

7.10

1997-98 – BT Road – Guidelines for laying of roads

K.Ashok Vardhan Shetty, I.A.S.,
Director of Rural Development

D.O. Lr. No. 74549/96/JVVT-1 Dated: 2.4.1997

Dear Thiru.

Sub : 1997-98 – BT Roads - physical target under JRY/EAS/DDP and other schemes – guidelines for laying of roads – communicated – reg.

Ref : 1. This Office Circular No. 56354/95/Plg.I-1 dt 9.7.96
2. Guidelines issued in this Office Lr. No. 56575/96/JVVT-1 dated 13.8.96
3. This Office Lr. No. 66235/96/Plg. I dt 23.9.96
4. This Office Lr. No. 68510/96/Plg. I dt 13.2.97

You are aware that the Hon'ble Minister for Rural Development and Local Administration had announced on the floor of Legislative Assembly on 9.8.1996 that 5.000 Kms. of Panchayat Union / Village Panchayat roads will be taken up for black – topping during 1996-97. A little over 5000 kms length of BT roads were taken up in the State during 1996-97 under various schemes pursuant to the Hon'ble Minister's announcement and these works are in progress.

During the R.D. Dept.'s Demand discussions on 27.3.97 the Hon'ble Minister for R.D. & L.A. has announced on the floor of Legislative Assembly that another 5000 kms of roads will be taken up for black-topping during 1997-98. To fulfil the assurance given by the Hon'ble Minister for R.D. & L.A. the following physical targets and guidelines are communicated.

Physical Targets :-

1. Under EAS upto 40% of the outlay can be utilised for laying of BT roads as per this Office Circular No. Rc. No. 64595/96/Scheme-3 dt. 19.3.97. You are requested to utilise the maximum permissible amount towards roads under EAS. The physical target for roads under EAS for each District is indicated in Annexure-I. [The target is based on the existing EAS Blocks : if the non-EAS Blocks are converted into EAS Blocks. you will be able to do much more]

2. Under JRY last year, we allocated almost the entire 20% (DRDA) component and 15% (Panchayat Union) component (i.e. 35% in all) to BT roads. With the elected Local bodies in position, this may not be desirable this year. However, the elected Local bodies also tend to give top priority to roads. So, during 1996-97, the District Panchayat and the Panchayat Unions may be directed **to earmark at least 50% of their allocations (i.e. 10% + 7.5% = 17.5% in all) toward BT roads.** Assuming last year's level of allocation and the above earmarking, the physical target under JRY for BT road works is indicated in Annexure – II.

3. Under DDP, 60% of the allocation is earmarked for rural areas (the works being chosen by the District Panchayat) of which not more than 20% can be spent on roads. Assuming last year's level of allocation under DDP (Rs.60 crores) at least Rs.12 crores can be spent for Black – topping of roads. The physical target under DDP is indicate in Annexure – III.

4. The remaining portion of the district's target has to be achieved through TFC Funds / SFC funds / other schemes funds / own funds.

The abstract showing each district's physical target for BT roads under each Scheme for 1997-98 may be seen in **Annexure IV.**

Guidelines :-

The following guidelines should be observed will taking BT roads works.

1. The BT Road works that are taken up should be important either from bus traffic or lorry

7. NABARD / RIDF

traffic point of view. It does not make good sense to take up BT road works where only bullock carts or bicycles are plying! There are several instance where State Road Transport Corporations or Private bus operators have suspended some of their bus routs because the roads are in very bad conditions and consequently the public have been put to great hardship. Similarly there may be roads which are not in very good condition but in which buses are presently plying with the possibility of suspension of bus routs sometime in the near future. All such roads should be given priority. However, roads coming under the control of Highways Deptt. (such as ODR / MDR / SH / NH) should not be taken up under JVVT, only Panchayat Union roads and important Village Panchayat roads should be taken up.

2. Another set of which should be taken up on priority are link roads / approach roads to habitations with populations exceeding 1500 followed by habitations with populations between 1000 and 1500. The Hon'ble Chief Minister in his budget speech to the Assembly on 5.3.1997 has announced that all such habitations will be provided with link roads / approach roads on priority. In the past it was seen that link roads/ approach roads to very small habitations (even those with populations of 50 to 200) have been taken up ignoring the much bigger habitations – which shows a misplaced sense of priorities.

A list of habitations in your district with populations exceeding 1500, and those with populations between 1000 and 1500 (as obtained from TWAD) is enclosed in Annexure – V. (It is possible that this list may not be complete and that some town panchayats may be mixed up in it). You are request to find out which of these habitations are located on a main (B.T.) road (whether NH / SH /MDR / ODR / PU road) and which are located away from the main (B.T.) road. In the latter case, the link roads / approach roads from the main (B.T.) roads to such habitations should be upgraded as B.T. roads. You are requested to communicate a copy of this list of habitations to the District Panchayat and the Panchayat Unions and direct them not to take up link roads / approach roads to smaller habitations until these habitations are first covered.

3. You are requested to impress upon the Local bodies to avoid piece meal road works and to ensure that the average length of a road work is about 1 to 2 Km.

4. Before giving administrative sanction, you are requested organise a quick spot inspection of the various road works through DDOs / APOs / ADE (JVVT)s so that only the really deserving works are taken up. The P.O. DRDA should also be asked to inspect atleast 10% of the road works at random. In the remarks of inspections and in the proposal, it should be clearly indicated whether the road requires : (a) only BT layer, (b) BT layer + 1 layer WBM; (c) BT layer + 2 layer WBM – depending upon the present stage of the road as the cost involved would vary widely in each case. This will avoid wasteful expenditure and misutilisation of funds. It was noticed last year that some BT roads that required only minor patch works (which could have easily been done under Local Roads Grant) were also wrongly taken up and estimates prepared for (BT layer + 1 layer WBM) in some districts. Such mistakes should not be repeated this year and this is why the preliminary inspection mentioned above is very important.

5. As already communicated in this office circular in the reference first cited, BDOs and ABDOS should pay only 75% of the value of the work done while making part payment after the laying of the WBM layer(s). The balance 25% should be paid along with final bill after the black – topping of the road is completed.

6. It is adequate if the estimates for roads are prepared for 'loose thickness' ` compact thickness' roads should be avoided. This point should be stressed both while communicating guidelines to Technical staff and in the administrative sanction order.

7. Unit cost as communicated for different types of road works during 1996-97 in this office reference third cited will not be communicate from the DRD's office for 1997-98. It will be responsibility of the Collector and the Project Officer, DRDA to ensure that the estimates are not needlessly boosted and that the estimates for road works as technically sanctioned for 1997-98 represent a reasonable increase in cost over the estimates for roads during 1996-97.

7. NABARD / RIDF

8. You are requested not to wait until the actual outlays and funds are received under JRY / EAS / DDP for 1997-98. Instead you should call for proposals for road works as per the physical target now communicated for each scheme and accord administrative sanction before 15.5.97. The mistake committed last year in several districts of unduly delaying the process of granting administrative sanction should not be repeated in 1997-98.

9. The instructions communicated in this office reference 4th cited about ensuring quality in metal collection and road execution should be borne in mind and strictly enforced.

I request you to ensure that the assurance given by the Hon'ble Minister for RD & LA is fulfilled without any hitch and that the targeted length of roads are laid well before 31.3.1998.

Yours Sincerely

K.ASHOK VARDHAN SHETTY

To

ALL COLLECTORS

7. NABARD / RIDF

ANNEXURE I

EMPLOYMENT ASSURANCE SCHEME

PHYSICAL TARGET FOR B.T. ROADS FOR 1997-98

SI. NO.	NAME OF THE DISTRICT	NO. OF EAS BLOCKS	OUTLAY FOR 1996-97	OUTLAY FOR 1997-98 (150% of col.4)	ALLOCATION FOR B.T. ROADS (40% of col.5)	NO. OF KM. TO BE TAKEN UP in 1997-98
1.	2.	3.	4.	5.	6.	7.
				Rs. in lakhs)		(in kms.)
1.	M.G.R.	14	925.00	1387.50	555.00	191
2.	Anna	13	975.00	1462.50	585.00	202
3.	South Arcot Vallalar	13	950.00	1425.00	570.00	197
4.	Villupuram R.P.	22	1625.00	2437.50	975.00	336
5.	North Arcot Ambedkar	18	1025.00	1537.50	615.00	212
6.	TVM Sambuvarayar	15	775.00	1162.50	465.00	160
7.	Salem	13	750.00	1125.00	450.00	155
8.	Rajaji	8	425.00	637.50	255.00	88
9.	Dharmapuri	18	1337.50	2006.25	802.50	277
10.	Periyar	2	100.00	150.00	60.00	21
11.	Coimbatore	9	550.00	825.00	330.00	114
12.	The Nilgiris	4	275.00	412.50	165.00	57
13.	Thanjavur	14	1050.00	1575.00	630.00	217
14.	Nagapattinam Q.M.	11	775.00	1162.50	465.00	160
15.	Thiruvavur A.T.P.	10	750.00	1125.00	450.00	155
16.	Tiruchirapalli P.M.	6	325.00	487.50	195.00	67
17.	Karur D.C.	4	225.00	337.50	135.00	47
18.	Perambalur T.V.	9	600.00	900.00	360.00	124
19.	Pudukottai	13	750.00	1125.00	450.00	155
20.	Madurai	7	350.00	525.00	210.00	72
21.	Vaigai V.A.	2	100.00	150.00	60.00	21
22.	Dindigul M.T.	7	425.00	637.50	255.00	88
23.	Ramanathapuram	11	681.25	1021.88	408.75	94
24.	kamarajar	10	675.00	1012.50	405.00	140
25.	Pasumpon M.R.T	7	425.00	637.50	255.00	88
26.	Tirunelveli K.B.	9	475.00	712.50	285.00	98
27.	Chidambaranar	12	800.00	1200.00	480.00	166
28.	Kanniyakumeri	-	-	-	-	-
		281	18118.75	27178.13	10871.25	3702

ANNEXURE II

JAWAHAR ROZGAR YOJANA

PHYSICAL TARGET FOR B.T. ROADS FOR 1997-98

SI. NO.	NAME OF THE DISTRICT	LIKELY OUTLAY FOR 97-98	ALLOCATION FOR B.T. ROADS (17% of col.3)	B.T. ROADS TARGET FOR DISTRICT PANCHAYAT	B.T. ROADS TARGET FOR PANCHAYAT UNIONS	TOTAL TARGET FOR DISTRICT FOR 1997-98
1.	2.	3.	4.	5.	6.	7.
				Rs. in lakhs)		(in kms.)
1.	M.G.R.	587.10	102.74	20	15	35
2.	Anna	668.75	117.03	23	17	40
3.	South Arcot Vallalar	723.64	126.64	25	19	44
4.	Villupuram R.P.	876.04	153.31	30	23	53
5.	North Arcot Ambedkar	888.74	155.53	31	23	54
6.	TVM Sambuvarayar	842.81	147.49	29	22	51
7.	Salem	510.13	89.27	18	13	31
8.	Rajaji	393.97	68.94	14	10	24
9.	Dharmapuri	754.25	131.99	26	20	46
10.	Periyar	684.44	119.78	24	18	41
11.	Coimbatore	714.79	125.09	25	18	43
12.	The Nilgiris	1010.38	176.82	35	26	61
13.	Thanjavur	446.06	78.06	15	12	27
14.	Nagapattinam Q.M.	478.19	83.68	16	12	29
15.	Thiruvarur A.T.P.	414.28	72.50	14	11	25
16.	Tiruchirapalli P.M.	349.04	61.08	12	9	21
17.	Karur D.C.	237.20	41.51	8	6	14
18.	Perambalur T.V.	343.63	60.14	12	9	21
19.	Pudukottai	537.23	94.02	19	14	32
20.	Madurai	440.19	77.03	15	11	27
21.	Vaigai V.A.	224.25	39.24	8	6	14
22.	Dindigul M.T.	671.25	117.47	23	17	41
23.	Ramanathapuram	300.28	52.55	10	8	18
24.	kamarajar	518.73	90.78	18	13	31
25.	Pasumpon M.R.T	441.99	77.35	15	11	27
26.	Tiruneveli K.B.	626.41	109.62	22	16	38
27.	Chidambaranar	479.56	83.92	17	12	29
28.	Kanniyakumeri	541.65	94.79	19	14	33
		15704.98	2748.37	542	406	948