

17th TECHNICAL COMMITTEE MEETING

17th Technical Committee meeting and for the scrutiny and appraisal of the project reports prepared by the consultant and PMU.

Meeting No. 17

Date – 10th May 2021, 10.30 am

Venue: Online (Google meet)

AGENDA

1. Scrutiny and Appraisal of Project Reports prepared by PMU and Consultants

PRESENT

S. No	Name	Designation and Office Address	Signature
1	Sri Johnson	Chief Engineer, LSGD	
2	Dr. B.G.Sreedevi	Former Director, NATPAC	
3	Dr Neethu Roy	Professor, Mar Baselios College of Engineering and Technology	
4	Dr. Vishnu R	Assistant Professor, NIT, Waranagal	
5	Sri Vishnukumar G	Project Director, PMU RKI LSGD	
6	Sri Sajish R	Executive Engineer, PIU RKI LSGD	
7	Sri Shiju Chandran	Assistant Executive Engineer, PMU RKI LSGD	
8	Shainy N	Assistant Executive Engineer, PMU RKI LSGD	
9	Sathyanath B	Assistant Executive Engineer, PMU RKI LSGD	
10	Jiju V	Assistant Engineer, PMU RKI LSGD	
11	Binod S	Assistant Engineer, PMU RKI LSGD	
12	Jithu Raj	Assistant Engineer, PMU RKI LSGD	
13	Binil Gopinath	Assistant Engineer, PMU RKI LSGD	
14	Sharavaneswar	Assistant Executive Engineer, PMU RKI LSGD	

15	Rasheed	Assistant Engineer, PMU RKI LSGD
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Sl.No.	Description	Action
1.1	The Chief Engineer, LSGD informed that the proposed meeting is for Scrutiny and approval of project reports (47 nos) prepared by PMU	
DISCUSSIONS		
2.1	PD, PMU and the Engineers of PMU RKI LSGD explained the Nature of work, components of work included in the estimate. The details of the work proposed is listed in the table below	

Sl No	Name of Work	Features of Road		
DPR Presentation by Consultants				
		Length of Road (in kms)	1.498km	
		Reconstruction or Rehabilitation Suggested	Rehabilitation	
		Nature of Pavement Suggested	Rigid	
	(V1-I-01) Anachal Thokkupara Acherikunnu Asramam Road	0+240km to 0+705km	100mm PMC M30 grade	
		0+00 to 0+240km and 0+705km to 1+530km	100mm PCC M30+150mm CTSB+300mm cement stabilised subgrade.	
		Additional Features or Structures provided	Proposed box culvert @ 0+195, 0+501, 0+935	
		Total Cost (in lakhs)	240	
		Per km Cost of Pavement (in lakhs)	160.30	
			Length of Road (in kms)	0.637km
			Reconstruction or Rehabilitation Suggested	Reconstruction
			Nature of Pavement Suggested	Rigid
	(V1-I-03) Kallarkutti Naikunnam road.	Additional Features or Structures provided	Reconstruction of existing slab culvert @ 0+374, @0+482 Existing culvert retained	
		Total Cost (in lakhs)	96	

Per km Cost of Pavement (in lakhs)	151.30
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Technical committee suggested that instead of giving 150mm PQC of M30 grade better to adopt 100mm thick short panel concrete as traffic is less and also feasibility of adopting white topping also may consider. This DPR will consider for next technical committee.

(V1-I-05) Padicup - Plakkayam Kuttamudi tribal Colony road	Length of Road (in kms)	4.331
	Reconstruction or Rehabilitation Suggested	Rehabilitation
	Nature of Pavement Suggested	Flexible & Rigid
	0+090 to 1+140km	40mm BC+75mm WMM+175mm GSB
	0+00 to 0+090km, 1+140km to 1+275km, 1+410km to 1+635km	150mm PQC M30
	Additional Features or Structures provided	New construction of Box Culvert @0+715,0+950,1+170,1+365, 1+440,1+570,1+902,2+410,2+484,2+645,2+812,3+156, 3+400 Comes under forest area
	Total Cost (in lakhs)	559.1
	Per km Cost of Pavement (in lakhs)	129.1

Technical Committee opined that the design must be change as proposed road configuration is of flexible pavement rehabilitation for 1km length and balance 3.331km rehabilitation of rigid pavement. Better to adopt rigid pavement for full road length, as contractors will not take up the work for 1 Km flexible road pavement. Consult with PMU and design the road accordingly so this DPR will consider for next technical committee. The road comes under forest area, NOC from forest department has to obtained.

(V1-I-06)Adivaram - Ottalanagalpady city road	Length of Road (in kms)	2.871Km
	Reconstruction or Rehabilitation Suggested	Reconstruction
	Nature of Pavement Suggested	Flexible & Rigid
	Part A 0+150km to 1+988km	40mm BC+75mm+100mm GSB

Part A 0+00km to 0+150km & Part B 0+00km to 0+555km, 0+555 km to 0+645	150mm PCC M30,100mm PCC M30+150mm CT SB
Additional Features or Structures provided	PART A- existing slab culvert @1+050,1+258 PART B- existing pipe culvert @0+355,0+480, PART A- proposed box culvert @0+835,1+825 PART B- existing box culvert @0+355,0+480
Total Cost (in lakhs)	352
Per km Cost of Pavement (in lakhs)	124.8

(V1-I-07) Panachikuzhi road

Length of Road (in kms)	4.340Km
Reconstruction or Rehabilitation Suggested	Reconstruction
Nature of Pavement Suggested	Flexible
0+00km to 4+340km	40mm Bituminous concrete+75mm WMM
Widening Pavement New construction (Km 0+000 to Km 4+340)	40mm Bituminous concrete+150mm WMM+180mm GSB laid on 300mm subgrade
Additional Features or Structures provided	Existing slab culvert @0+185 Existing pipe culvert @1+525,1+836,2+147,2+641, 3+046,3+184,3+478,3+834,4+ 085 Existing bridge@2+875 @1+426,1+723,3+340
	proposed flush causeway @1+426,1+723,3+340, proposed box culvert @3+541
Total Cost (in lakhs)	550

		Per km Cost of Pavement (in lakhs)	126
Proposed road falls in forest area so clearance from forest department has to be obtained. For existing flexible pavement resurfacing 100mm WMM can be adopted instead of 150mm WMM So, redesign the pavement configuration.			
(V1-I-09) Perumbankuthu 6th mile	Length of Road (in kms)		3.90
	Reconstruction or Rehabilitation Suggested		Reconstruction
	Nature of Pavement Suggested		Flexible & Rigid
	Existing flexible Pavement New construction from Subgrade onwards (Km 0+350 to Km 2+500 and Km 2+830 to Km 4+031)		40mm Bituminous concrete+75mm WMM+ 100mm GSB laid on stabilized subgrade
	Existing rigid pavement Rehabilitation & Resurfacing (Km 2+500 to Km 2+830)		150 mm PCC of M30 Grade Concrete
	Additional Features or Structures provided		Existing pipe culvert @0+144,0+560,0+964,1+385, 1+700,2+125,2+443,Existing slab culvert @0+680,0+849,2+030,2+284, 2+622,2+761,3+093,3+280,3+890 existing bridge @2+835 proposed box culvert @0+680,0+928,2+622 proposed slab culvert@2+761
	Total Cost (in lakhs)		454
	Per km Cost of Pavement (in lakhs)		112.5
	Length of Road (in kms)		2.76
	(V1-I-10)50th Mile Kallakuttykudi	Reconstruction or Rehabilitation Suggested	
Nature of Pavement Suggested			Rigid Pavement

			Rigid Pavement New construction from Subgrade onwards for Rehabilitation & Resurfacing (Km 1+450 to Km 2+780)
		Additional Features or Structures provided	Existing slab culvert @ 0+072 proposed box culvert @ 0+072, 0+484, 0+763, 1+800, 2+109, 2+312, 2+393, 2+480 proposed bridge @ 2+215
		Total Cost (in lakhs)	353
		Per km Cost of Pavement (in lakhs)	282
	Proposed road falls in dense mixed jungle so NOC from forest department has to be obtained. Bridge design is not enclosed in DPR, so this DPR may approved in next technical committee		
		Length of Road (in kms)	1.015
		Reconstruction or Rehabilitation Suggested	
		Nature of Pavement Suggested	Rigid Pavement
		existing Rigid Pavement Rehabilitation & Resurfacing (Km 0+000 to Km 0+435 and Km 0+765 to Km 1+305)	150 mm PCC of M30 Grade Concrete
		Widening Pavement New construction from Subgrade onwards (Km 0+435 to Km 0+765)	150mm PCC of M30 Grade Concrete + 150mm CTSB + 300mm cement stabilized subgrade
		Additional Features or Structures provided	Existing pipe culvert @ 0+626 proposed box culvert @ 0+626
		Total Cost (in lakhs)	135.6
		Per km Cost of Pavement (in lakhs)	133.8
	V1-I-15) Murikkumthotti Mathekkalpadi Shallyil Road		
	DECISIONS		
4.1	PMU has to check the traffic signs and Informatory signs given by the consultant. It seems that signs are given more		PD, PMU

	than what it required.	
4.2	In DPR PMU and consultant should mention number of inhabitants in that area that the proposed road is benefited. The detailing has to be in Social Impact category.	PD, PMU
4.3	If the proposed road comes under forest area NOC from Forest department has to be obtained.	PD, PMU
NEXT MEETING		
Next Technical Committee meeting will be on 11-05-2021		

1. D. Nivind Pillai

2. Dr. Vishnu

3. A. B. G. Sreedhar

A. Dr. Neelha Roy


Chief Engineer

JOHNSON. K.
PEN 538757
CHIEF ENGINEER
OFFICE OF THE CHIEF ENGINEER
LSGD (LID&FW)
THIRUVANANTHAPURAM

S. No	Name of Work	Length of Road (in kms)	Reconstruction or Rehabilitation Suggested	Nature of Pavement Suggested	Additional Features or Structures provided	Total Cost (in lakhs)	Per km Cost of Pavement (in lakhs)
1	Karlad - Manjoora Road, wayanad	1.955	Reconstruction/ Rehabilitation	Flexible	New / Reconstruction of culverts, DR	189	96.68
2	Erumatherivu Choottakadavu Road, Wayanad	1.721	Reconstruction/ Rehabilitation	DBM & BC	New culvert	246	142.94
3	Cheriyamkolli - Kalluvettumthazhe Road wayanad	1.766	Reconstruction/ Rehabilitation	BC	Reconstruction of Box culvert (Ino)	144	81.54
4	Kuppadithara - Millumukku Kurumani Road	1.365	Reconstruction	BC	DR, Reconstruction of 2 Culverts	145	106
5	Chudel-Chudel Estate-Pappala Anoth Road	4.69	Reconstruction/ Rehabilitation.	BC	New / Reconstruction of culverts 4 culverts	566.10	120.7
6	Kottathara Kakkanchal Thekkumthara Road	1.72	Reconstruction	Rigid (PQC M30)	Box Culvert, Reconstruction of Slab Culvert, DR r/wall	274	159.3
7	Varayal - Melevarayal Road	1.45	Reconstruction/ Rehabilitation	BC	Reconstruction of Box Culverts	134	92
8	Ediyamvayal Pinangodu Road	2.28	Reconstruction/ Rehabilitation	BC	Reconstruction of 4 Culverts	222	97.37
9	Varayad - Thekkumpadi Road	1.17	Reconstruction	Rigid (PQC M30)	Box Culvert, Reconstruction	187	159.82

10	MH Nagar - Cholapuram Road	2.55	Reconstruction/ Rehabilitation	BC	of Slab Culvert, DR r/wall	240	94.0
11	Adoor Gopalakrishnan Road	1.86	Rehabilitation	DBM & BC	New (1 No)/ Reconstruction of 5 culverts, DR	240	129
12	Thannithodu Plantation Thekkumthodu Road	4.305	Reconstruction/ Rehabilitation	DBM&BC	Irish drain, CC drain, R/wall	505	117.30
13	CK Road	2	Reconstruction	DBM & BC	Retaining wall	225	112.5
14	Paivazhi Nedyyakala Road	2.67	Rehabilitation	DBM & BC	Irish drain, CC drain, Box culvert	346	129.59
15	Chakrashalakadavu Panadimotil Road	2.475	Rehabilitation	Rigid (PQC M30)	New / Reconstruction of culverts, DR, Drain	255	103.0

ANNEXURE 2

The Technical Sanction for the estimate is hereby accorded as per the decision (Minutes of Meeting) of the 15th Technical Committee subject to the put forth by the Technical Committee in the previous meetings and as per the conditions listed below:

- a. All the instructions put forth by the Technical Committee should be adhered to
- b. All required statutory approval should be obtained from competent authority. NOC from concerned authorities in connection with utility shifting may be obtained.
- c. Consent from the land owners shall be obtained where the widening of the road, construction of retaining wall, if any, is proposed through private property.
- d. Necessary quality check and lab tests should be ensured and conducted as per MoRD / MORTH Specifications and relevant IS / IRC codes .Supervising officers should ensure that the work is carried out as per MoRD / MORTH Specifications and relevant IS / IRC codes (including density of all the layers after compaction, their thickness, Gradation, bitumen content, spreading and compaction temperatures, and density after compaction and other relevant tests)
- e. Initial and final Levels for earthwork, GSB, WMM, BM and BC etc should be reported to CTE. All the Circulars / instructions issued by the CTE should be adhered to and followed
- f. Excavated earth should be accounted for before disposal.
- g. Materials obtained from demolition of existing structures should be accounted.
- h. The gradient provided for the road shall be as per IRC Specification or the relevant codes
- i. Adequate number of Weep Holes should be provided in the Retaining Wall. It shall also be ensured that the base width of the retaining wall is provided as per provisions prevailing in the relevant IS codes
- j. In the case of Culverts and Minor Bridges, the Safe bearing Capacity of the soil should be ensured prior construction of these.
- k. Safety measures wherever required should be done at site.
- l. If any changes have to be made in the sanctioned estimate during execution, the same shall be intimated to this office and If any extra item of work is proposed for execution during while the work is in progress, prior approval should be obtained from Technical sanctioning Authority/Technical Committee or otherwise cannot be approved.
- m. Different principal stages such as tendering, awarding of work (road work and foundation work etc), completion etc. should be reported to this office / PMU before effecting the final payment.
- n. Every Completed work should be test checked by the Project Director/Executive Engineer before effecting payment.
- o. Pre-Qualification method of tendering should be followed as per existing norms.