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# Road Connectivity Project for Left Wing Extremism Affected Areas

14.07.2018

# Introduction

The roads under the areas affected by Left Wing Extremism (RCP LWE) are to be upgraded/ constructed to provide connectivity in affected areas.

States identified under LWE affected areas.

Andhra Pradesh, Bihar, Chhatisgarh, Jharkhand, Maharashtra, Odisha, Telengana, Madhya Pradesh, & Uttar Pradesh

44 districts of 9 states

# Introduction (contd...)

## LWE affected Districts in Road Connectivity Projects for Bihar

1. Aurangabad
  2. Gaya
  3. Jamui
  4. Nawada
  5. Banka
  6. Muzaffarpur
- Total Length identified – 1052.27 km
  - Total nos of Road – 60
  - Tentative cost – 2868.97 Cr.

# Introduction (contd...)

## Salient Features:-

1. Cabinet, Govt. has approved “Road Connectivity Project for Left Wing Extremism (LWE) Affected Areas” as a separate vertical under PMGSY.
2. Ministry of Rural Development (MoRD) is the implementing agency.
3. Road Construction Department, Govt. of Bihar has been identified as the Nodal Department for execution of the Project. vide letter no. 988 dt. 07.02.17 Home Department, GOI.

# Introduction (contd...)

## Salient Features:-

- The duration of implementation of project would be four years from 2016-17 to 2019-20.
- Up gradation of the existing Major District Roads (MDRs) have been taken up under the scheme as a special dispensation.
- The National Highways & State Highways have been excluded from this project.
- The fund sharing pattern of LWE Road Project will be same as that of PMGSY i.e in the ratio of 60:40 between the Centre & State (Bihar).

# Introduction (contd...)

## Span of Bridges

- Bridges with span up to 100 meters would be considered for sanction in the LWE areas.
- In cases where the length of the bridges is more than 100 meter the additional cost over and above the cost than permitted under the project will be borne by the State.

# Introduction (contd...)

## Carriage way width

- The carriage way width of the roads to be taken up would be generally as 3.50 meter.
- In exceptional cases, a carriage way width of 5.50 meter would be permitted after adequate consideration by the Inter Ministerial Empowered Committee (IMEC).
- In cases where the width of the carriage way of the proposed road is more than 5.5 meter , the additional cost, over and above the cost, than permitted under the project will be borne by the State.

# Introduction (contd...)

## Cost Escalation for RCP LWEA

- Any escalation in costs due to time overrun, arbitration or judicial awards and in such cases where the actual value of tenders approved is above the estimate cleared by Inter Ministerial Empowered Committee (IMEC) at the time of plan/ project clearance, will be borne by the State Govt.
- In only such cases where the escalation of cost is due to delay which is caused/ because of LWE related damages to the ongoing construction, a decision to bear the excess cost, on a case to case basis, will be taken by the Inter Ministerial Empowered Committee (IMEC) and wherever found appropriate, Govt. of India will bear the



# Introduction (contd...)

## Award on basis of Nomination

- Works where successive tenders (at least two) do not elicit any response, in such cases, the States will be allowed to award the tenders on a nomination basis similar to the special dispensation already given of LWE Sates under regular PMGSY. Adequate safeguards to prevent any possibility of misuse of this dispensation would be provided, by Ministry of Rural Development.

## Administrative Expenses

- The administrative fund would be limited to 5% of the value of the Project.

# Introduction (contd...)

## Compensatory charges

- Compensatory charges required to be paid to the other Ministries/ Departments including Ministry of Environment and Forest will be factored in by the States concerned at the time of preparation of Detailed Project Report (DPR). The payment of such compensatory charges would be borne by the respective State Govt.

## Damage to Ongoing Project

- In case of damage to under construction roads/ bridges/ CD works due to LWE schemes, the Inter Ministerial Empowered Committee (IMEC) would consider the instances on a case to case basis and wherever found appropriate, Govt. of India will bear this cost.

# Introduction (contd...)

## Agency charges

- No Agency charges will be admissible for road works taken up under the Programme. In case Executing Agencies levy charges in any form, such as Centage charges etc, it would have to be borne by the State Govt.

## Procedure for Release of Funds to the State Lever Agency

- Fifty percent of the cost of cleared projects under RCP LWE would be released to the State Nodal Department, through the State Consolidated Fund, as first installment, immediately after the clearance of the project.
- Second installment would be released subject to utilization of the 60% of the available funds.

# Selection of Roads & Bridges

- Roads and Bridge list obtained from district level committee (DM, SP, DFO, EE RCD & EE RWD) send to Ministry of Home Affairs, GoI after classification / categorisation under set parameters of MHA by Home Dept, GoB.
- MHA approve the list and send it to implementing agency (MoRD).
- Nodal Dept prepares DPR

# Preparation of DPR

- DPR prepared under Guidelines of PMGSY.
- Analysis of Rates based on MoRD Data Book
- Contractor Profit and Over Head is taken 12.5% in case of road
- Contractor Profit 10% and Over Head 10% in case of Bridge
- In Our case Bituminous Items Rate Analysis based on MoRT&H Data Book but CP & OH is 12.5%

# Chapters of DPR

- 1. Introduction
- 2. Planning and Basic Design Consideration
- 3. Topographic Survey.
- 4. Soil and Materials Survey
- 5. Traffic Survey
- 6. Hydrological Survey
- 7. Geometric Design Standards
- 8. Alignment Design
- 9. Pavement Design
- 10. Design of Cross Drainage

# Chapters of DPR

- 11. Protective Works & Drainage
- 12. Land Acquisition
- 13. Utility shifting/relocation
- 14. Road Safety and Traffic Management
- 15. Specification
- 16. Environmental Issues
- 17. Analysis of Rates
- 18. Cost Estimate
- 19. Construction Program

# Performa

- Proforma B Package Summary
- Proforma C Check List for PIU & STA
- Format F1 Package-wise Summary Sheet
- Format F2A Roads proposed in PMGSY for Rural Connectivity
- Format F2B Pavement Layers
- Format F3 Typical Cross Section of Existing Pavement
- Format F4 Typical proposed cross section in Straight Section – Flexible Pavement
- Format F5 Summary: Cost Estimate



# Performa Contd..

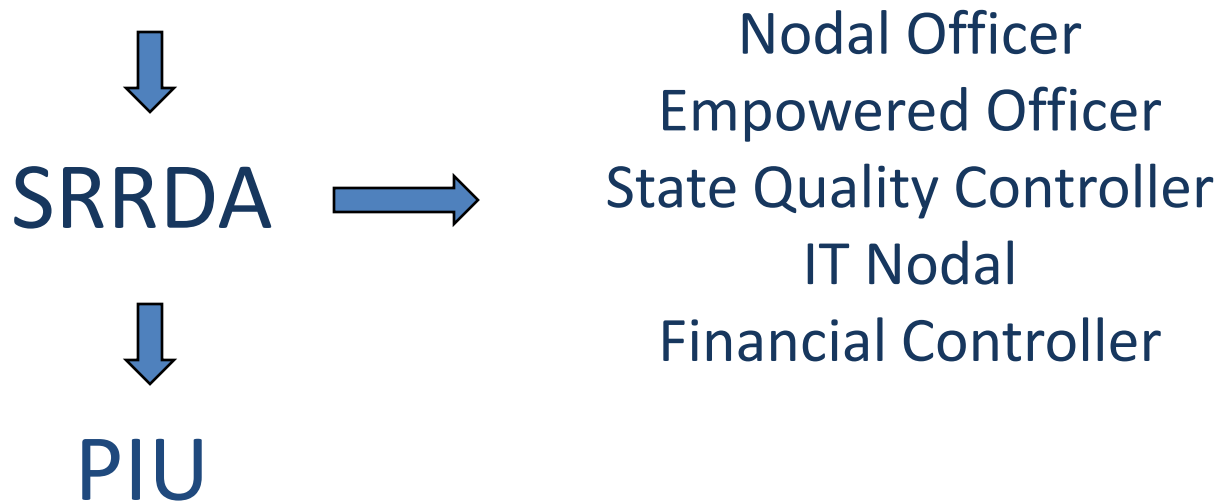
- Format F6 Cost estimate for Road Construction Works – Pavement Works
- Format F7 Cost estimate for Cross Drainage Works – Slab Culvert
- Format F8 Rate of Materials supplied at site – Rate Analysis
- Format F9A Certificate of Ground Verification from Executive Engineer / Head of PIU
- Format F9B List of DPRs verified on Ground
  
- Environmental Checklist
- Checklist for community consultation on engineering

# List of Figures & Annexure

- Figure-1 Road Map of India and state
- Figure-2 District Map
- Figure-3 Block Maps showing all existing connectivity like District/block HQ, new townships, National and State highway network, mandis, hospitals, colleges, schools etc.
- Figure-4 Strip plan showing land and alignment details
- Figure -5 Quarry Map
- Annexure-1 Details of soil tests (Section 4.2)
- Annexure-2 Detailed hydraulic calculation of all replaced and proposed new culverts (Section 6.7)
- Annexure-3 Chainages-wise Cut/fill volume
- Annexure-4 Transect walk report

# Structure for RCPLWEA

- National Rural Road Development Agency(NRRDA now NRIDA), MoRD, GoI



# OMMAS



**PRADHAN MANTRI  
GRAM SADAK YOJANA**

**Online Management, Monitoring  
and Accounting System (OMMAS) 2.0**

# DPR Entry in OMMAS

- Core Network
- District Rural Roads Plan (DRRP)
- Proposal
- Mapping of Habitation
- CBR
- Geo Tag Photographs
- Performa C
- PIU enters all these in OMMAS and send it to State Technical Agency for checking.
- STA finalize it with comments and send it to NRRDA
- Sample DPRs checked by NRRDA
- IMEC approve and sanction .
- Fund released by MoRD

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# Tendering

- e – Procurement through NIC Portal
- Standard Bidding Document of PMGSY 2015
- <http://www.pmgstenders.gov.in>
- <http://www.pmgstendersbih.gov.in>
- Completion Period up to 18 months for roads and up to 24 months for bridges.

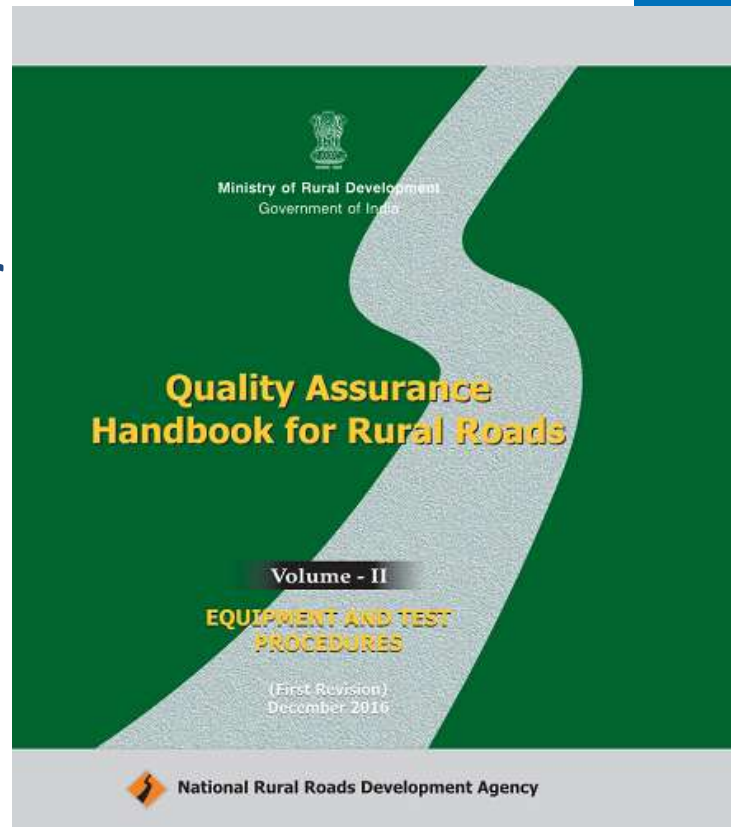
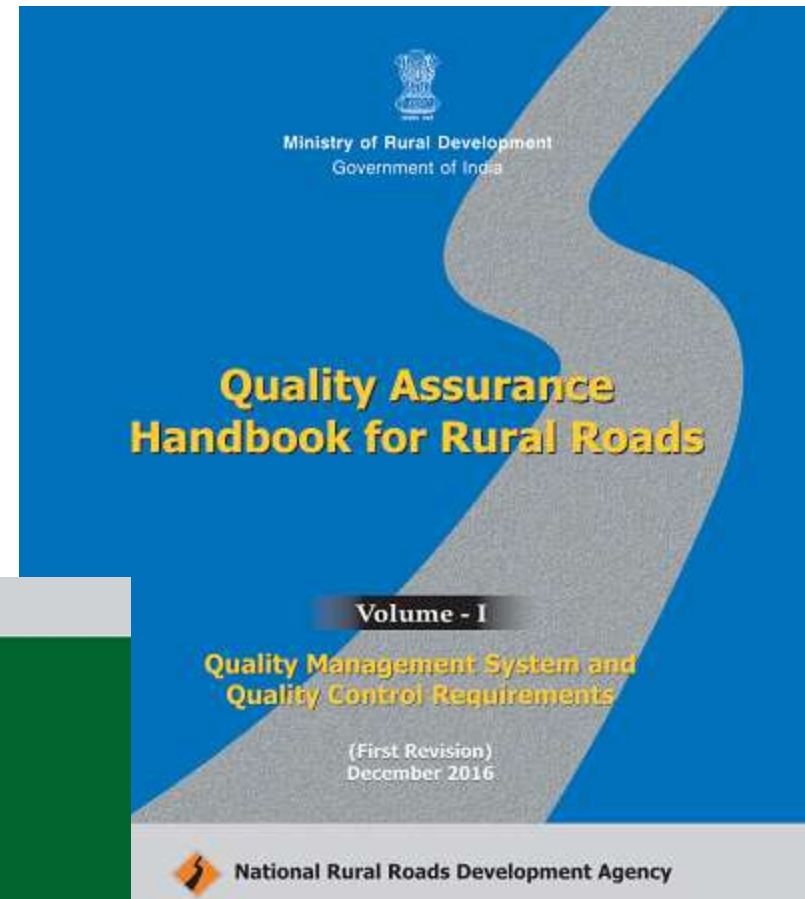
# Funds and Payments

- Programme Fund
- Administrative Fund
- Maintenance Fund
  
- Single Account system operating through Empowered Officer
- All payments made through R & P module of OMMAS



# Quality Assurance

- Three Tier
- NQM
- SQM
- PIU & Contractor



# Progress

<b>Sl. No.</b>	<b>Particular</b>	<b>Sanctioned Packages</b>	<b>Tender Invited</b>	<b>Total no. of tender invited (including split of package)</b>	<b>Tech Evaluation</b>	<b>Award</b>
1	Road	52	51	56	04	0
2	Bridge	01	01	01	00	00
	<b>TOTAL</b>	<b>53</b>	<b>52</b>	<b>57</b>	<b>4</b>	<b>0</b>

# Progress

## Pradhan Mantri Gram Sadak Yojana

Annex  
ure :  
4.4

### BRIEF FOR THE EMPOWERED COMMITTEE

Sr.No.	District	No of Works	Road Length (Kms) / Bridge Length (Mtrs)	MoRD Cost (Rs Lacs)	State Cost (Rs Lacs)	Total Cost (Rs Lacs)	Maint. Cost (Rs Lacs)
1	2	3	4	5	6	7	8
<b>Road Proposals</b>							
1	Aurangabad	4	54.035	3,324.78	2,248.01	5,572.79	545.30
2	Banka	2	20.635	1,280.82	1,329.40	2,610.22	212.00
3	Gaya	4	57.353	2,602.56	1,762.54	4,365.10	565.27
4	Jamui	1	20.000	1,631.08	1,455.61	3,086.69	145.49
5	Muzaffarpur	2	31.875	1,848.97	2,602.23	4,451.20	261.86
	<b>Roads Total</b>	<b>13</b>	<b>183.898</b>	<b>10,688.21</b>	<b>9,397.79</b>	<b>20,086.00</b>	<b>1,729.91</b>
<b>Long Span Bridge Proposals</b>							
1	Aurangabad	7	410.240	658.21	1,557.97	2,216.18	26.82
2	Banka	15	935.600	1,966.05	2,395.16	4,361.21	876.02
3	Gaya	3	512.000	543.65	1,120.43	1,664.08	24.09
4	Muzaffarpur	15	871.940	3,172.46	3,388.72	6,561.18	53.65
	<b>Bridges Total</b>	<b>40</b>	<b>2,729.780</b>	<b>6,340.38</b>	<b>8,462.27</b>	<b>14,802.65</b>	<b>980.57</b>
	<b>Grand Total</b>	<b>53</b>	<b>Total Road Length:183.898 Kms Total LSB Length:2729.780 Mtrs</b>	<b>17,028.59</b>	<b>17,860.06</b>	<b>34,888.65</b>	<b>2,710.49</b>

# Progress

वामपंथ उग्रवाद प्रभावित क्षेत्रों के लिए सड़क सम्पर्क योजना से संबंधित प्रस्ताव ।

क्र० सं०	जिला	पथों की संख्या	पुल/पुलिया की संख्या	कुल लम्बाई (कि०मी० में)	लागत (करोड़ रुपये में)	प्रसंग तथा अभियुक्ति
1	2	3	4	5	6	7
1	कैमूर	10	128 पुलिया	112.00	73.00	जिला पदाधिकारी का पत्रांक- 581, दिनांक-21.05.2018 साथ ही वनक्षेत्र की 39.60 हेक्टर भूमि का उपयोग किया जाएगा।
2	रोहतास	32	3 पुल एवं 75 पुलिया	159.85	255.44	जिला पदाधिकारी का पत्रांक- 301, दिनांक-21.05.2018
3	भोजपुर	2	1 पुल एवं 69 पुलिया	33.50	35.00	जिला पदाधिकारी का पत्रांक- 914, दिनांक-28.05.2018
4	अरवल	1	1 पुल एवं 90 पुलिया	22.60	80.00	जिला पदाधिकारी का पत्रांक-33, दिनांक-25.05.2018
5	जमुई	11	अप्राप्त	286.00	572.00	जिला पदाधिकारी का पत्रांक- 640, दिनांक-28.04.2018
6	नवादा	31	9 पुल	294.10	636.48	जिला पदाधिकारी का पत्रांक- 1448, दिनांक- 13.06.2018
7	जहानाबाद	48	23 पुल	106.64	253.45	जिला पदाधिकारी जहानाबाद का पत्रांक- 447 / यो० दिनांक-
कुल योग		135.00	37 पुल एवं 362 पुलिया	1014.69	1905.37	

**THANK YOU**