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)

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AGENDA

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

S. Name Designation and Office Address Signature

1 Sri Johnson Chief Engineer, LSGD

Former Director, NATPAC

2 Dr. B.G.Sreedevi Former Director, NATTAC

3 Dr Neethu Roy Professor, Mar Baselios College of Engineering and Technology

4 Dr. Vishnu R Assistant Professor, NIT, Waranagal

4 Dr. Vishnu R

Assistant Flotessof, N.T., Walland

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
Assistant Executive Engineer, PMU RKI

8 Shainy N LSGD

9 Sathyanath B LSGD

Assistant Executive Engineer, PMU RKI LSGD

10 Jiju V Assistant Engineer, PMU RKI LSGD

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

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15	Rashced	Assistant Engineer, PMU RKI LSGD	and the second second second second

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Sl.No.	Desc	eription	and the state of the				
1.1	The Chief Engineer, LSG	D informed that the proposed					
1.1	meeting is for Scrutiny and	approval of project reports (47					
	nos) prepared by PMU		and the second				
	DISC	USSIONS					
	PD, PMU and the Engineers						
	the Nature of work, compo	onents of work included in the					
2.1 Sl No	estimate. The details of the	work proposed is listed in the					
	table below		10.1				
SI No	Name of Work	Features	and the second s				
	I	PR Presentation by Consultan	ts				
		Length of Road (in kms)	1.498km				
		Reconstruction or	Rehabilitation				
		Rehabilitation Suggested	n:-f4				
		Nature of Pavement Suggested	Rigid				
		0+240km to 0+705km	100mm PMC M30 grade				
	(V1-I-01) Anachal	0+00 to 0+240km and	100mm PCC M30+150mm CTSB+300mm cement				
	Thokkupara Acherikunnu	0+705km to 1+530km	stabilised subgrade.				
	Asramam Road	Additional Features or	Proposed box culvert @ 0+195, 0+501,0+935				
		Structures provided	01155, 01011,				
		Total Cost (in lakhs)	240				
		Per km Cost of Pavement (in	160.30				
		lakhs)	100.50				
		Length of Road (in kms)	0.637km				
		Reconstruction or	D				
		Rehabilitation Suggested	Reconstruction				
		Nature of Pavement Suggested	Rigid				
	(V1-I-03) Kallarkutti	Mature of Lavellett pages	Reconstruction of existing sla				
	Naikunnam road.	Additional Features or	culvert @ 0+374, @0+482				
		Structures provided	Existing culvert retained				
		Total Cost (in lakhs)	96				

*		<u> </u>	
		Per km Cost of Pavement (in	151.30
	Tachela	lakhs)	
	100 committee suggested	I that instead of giving 150mm PC	C of M30 grade better to adopt
		ete as traffic is less and also feasi	
	also may consider. This DPR w	ill consider for next technical com	
		Length of Road (in kms)	4.331
		Reconstruction or	Rehabilitation
		Rehabilitation Suggested	
		Nature of Pavement Suggested	Flexible & Rigid
		0+090 to 1+140km	40mm BC+75mm
		0+090 to 1+140km	WMM+175mm GSB
		0+00 to 0+090km,1+140km to	
		1+275km, 1+410km to	150mm PQC M30
		1+635km	
	(V1-I-05) Padicup -		New construction of Box
	Plakkayam Kuttamudi tribal		Culvert
	Colony road		0.65
		Additional Features or	@0+715,0+950,1+170,1+365,
		Structures provided	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	129.1
		lakhs)	
	Technical Committee opined that	at the design must be change as p	roposed road configuration is
	,habilitation	for 1km length and balance	3.331kili leliabilitation of 1-8
	pavement. Better to adopt rigid	navement for full road length, as	contractors will not take up t
	work for 1 Km flexible road pav	ement Consult with PMU and de	esign the road accordingly so the
	work for 1 Km flexible road pav DPR will consider for next tech	ement. Consult with a road com	es under forest area, NOC fro
	forest department has to obtained	l. CD - d (in lems)	2.871Km
		Length of Road (in kms)	210711111
		Reconstruction or	Reconstruction
	(V1-I-06)Adivaram -	Rehabilitation Suggested	
	Ottalanagalpady city road	Nature of Pavement Suggested	Flexible & Rigid
		D + A 0+1501cm to 1±0001cm	40mm BC+75mm+100mm
		Part A 0+150km to 1+988km	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 CTSB
	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
	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
(V1-I-07) Panachikuzhi road	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
	Total Cost (in lakhs)	proposed flush causeway @1+426,1+723,3+340, proposed box culvert @3+54

		Per km Cost of Pavement (in	
		lakhs)	126
	Proposed road falls in forest a	area so clearance from forest den	artment has to be obtained. For
	existing flexible pavement resu	urfacing 100mm WMM can be add	opted instead of 150mm WMM
	So, redesign the pavement conf	iguration.	
	g w	Length of Road (in kms)	3.90
		Reconstruction or	D 4 4 4 5 7
		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
			Existing pipe culvert
	(V1-I-09) Perumbankuthu 6th		@0+144,0+560,0+964,1+385
	mile		1+700,2+125,2+443,Existing
			slab culvert
		Additional Features or	@0+680,0+849,2+030,2+284
		Structures provided	2+622,2+761,3+093,3+280,3
			890 existing bridge @2+835
	So, redesign the pavement cor		proposed box culvert
			@0+680,0+928,2+622
			proposed slab culvert@2+76
		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	Reconstruction or Rehabilitation	
		Suggested	
		Nature of Pavement Suggested	Rigid Pavement

Additional Features or Structures provided Rigid Pavem construction from onwards for Rehat Resurfacing (Km 2+780) Existing slab culv proposed box @0+072,0+484,0-2+109,2+312,2+proposed bridge	m Subgrade abilitation & 1+450 toKm 0) vert@ 0+072 c culvert +763,1+800,
Additional Features or Structures provided Onwards for Rehative And Resurfacing (Km 2+780) Existing slab culv proposed box (@0+072,0+484,0-2+109,2+312,2+109,2+1	abilitation & 1+450 toKm (2) (vert@ 0+072 c) culvert (+763,1+800,
Additional Features or Structures provided Resurfacing (Km 2+780 Existing slab culv proposed box @0+072,0+484,0- 2+109,2+312,2+	1+450 toKm 2) vert@ 0+072 c culvert +763,1+800,
Additional Features or Structures provided Existing slab culv proposed box @0+072,0+484,0- 2+109,2+312,2+	vert@ 0+072 c culvert +763,1+800,
Additional Features or Structures provided Existing slab culv proposed box @0+072,0+484,0- 2+109,2+312,2+	vert@ 0+072 c culvert +763,1+800,
Additional Features or Structures provided proposed box @0+072,0+484,0- 2+109,2+312,2+	culvert +763,1+800,
Additional Features or Structures provided @0+072,0+484,0-2+109,2+312,2+	+763,1+800,
Additional Features or Structures provided @0+072,0+484,0-2+109,2+312,2+	+763,1+800,
Structures provided 2+109,2+312,2+	
	393,2+480
Port	
Total Cost (in lakhs) 353	
Per km Cost of Pavement (in 282	
lakhs)	
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 c	ommittee
Length of Road (in kms) 1.015	
Reconstruction or Rehabilitation	
Suggested	
Nature of Pavement Suggested Rigid Pavement	nent
existing Rigid Pavement	
Rehabilitation & Resurfacing 150 mm PCC of N	//30 Grade
(Km 0+000 to Km 0+435 and Concrete	3
Km 0+765 to Km 1+305)	٠.
Widening Pavement New 150mm PCC of N	/30 Grade
construction from Subgrade Concrete + 150m	m CTSB+
onwards(Km 0+435 to Km 300mm cement	stabilized
0+765) subgrad	.e
Additional Features or Existing pipe culve	ert @ 0+626
Structures provided proposed box culv	vert@0+626
V1-I-15) Murikkumthotti Total Cost (in lakhs) 135.6	
Mathekkalpadi Shalliyil Per km Cost of Pavement (in 133.8	
Road lakhs)	
DECISIONS	
PMU has to check the traffic signs and Informatory signs PD, PN	MU
given by the consultant. It seems that signs are given more	

	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. Ja. NIIIM HILLE

2. Da. Vishau-R Viel

VIRLA

3. A. B. G. Sreeder

A. a. Neether Roy Keether

Chief Engineer

JOHNSON. K.
PEN 538757
CHIEF ENGINEER
WHICE OF THE CHIEF ENGINEER
LSGD (LID&EW)
THERUVANANTHAPURANG

Name of Work	U		Length	Reconstruction	Nature of	Additional	Total Cost (in	Bra Irm Cort of
Karlad - Manjoora Road, Wayanad Erumatherivu Choottakadavu Road, Wayanad Cheriyamkolli - Kalluvettumthazhe Road Wayanad Kurumani Road Chudel-Chudel Estate-Pappala Kottathara Kakkanchal Kottathara Kakkanchal Thekkumthara Road Warayal - Melevarayal Road Varayal - Melevarayal Road Varayad - Thekkumpadi Road Karlad - Manjoora Road Reconstruction/ Rebabilitation Reconstruction/ Reconstruction/ Rebabilitation Reconstruction/ Rebabilitation Rebabilitation Reconstruction/ Rebabilitation Rebabi	ž		of Road	Rehabilitation	Pavement	Structures	lakhs)	Pavement (in lakhs)
Karlad - Manjoora Road, 1.955 Reconstruction/ Flexible wayanad 1.721 Reconstruction/ DBM & BC 1 Erumatherivu Choottakadavu Road, Wayanad 1.766 Reconstruction/ BC 1 Kalluvettumthazhe Road Resconstruction/ BC 1 1 Kurumani Road 1.365 Reconstruction/ BC R Kurumani Road 1.365 Reconstruction/ BC R Anoth Road Anoth Road Rehabilitation R R Anoth Road 1.72 Reconstruction/ R R Rottathara Kakkanchal 1.72 Reconstruction/ R R Thekkumthara Road 1.72 Reconstruction/ BC R Thekkumthara Road 1.45 Reconstruction/ BC R Thekkumthara Road 1.45 Reconstruction/ BC R Thekkumthara Road 1.45 Reconstruction/ BC R Relabilitation BC R R Relabilitation R R R <td< td=""><th></th><td></td><td>(IIII MIIIS)</td><td>Suggested</td><td>onggesten</td><td>provided</td><td></td><td></td></td<>			(IIII MIIIS)	Suggested	onggesten	provided		
Pehabilitation Rehabilitation PBM & BC	-	Karlad - Manjoora Road,	1.955	Reconstruction/	Flexible	New/	189	89.96
Erumatherivu Choottakadavu Road, Wayanad Cheriyamkolli - 1.766 Reconstruction/ BC Rethabilitation Ralluvettumthazhe Road Rephabilitation Ruppadithara - Millumukku 1.365 Reconstruction BC Rethabilitation Road Anoth Road Rottathara Kakkanchal 1.72 Reconstruction Rigid (PQC B Thekkumthara Road 1.45 Reconstruction/ BC D C E Ediyamvayal Pinangodu Road 2.28 Reconstruction/ BC Rehabilitation of Rehabilitation Rigid (PQC B Reh		wayanad		Rehabilitation		Reconstruction of culverts, DR		
Erumatherivu Choottakadavu Rehabilitation Road, Wayanad Cheriyamkolli - Kalluvettumthazhe Road wayanad Kuppadithara - Millumukku Kurumani Road Thekkumthara Road Kottathara Kakkanchal Thekkumthara Road Thekkumthara Road Varayal - Melevarayal Road Thekkumpadi Road	7		1.721	Reconstruction/	DBM & BC	New culvert	246	142.94
Kurumani Road Kuluvettumthazhe Road Kuppadithara - Millumukku Kurumani Road Thekkumthara Road Thekkumthara Road Varayal - Melevarayal Road Thekumpadi Road Thickumpadi Road Thekkumpadi Road Thekkumpadi Road Thekkumpadi Road Thickumpadi Road Thekkumpadi Road Thickumpadi Road		Erumatherivu Choottakadavu		Rehabilitation				
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Chudel-Chudel Estate-Pappala 4.69 Reconstruction/ BC Anoth Road Kottathara Kakkanchal Thekkumthara Road Varayal - Melevarayal Road Ediyamvayal Pinangodu Road Varayad - Thekkumpadi Road Varayad - Thekkumpadi Road Varayad - Thekkumpadi Road Varayad - Thekkumpadi Road 1.17 Reconstruction Rigid (PQC Rehabilitation Reconstruction Rigid (PQC						of 2 Culverts		
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Varayal - Melevarayal Road 1.45 Reconstruction/ BC Ediyamvayal Pinangodu Road 2.28 Reconstruction/ BC Rehabilitation Rehabilitation Rehabilitation Rehabilitation Narayad - Thekkumpadi Road 1.17 Reconstruction Rigid (PQC)	0	Kollatiala Kakkanoma		1	M30)	Reconstruction		
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Ediyamvayai Filiangoda 1.17 Rehabilitation Rigid (PQC Varayad - Thekkumpadi Road 1.17 Reconstruction M30)		Boat Bingandu Boad	2.28	Reconstruction/			222	97.37
Varayad - Thekkumpadi Road 1.17 Reconstruction Rigid (PQC M30)	∞	Ediyamvayai riilaiigodd rodd		Rehabilitation	-	of 4 Culverts		
[N:30]	0	Varavad - Thekkumpadi Road		Reconstruction	(PQC		187	159.82
	_					Keconstruction		

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		94.0				129		117.30	112.5			.59				0					
								11				129.59				103.0				1	
t		240	_			240		505	225			346		. ,		255					
of Slab Culvert,	DR r/wall	New (1 No)/	Keconstruction	of 5 culverts,	DR	Irish drain, CC	drain, R/wall	Retaining wall	DBM & BC Irish drain, CC	drain, Box	culvert	New/	Reconstruction	of culverts, DR,	Drain	New	construction of	culvert, Drain,	Irish drain,	R/wall	
		BC				DBM & BC		DBM&BC	DBM & BC			DBM & BC				Rigid (PQC	M30)	,			
		Reconstruction/ Rehabilitation				Rehabilitation		Reconstruction/ Rehabilitation	Reconstruction			Rehabilitation				Rehabilitation					
	255	67				1.86		4.305	2			2.67				2.475					
	MH Nagar - Cholapuram Road				\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Adout Gopatakrishnan Koad	T	Thekkumthodu Road	CK Road			Paivazhi Nediyakala Road				Chakrashalakadavu Panadimotil	Dood	Noad			
 	0				-		2	71	13	•		14				15	CI				

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
- 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
- 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
- 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.
- 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
- 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.