



## ABSTRACT

Announcements – Announcements made under Tamil Nadu Legislative Assembly Rule 110 - Implementation of Bus Plying Roads Improvement Scheme (BPRIS) at an estimated cost of Rs.300 Crore for improvement of 1000 K.M length of roads – Sanction of funds from State Finance Commission Grants and prescribing Guidelines – Orders Issued.

Rural Development and Panchayat Raj (SGS.2) Department.

G.O.(Ms) No. 141

Dated: 31.10.2014.

Read:

From the Principal Secretary / Commissioner of Rural Development and Panchayat Raj (FAC), Chennai – 15 D.O.Letter No.29156/2014/TU1 dated 21.7.2014.

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### ORDER:

The Hon'ble Chief Minister on the floor of Legislative Assembly under Tamil Nadu Legislative Assembly rule 110 has announced as:

“ஊரகப் பகுதிகளின் சமூகப் பொருளாதார வளர்ச்சியில் சாலைகள் நேரடி பங்கு வகிப்பதால், கிராமப் பகுதியிலுள்ள பழுதடைந்த 1,000 கிலோ மீட்டர் நீளமுள்ள பேருந்து செல்லும் ஊராட்சி ஒன்றியச் சாலைகள் 300 கோடி ரூபாய் மதிப்பீட்டில் வலுப்படுத்தப்பட்டு, மேம்பாடு செய்யப்படும். மேலும், இச்சாலைகளை நீண்டகாலம் பயன்படுத்திடும் வகையில், தேவையான வடிகால் கட்டமைப்புகளும் ஏற்படுத்தப்படும்”.

2. Accordingly, in the letter read above, the Director of Rural Development and Panchayat Raj has sent a proposal for implementation of the above announcement, by the way of improvement of Bus plying roads. He has requested the Government to accord administrative sanction for taking up of improvement of 1000 K.M length of bus plying roads at a tentative cost of Rs.300 Crore from out of the State Finance Commission Grants and authorizing the Director of Rural Development and Panchayat Raj to draw the amount of Rs.300 Crore from the State Finance Commission Grants in the ratio of 60:32:8 from the share of Village Panchayats, Panchayat Unions and District Panchayats respectively for improving the Bus plying roads and to approve the draft Guidelines. He has also stated that in case, if there are any savings, more roads can be covered within the annual financial target limit.



3. The Government have examined the proposal of the Director of Rural Development and Panchayat Raj in detail and issue the following orders:

- (i) Sanction is accorded for a sum of Rs.300 crore (Rupees Three hundred crore only) for the year 2014-15 for improvement of Bus plying roads from State Finance Commission Grants.
- (ii) The Director of Rural Development and Panchayat Raj is authorized to draw an amount of Rs.300 Crore from the State Finance Commission Grants which should be deducted in the following ratio for the improvement of Bus plying roads 2014-15.

|                     |   |    |
|---------------------|---|----|
| Village Panchayats  | : | 60 |
| Panchayat Unions    | : | 32 |
| District Panchayats | : | 8  |

- (iii) The detailed guidelines for the improvement of Bus plying roads scheme is annexed to this order is approved.

4. The Government also direct that

- (i) Road safety measures like road signs should not exceed 5% of the total cost of the work.
- (ii) Avenue plantations need not be done from this scheme's fund. The same can be done either under general Fund or MGNREGS or in co-operation with the Forest Department under the special scheme for massive tree plantation in non-forest areas.
- (iii) Since the road construction also envisages 5 year maintenance by the same contractor, the payment mechanism must ensure that the contractor does not lose interest once his bills for construction are settled. Perhaps, a bank guarantee for an appropriate amount can be obtained to ensure 5 year maintenance.

5. The Director of Rural Development and Panchayat Raj is requested to ensure that the State Government's Commitment for improvement of Bus plying roads is fulfilled as planned and send a compliance report to Government in due course.



6. This order issues with the concurrence of Finance Department vide its U.O.No. 57842/RD/14, dated 28.10.2014.

(BY ORDER OF THE GOVERNOR)

N.S. PALANIAPPAN,  
PRINCIPAL SECRETARY TO GOVERNMENT.

To  
The Director of Rural Development and Panchayat Raj, Chennai – 15.  
All District Collectors (Except Chennai),  
All Project Directors, District Rural Development Agencies  
(thro' DRD & PR, Chennai – 15).  
The Accountant General, Chennai – 9/18/35.  
The Pay and Accounts Officer, Madurai.  
All Treasury Officers, (thro' DRD & PR, Chennai – 15)  
The Principal Secretary to Government, Finance Department,  
Chennai – 9.

Copy to:

The Senior Personal Assistant to Hon'ble Minister for Finance, Chennai - 9.  
The Senior Personal Assistant to Hon'ble Minister for (Municipal Administration, Rural  
Development, Law, Courts and Prisons), Chennai - 9.  
The Senior P.S to Principal Secretary to Government, RD & PR Dept, Chennai – 9.  
The Finance (RD/FC.IV) Department, Chennai – 9.  
Rural Development and Panchayat Raj (PR.1) Department,  
Chennai – 9. (for necessary follow up action to allot fund from  
State Finance Commission Grant)

//Forwarded by order//

*B. Panivelu*  
SECTION OFFICER.



ANNEXURE

(G.O (Ms) No. 141, Rural Development and Panchayat Raj (SGS.II) Department  
Dated 31.10.2014)

Guidelines for Bus Plying Roads Improvement Scheme (BPRIS) 2014-15

**1. Introduction:**

The Government lays lot of emphasis on the improvement and maintenance the rural road network. The objective is to ensure that the network of roads is motorable condition in order to provide perennial to the rural communities. This in turn will facilitate the rural people's access to vital Socio- economic services on a sustained basis. Tamil Nadu has got a huge network of roads across the rural landscape and a investment in rural roads should be based on sound logic and prioritization. Bus plying roads are among the most important category of rural roads which provide the rural people with direct access to various utility services in the nearby towns. These roads are very vital considering that majority of the rural people use public transport reaching important destinations. There are about 14,000 Km length of Bus Plying roads under the control of Rural Development and Panchayat Raj Department. **The objective of Bus Plying Roads Improvement Scheme (BPRIS) is to ensure that important Busplying roads are maintained in motorable condition.**

**2. Improvement of Bus plying Roads**

The objective is to ensure that the network of roads is maintained in motorable condition in order to provide perennial access to the rural communities, which in turn enable the people in accessing vital Socio-economic services on a sustained basis. Bus plying roads are among the most important category of rural roads which provide rural people with direct access to nearby major roads and towns. These roads are very vital considering the fact that majority of the rural people use public transport reaching important destinations. There are about 14,000 Km length of Bus Plying roads under the jurisdiction of Rural Development and Panchayat Raj Department.

**3. Fund Allocation**

During 2014-15, 1,000 Km length of roads will be taken up for improvement with a tentative cost of Rs.300 crore.

**4. Selection of Works**

- (i) The roads should be selected from the list of updated Village Panchayat and Panchayat Union roads and roads without the 'route code' and Bus Route Code" are not permitted to be taken up under this scheme.
- (ii) Bus Route roads of a minimum length of 1 Kilometre should be selected. There is no ceiling on the maximum length.



- (iii) Damaged Bus plying Black Topped roads with a PCI (Pavement Condition Index) value of 2 and below only should be selected.
- (iv) Other factors like connectivity to utility services like market centres, Educational/Health Services etc should be given due weightage.
- (v) In case a portion of a long stretch of road is damaged, then only the damaged portion should be selected, subject to the minimum length indicated above.
- (vi) Roads already proposed in other schemes should not be proposed under this scheme.
- (vii) Roads passing through/on Public Works Department Channel, other water bodies like oranies, Kanmai and Tank bund should not be proposed. Roads under litigation/involving Patta land in between should not be proposed. It should also be ensured that the proposed road does not fall in Forest land, even if it is a small stretch.
- (viii) The roads that have been improved by Panchayat unions or Village Panchayats under any Rural Development Scheme within the last 5 years should not be proposed.

## 5. Specifications and Project Preparation .

Strengthening of and/or improvements to existing roads by providing one or more layers of base course with bituminous surfacing will be taken up under this scheme.

Roads taken up under this scheme shall conform to specifications and standards laid down in IRC (Indian Road Congress)-SP (Special Publication)-20 Rural Roads manual, MoRD (Ministry of Rural Development) specifications on Rural Roads or MoRTH (Ministry of Road Transport and Highways) specifications as the case may be.

The proposed road should have a **roadway width of 7.5m and carriage way width of 3.75m.**

In cases, where the traffic is more than 2msa (million standard axles), strengthening of flexible pavements by using Wet Mix Macadam (WMM), Bituminous Macadam (BM) and Bituminous Concrete (BC) as per traffic intensity and strength of the soil is permitted. Use of Automatic Paver Finisher and other equipments are permitted for laying of Bituminous layers.

After the selection of roads, detailed estimates shall be prepared by the engineers concerned after thorough field inspection. Only after the actual estimates are prepared, the proposal should be put up by the Project Director, District Rural Development Agency to the District Collector for Administrative Sanction.



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Transect walk with photographs at every 100m should be prepared while submitting proposal. The details of transect walk should be part of the detailed Project Report.

Estimates should be prepared after carrying out detailed topographical and soil surveys and the proposed thickness of the road should be based on existing sub-grade CBR (California Bearing Ratio), traffic intensity and existing crust. Approximations based on physical observations are not at all permitted.

Improvement of berms and widening of shoulders to the required standards is mandatory. Geometric standards as per relevant codes indicated in IRC (Indian Road Congress)-SP (Special Publication)-20-2004 should be adopted.

**Cross drainage and protective works should be taken up along with the road, without omission, wherever necessary.** In cases where bridge works of more than 15m length are required, they should be taken up under suitable schemes at the District level. However, these proposals should be taken up concurrently. Drainage (Earthen/masonry) must be provided as per site condition.

## 6. Road Safety Measures

The purpose of Road Signs is to promote road safety and efficiency by providing for orderly movement of road users on the roads. **Road Signs** notify road users of regulations and provide warning and guidance needed for reasonably safe, uniform and efficient operation. Hence, the location and the type of road signages, road markings etc should be identified during transect walk and necessary provisions should be made in the estimate.

Cautionary, mandatory and informatory signs are to be provided depending on the situation and function in accordance with the IRC (Indian Road Congress): 67-2001 guidelines for Road Signs. In the case of road markings, the Code of Practice for Road Markings, IRC (Indian Road Congress): 35-1997 has to be adopted.

## 7. Avenue Plantation

Raising of avenue plantations will be an integral component under this scheme. Fruit bearing trees, shade trees, timber trees etc should be planted along the roadside beyond the outer periphery of the berms near to boundary pillars so as to avoid cutting of trees in future during widening/improvement in convergence with Mahatma Gandhi National Rural Employment Guarantee Scheme.

## 8. R&D Initiatives

In order to promote cost-effective and fast-track construction technologies in the construction of rural roads, it has become imperative to mainstream the technologies already developed through R&D in the past.



Following Technologies may be adopted based on the requirement and need:

- Soil stabilization Techniques
- Use of Innovative new additives (List of Materials accredited by IRC (Indian Road Congress) is available on the Website of IRC (Indian Road Congress) and NRRDA (National Rural Road Development Agency)
- Use of fly ash
- Cold mix technology using bitumen emulsions for bituminous wearing coat (premix carpet, surface dressing) –IRC (Indian Road Congress): SP (Special Publication): 20: 2002.

The above list is indicative and the choice of technology is not limited to the above and appropriate technology can be adopted based on field conditions. Selection of technology shall be done in consultation with and approval of the Superintending Engineer (Rural Development) and the State Technical Agency, NIT (National Institute of Technology), Trichy. The guidelines on technology initiatives issued by National Rural Road Development Agency may be referred for this purpose.

## 9. Maintenance

Considering the importance of maintaining the roads in motorable condition, the project proposal shall include construction (upgradation/improvement) followed by 5 year routine maintenance. The estimate for the works will constitute both construction and maintenance and they will be tendered as a whole.

## 10. Test verification of list of works and the estimates

The District Collectors shall, on getting the proposals for Administrative Sanction under **Bus Plying Roads Improvement Scheme**, depute officials to test check the need and genuineness of the works identified and correctness of the estimates prepared. The District Collector shall himself inspect at least 2% of the works before according Administrative Sanction. **The Project Director, District Rural Development Agency and Executive Engineer (Rural Development), will super-check atleast 10% of the works each and the Assistant Executive Engineers (Roads & Bridges) and Assistant Executive Engineer (Rural Development) and other Assistant Director level officers shall each inspect at least 20% of the works independently and check the correctness of the estimates.** Thus, the District Collectors should ensure 100% super-check of the roads proposed under the Scheme.



#### 11. Administrative Sanction

The District Collector will accord Administrative Sanction to the works after completing 100% test-verification as prescribed in Para 10 above. The District Collectors shall have the right to amend the list of works, if need arises after consultation with the Director of Rural Development & Panchayat Raj.

#### 12. Technical Sanction

Technical sanction will be accorded by the competent authority as per G.O. (Ms) No.203, Rural Development and Panchayat Raj (PR.1) Department, and dated 20.12.2007, amendment to the Tamilnadu Panchayats (preparation of Plans and Estimates for works and mode and conditions of Contracts) Rules 2007 and G.O.(Ms) No.54, Rural Development and Panchayat Raj (PR.1) dated 22.5.2014.

#### 13. Tendering

- (i) The works under Bus Plying Roads Scheme will be executed following the **Tamil Nadu Transparency in Tenders Act, 1998 and Rules, 2000**. Table-II of Notification-II in the Tamil Nadu Panchayats (Preparation of Plans and Estimate of works and mode and conditions of contracts) Rules, 2007 vide G.O. (Ms) No.203, Rural Development and Panchayat Raj (PR.1) Department, dated 20.12.07 will be followed for tendering.
- (ii) The Project Director, District Rural Development Agency shall be the tender inviting authority. The District Collector/ Chairman, District Rural Development Agency shall be the Tender Accepting Authority.
- (iii) e-submission of bids shall be followed for the works under BPRIS.

#### 14. Execution of works

The measurements will be recorded by the Union Engineer/Assistant Engineer and the Check Measurement will be done by the concerned Assistant Executive Engineer(Roads & Bridges). **The Executive Engineer (Rural Development) shall super check the works as per the norms indicated in G.O. (Ms) No. 7, RD (E1) Department, dated 06.01.2000.**

#### 15. Quality Control

- All the mandatory Quality control tests before, during and after execution of the works shall be carried out as per the Quality Control Handbook Vol I and II published by NRRDA (National Rural Roads Development Agency).
- A separate QC register should be maintained for each work and the record of tests shall be entered by the Assistant Engineer and verified by the Assistant Executive Engineer (R&B) and Executive Engineer (Rural Development).



- QC (Quality Control) register shall be submitted along with the bills and the same shall be verified before release of payment.
- The details of the QC (Quality Control) tests conducted, observations made etc shall be entered in the online QC (Quality Control) module in tnrd.gov.in website.

#### 16. Monitoring

The execution of the works taken up under Bus Plying Roads Improvement Scheme (BPRIS) 2014-15 will be monitored through the **Real Time Monitoring System developed by National Informatics Centre, Chennai** in order to ensure continuous monitoring and for expeditious completion of works.

#### 17. Documentation

Proper documentation of the works should be done capturing various processes in the implementation of the scheme. Photographs of the site before undertaking the work, during execution of the work and after completion of the work should be taken and properly documented. The Socio-economic impact that has been brought about by the improvement of the roads should also be documented.

The Principal Secretary, Rural Development and Panchayat Raj Department, in consultation with the Director of Rural Development and Panchayat Raj (HOD) is empowered to modify any of the above guidelines based on exigencies that may arise from time to time.

N.S. PALANIAPPAN,  
Principal Secretary to Government.

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B. B. B. B.  
Section officer.