelines, IRC Codes and Operations Manual. This will help in improving the quality of proposals so as to issue sanction the proposals of the States expeditiously. I solicit your continued cooperation in this regard.

*With regards,*

Yours sincerely,

  
(Dr. Ashish Kumar Goel)

To,

All Coordinators, State Technical Agencies (STAs) of all the States.

Copy to: All Coordinators of PTA for information and necessary action.

Copy to: The Chief Executive Officers / Engineer-in-Chief/ Chief Engineers of all the SRRDAs with a request to issue necessary direction to PIUs and DPR consultants in this regard and to ensure that the DPRs have been properly scrutinized at circle level before sending them to STAs / PTAs for scrutiny.