

## MINUTES OF 30<sup>th</sup> TECHNICAL COMMITTEE MEETING

30 <sup>th</sup> Technical Committee meeting for award of TS for 22 works and approval of revised estimates.		
Meeting No. 30	Date – 21 <sup>st</sup> February, 2022; 10.30 am	
Venue : Online Platform (Google Meet)		
<b><u>AGENDA</u></b>		
Award of TS for 22 number of works Approval of Revised Estimates		
<b><u>PRESENT</u></b>		
S.No	Name	Designation and Office Address
1	Sri. Johnson. K	Chief Engineer, LID & EW
2	Dr. B.G.Sreedevi	Former Director, NATPAC
3	Dr. Nivin Philip	Professor, Saint Gits College of Engineering
4	Dr. Vishnu R	Assistant Professor, NIT, Warangal
5	Dr. Neethu Roy	Professor, Mar Baselios College of Engineering and Technology
6	Dr Jaya V	Professor CET
7	Smt. Mini T N	Executive Engineer, O/o Chief Engineer, LID & EW
8	Sri. Ashoka Kumar T V	Deputy Chief Engineer, LID & EW
9	Sri Shiju Chandran	Assistant Executive Engineer, PMU RKI LSGD
10	Sri. Shainy N	Assistant Executive Engineer, PMU RKI LSGD
11	Sri. Sathyanath B	Assistant Executive Engineer, PMU RKI LSGD
12	Sri. Jiju V	Assistant Engineer, PMU RKI LSGD
13	Sri. Binod J	Assistant Engineer, PMU RKI LSGD
14	Smt. Haseena	Assistant Engineer, PMU RKI LSGD
15	Sri. Remjish	Assistant Engineer, PMU RKI LSGD
16	Smt. Rohini	Assistant Engineer, O/o Chief Engineer, LID & EW
17	Smt. Reshmi	Assistant Exe. Engineer, O/o Chief Engineer, LID & EW
18	Sri Vishnukumar G	Project Director, PMU RKI LSGD

Sl. No.	Description
1	
1.1	The Project Director welcomed the participants and informed that the proposed meeting is scheduled for according the Technical Sanction of 22 estimates DPRs submitted by PD, RKI PMU for which Administrative Sanction has been accorded by the Government based on the designs approved by the Technical Committee
1.2	PD, RKI PMU informed that Administrative Sanction had been accorded vide G.O.(Rt)No.18/2022/P&EA Dated, Thiruvananthapuram, 07/01/2022 for 22 DPRs having length of roads 27.405 kms and costing 49.340 lakhs.
1.3	PMU engineers enumerated and detailed the works for which estimate revision is required. The various aspects of the works were discussed.
2.	<b>DISCUSSIONS</b>
2.1	PD, PMU and the Engineers of PMU RKI LSGD explained the details of works included in the estimate. The details of the work proposed is listed in the table annexed. The incorporation of corrections suggested by CE's office were reviewed.
2.2	<p>a. Upgradation of Pannikuzhy Kavumthazham road</p> <p>It was reported that as per OE a carriage way width of 3m was proposed. But as per site condition, the existing width being 4m at various locations a width of 4m was necessary to be maintained. As per OE the drain was proposed on the left side. Due to land availability the location of drain was shifted to right side and the depth of drain was necessary to be enhanced. Also a cross drain was necessary to be provided additionally. As the depth of drain increased to a height more than 1m, RCC walls are proposed from 0/90 onwards. Minor quantity variations are to noted due to change of dimension of cross drain and culverts as per site condition and road profile. PVC speed breaks are incorporated in junction at 0/665 since it was necessary. Some other minor changes in quantity as per actuals are also noted.</p> <p>b. Upgradation of Panchamkavala road in Ernakulam</p> <p>Length of retaining wall provided in estimate was insufficient due to site conditions as the embankment run through a water body. Hence quantities of related items like berm filling, top belt etc., are also changed. A granular layer needed to be provided for berm concreting since the berm comes on water body side. DLC provided as levelling course was changed to GSB since the levelling thickness went beyond the range of permissible DLC thickness. NP3 pipes are</p>

provided for drainage purpose and coconut piling and DR packing avoided from culvert @ 1/200 since it is a reconstructed culvert and these items are already present in the site and sound. Some other minor changes in quantity as per actuals are also noted.

c. Rehabilitation of Kannamkulangara Pavamkulangara road

Quantity of WMM changed since profile corrections and camber/ SE corrections were necessary. The culvert proposed originally is not needed to be executed since it is already executed by other agencies. Shoulder protection is not seen provided in OE. Items required for shoulder are included in RE. Some other minor changes in quantity as per actuals are also noted.

d. Paduvathil Police station road

A culvert proposed originally is not needed to be executed since it is already executed by other agencies. However, berm concrete/ irish drain is required at some places and the items required are included in the RE. Some other minor changes in quantity as per actuals are also noted.

e. Pallikudy City Mangathupalam Road in Idukki District:

There was a mistake in an item provided as use of departmental material was included in. However, it is noted that departmental material is not available in site and hence the estimate is to be changed accordingly. Some other minor changes in quantity as per actuals are also noted.

f. Ediyamvayal Pinangodu Road in Wayanad District:

PMU engineers reported that there exist certain stretches of the road where the gradient is very high and even goes beyond exceptional gradient. Further cutting and levelling is not possible in this portion as these stretches are already in cut section and the cut side is already vulnerable to slope failure. Hence PIU engineers raised concern about the provision of BC placing directly over WMM without a bound bituminous layer as plying of commercial vehicle through this stretch might induce a shear plane to be developed between the WMM and BC layers owing to higher wheel stress due to gradient. Hence a bound bituminous layer of 50mm DBM for these vulnerable stretches are required to be provided.

g. Soil Investigation

Upon execution of boring, the depths went beyond 30m against the provisions of original estimate and hence items of boring depth 20 to 30m and 30m & above is necessary to be included in the estimate. Also there is change in number of bores as per site condition.

3	DECISIONS
3.1	It was decided to accord technical sanction for 22 works as annexed.
3.2	It was decided to admit the revision of estimates/ revision of TS (by cancelling existing TS) as detailed in the discussion.
4.	The meeting was concluded with vote of thanks by Project Director @ 12.00 Noon.
5.	NEXT TECHNICAL COMMITTEE
5.1	Date of next technical committee will be intimated well in advance.

*D. Nivind* ~~*PHLD*~~

*Vis R*  
*Dr. Vis R*  
*Geyal*  
*Dr. Jayal*

*Neethu Roy*  
*Dr. Neethu Roy*

*Dr. B. G. Sreedhar*

*Johnson K*  
 JOHNSON. K.  
 PEN 558757  
 CHIEF ENGINEER  
 OFFICE OF THE CHIEF ENGINEER  
 LSGD (LID&EW)  
 THIRUVANANTHAPURAM.

Sl No	Sl No vide GO 25	LAC	Local Body	Name of Road	Length (km)	RoW (m)	Type of Pavement	No of Culverts	Drain Length (m)	Retaining Wall Length (m)	Amount (Lakhs)
1	8	Arroor	Thykatussery	PS Kavala Chudukkattumpuram Chooramana road in Thykatussery in Alappuzha District	2.042	4.2-7	Rigid (PQC M30 150mm)	2	Nil	1113	317
2	7	Arroor	Chennam Pallipuram	SN Jn Chengadakkari Chengada road in Chennam Pallipuram GP in Alappuzha District	0.73	3.7 - 5.5	Rigid (PQC M30 100mm)	Nil	Nil	118	74
3	2	Cherthala	Kanjikuzhy	Kanichukulangarakavala Kalathilveedu road in Kanjikkuzhy Gp in Alappuzha District	1.222	6-7	Flexible	2	Nil	15	157.00
4	3	Cherthala	Kanjikuzhy	KE Carmel Pulikal road in Kanjikkuzhy Gp in Alappuzha District	0.892	4.5-6	Rigid (PQC M30 150mm)	Nil	250	27	99
5	17	Kuttanad	Thalavady	Therambilpadi road (balance portion) in Thalavady Gp in Alappuzha District	0.8025	3-5.8	Rigid (PQC M30 150mm)	2	631	329	242
6	43	Kuttanad	Neelamperoor	Kainadu pally karumathra Kshethram road in Neelamperoor Gp in Alappuzha District	0.974	3.5-5.4	Rigid(PQC M30 150mm)	3	360	220	181

7	44	Kuttanad	Kavalam	Kavumpadi to perumal jetty in Kavalam GP in Alappuzha District	0.865	6	Rigid(PQC M30 150mm)	2	Nil	608	201
8	46	Kuttanad	Kavalam	St Theresas LPS to Nalpathil Kalinku in Kavalam GP in Alappuzha District	0.766	3.2-4.3	Rigid(100mm SPC PQC M30)	1	Nil	813	174
9	59	Ambalapuzha	Ambalapuzha South	Karichira to puthusseri road in Ambalapuzha South GP in Alappuzha District	1.23	5-6	Rigid (100mm SPC PQC M30)	12	Nil	633	261
10	23	Kuttanad	Kainakary	Holy family school to pazhoor temple road in Kainakary Gp in Alappuzha District	0.758	5	Rigid (100mm SPC PQC M30)	3	Nil	373	135
11	26	Kuttanad	Kainakary	Footpath Thottuvalla first bridge to Aattutheeram in Kainakary Gp in Alappuzha District	0.645	3-4	Rigid (100mm SPC PQC M30)	2	Nil	645	149
12	39	Kuttanad	Veliyanaad	Pekkalli bridge to kadakam in Veliyanaad Gp in Alappuzha District	0.896	3-4.5	Rigid (100mm Short panelled concrete (PQC M30))	2	Nil	15	95
13	40	Kuttanad	Veliyanaad	Kumaramkari society road in Veliyanaad Gp in Alappuzha District	1.777	5-7	Rigid (Short panelled concrete (PQC M30))	8	Nil	628	379

14	50	Kuttanad	Pulinkunnu	Anchangadi bridge to Mancompu govt LPS in Pulinkunnu Gp in Alappuzha District	1.365	3-2-6	Rigid (Short panelled concrete(PQC M30))	4	Nil	1070	322
15	15	Kuttanad	Chambakulam	Amarthodu to Pathlichira road in Chambakulam in Alappuzha District	1.125	3-4	Rigid (Short panelled concrete (PQC M30))	5	Nil	601	250
16	27	Ranni	Ayroor	Koipallymelepadil- Melethil padi Road in Pathanamthitta District	0.86	3-5	Rigid (PQC M30 150mm)	1	Nil	261	144.00
17	57	Tiruvalla	Peringara	Ozhukunettipadi - Paruthimootilpadi in Pathanamthitta District	0.92	3.5-4.5	Rigid (PQC M30 150mm)	2	Nil	1615	282
18	18	kochi	Kumbalangi	Kallanchery Tharasseri Road in Ernakulam District	1.55	Stretch-1 : 3-4 Stretch 2 : 3.75-5.4	Rigid (PQC M30 150mm)	2	1260	70	310
19	26	Kunnathunad	Thiruvaniyoor	Thiruvaniyoor Meppadam Road in Ernakulam District	3	5.6-10	Flexible	5	300	33.5	342
20	26	Mananthavady	Edavaka	Changadadakadavu Chamadipoyil Road in Wayanad District	1.757	4-5.5	Rigid (PQC M30 150mm)	1	Nil	160	304
21	5	Kalpetta	Kaniyambatta	Eranjoli Pulickal Road in Kaniyambatta GP in Wayanad District	2.269	5-6.5	Flexible (BC2 40mm)	5	Nil	2015	338
22		Udumbanchola	Nedumkandam	Kannamplackalpadi Puthenpalam Road in Nedumkandam GP in Idukki District	0.860	4.5-7	Rigid	3	Nil	45	110

## ANNEXURE 2

The Technical Sanction for the estimate is hereby accorded as per the decision (Minutes of Meeting) of the 10<sup>th</sup> 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.