



ABSTRACT

Announcement – Hon'ble Chief Minister's Announcement under Rule 110 on the Floor of the Tamil Nadu Legislative Assembly- Schemes-State Scheme – Tamil Nadu Rural Roads Improvement Scheme (TNRRIIS) – Implementation of the scheme during 2018-19 at a cost of Rs.1200 Crores – Administrative sanction - Orders - Issued.

Rural Development and Panchayat Raj (SGS.2) Department

G.O. (Ms).No.117

Dated:03.09.2018.

Read:

1. G.O.(Ms).No.108, Rural Development and Panchayat Raj (PR.1) Department, dated.21.09.2017.
2. G.O.(Ms).No.2, Rural Development and Panchayat Raj (SGS.2) Department, Dated: 04.01.2018.
3. G.O.(Ms).No.65, Rural Development and Panchayat Raj (PR.1) Department, dated.09.05.2018.
4. G.O.(Ms).No.69, Rural Development and Panchayat Raj (PR.1) Department Dated:30.05.2018.
5. Director of Rural Development and Panchayat Raj letter No.28755/2018/TU1, dated 13.06.2018.

ORDER:

The Hon'ble Chief Minister of Tamil Nadu made the following announcement under Rule 110 on the floor of the Assembly on 12.06.2018:-

“பல்வேறு வகையான சாலைகளை ஒரே திட்டத்தின் கீழ் மேம்படுத்தும் வகையில் தமிழ்நாடு ஊரகச் சாலைகள் மேம்பாட்டுத் திட்டம் செயல்படுத்தப்பட்டு வருகிறது. இத்திட்டத்தின் கீழ், நடப்பாண்டில் 1,200 கோடி ரூபாய் செலவில் 5,500 கிலோ மீட்டர் நீளமுள்ள ஊரகச் சாலைகள் மேம்படுத்தப்படும்.”

2. As per the above said Hon'ble Chief Minister's Announcement, the Director of Rural Development and Panchayat Raj in his letter fifth read above has proposed the implementation of Tamil Nadu Rural Roads Improvement Scheme (TNRRIIS) 2018-19 at a cost of Rs.1200 Crores and requested orders of the Government on the following:-

- i. Administrative Sanction for the implementation of Tamil Nadu Rural Roads Improvement Scheme (TNRRIIS) 2018-19 with an overall outlay of Rs.1200 Crores, and approval of the draft guidelines for the year 2018-19.

- ii. Sanction of Rs.100 Crores from the Capital Grant Fund 2018-19 (80% component of Capital Grant Fund) for the improvement of 2500 km of local body roads to ODR standard, as per the recommendation of the Fifth State Finance Commission and permission to the Director of Rural Development and Panchayat Raj to earmark the above.
- iii. Authorising the Director of Rural Development and Panchayat Raj to meet out a sum of Rs.500 Crores from 80% of the Capital Grant Fund apportioned for distribution by the District Planning Committees based on the formula adopted for horizontal distribution among District Panchayats utilizing the same as specified in para 2.2.1 (Detailed guidelines for selection of works) and para 2.3.1 (Roads eligible to be sanctioned under this component of Capital Grant Fund) of G.O.(Ms). No.108, Rural Development and Panchayat Raj (PR-1) Department, dated: 21.09.2017.
- iv. Authorizing the Director of Rural Development and Panchayat Raj to meet the balance amount of Rs.600 Crores from the Panchayat Union share of State Finance Commission (SFC) Population Grant 2018-19.
- v. Permission for taking the road works under Stream-I (Upgradation of Non-BT Roads into BT Roads) Stream-II (Strengthening of the existing damaged BT Roads) and Stream-III (Maintenance of the existing BT Roads) category with the following norms:
 - a. From out of the total allocation to a district, at least 25% of the funds allocated to be earmarked for each of the three streams.
 - b. Out of the total allocation to a district, at least 25% of funds to be allocated to Bus-Plying roads cumulatively under all the three streams.
 - c. Under the funds mentioned in para 2 (ii) and 2 (iii) above, roads falling under Stream I and Stream II category only should be taken up.
 - d. Under the funds mentioned in para 2 (iv) above, Stream-I, Stream-II and Stream-III categories of roads are eligible to be sanctioned. While selecting roads under this Panchayat Union Share of SFC population grant, it should be kept in mind that 25 % of Stream III category of Roads are eligible to be taken up only under this fund.
- vi. Authorising the Director of Rural Development and Panchayat Raj to permit roads with less than 1 Km length based on the specific recommendation of the concerned District Collector.
- vii. Authorising the Director of Rural Development and Panchayat Raj to permit inter-component flexibility for allocation of funds, on a case by case basis, based on the specific request of the District Collectors with proper justifications, under intimation to the Government and to permit the Rural Local Bodies to meet the gap in funding, if the allocation made as per the distribution formulae is not sufficient to complete the projects.

3. The Government have examined the proposal of the Director of Rural Development and Panchayat Raj in detail and decided to accept the same. The Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) was launched in the year 2015-16 for the comprehensive improvement of rural roads with an annual allocation of Rs.800 Crores from State funds. The scheme has been continued in the years 2016-17

and 2017-18 with an annual outlay of Rs.800 Crores. From 2015-16 to 2017-18, 12,927 Km length of roads have been taken up at a total cost of Rs.2400 Crores under the Tamil Nadu Rural Roads Improvement Scheme. Since it is a comprehensive scheme for Upgradation / Strengthening / maintenance of roads it is proposed to continue the implementation of Tamil Nadu Rural Roads Improvement Scheme during 2018-19 with an enhanced outlay of Rs.1200 Crores. An online road register has been created in the tnrd.gov.in. website by assigning unique "Road Code" to each and every Panchayat Union and Village Panchayat road to have comprehensive rural road network details. This road register is being updated every year with reference to the field condition of the road with the status of the road. From this register, the details of the bus plying roads are identified and each bus plying road is assigned with a unique "Bus Route Code". The rural road network consists of roads with various surface types from earthen to black topped. The surface details of the Village Panchayat and Panchayat Union roads in the State are as given below:-

Sl. No.	Type of Surface	Village Panchayat Road	Panchayat Union Road	Total
		Length in 'Km'		
1.	Black topped	69,396	29,488	98,884
2.	Cement concrete	2,960	313	3,273
3.	Double layer WBM	2,748	301	3,049
4.	Single Layer WBM	6,624	408	7,032
5.	Gravel	5,596	236	5,832
6.	Earthen	29,752	1,624	31,376
	Total	1,17,076	32,370	1,49,446

4. In order to keep the rural road network motorable throughout the year, the Government have decided to continue its multi-pronged approach towards improvement of rural roads prioritising road works based on set criteria for optimal use of funds and issue orders as follows for the implementation of the Tamil Nadu Rural Roads Improvement Scheme during 2018-19:-

- (i) Administrative sanction is accorded for the implementation of Tamil Nadu Rural Roads Improvement Scheme 2018-19 with an overall outlay of Rs.1200 Crores and the guidelines for the implementation of Tamil Nadu Rural Roads Improvement Scheme 2018-19 annexed to this order is approved.

- (ii) The Director of Rural Development and Panchayat Raj is authorized to meet the expenditure of Rs.1200 Crores for the implementation of Tamil Nadu Rural Roads Improvement Scheme 2018-19 as follows subject to the condition that the other capital works to be undertaken under the Panchayat Union Share of Population Grant (SFC) are not affected :-

Sl. No	Details	Amount (Rs.in Crores)
1.	From the Capital Grant Fund 2018-19 (80% component of CGF) allocated for the improvement of 2500 km of local body roads to ODR standard, as per the recommendation of the Fifth State Finance Commission.	100
2.	From 80% of the Capital Grant Fund apportioned for distribution by the District Planning Committees based on the formula adopted for horizontal distribution among District Panchayats utilizing the same as specified in para 2.2.1 (Detailed guidelines for selection of works) and para 2.3.1 (Roads eligible to be sanctioned under this component of CGF) of G.O.(Ms). No.108, Rural Development and Panchayat Raj (PR-1) Department, dated:21.09.2017.	500
3.	From the Panchayat Union share of State Finance Commission (SFC) Population Grant 2018-19	600
	Total	1200

(Rs.1200 Crores)

- (iii) The Director of Rural Development and Panchayat Raj is permitted to earmark the amount of Rs.100 Crores as mentioned in S.No. 1 of the table above.
- (iv) Permission is accorded for taking the road works under Stream-I (Upgradation of Non-BT roads into BT roads), Stream-II (Strengthening of the existing damaged BT roads) and Stream-III (Maintenance of the existing BT roads) category with the following norms:-
- (a) From out of the total allocation to a district, at least 25% of the funds allocated to be earmarked for each of the three streams.

- (b) Out of the total allocation to a district, at least 25% of funds to be allocated to Bus-Plying roads cumulatively under all the three streams.
- (c) Under the funds mentioned in S.No.1 and S.No.2 of the table above roads falling under Stream I and Stream II category only should be taken up.
- (d) Under the funds mentioned in S.No.3 of the table above, Stream-I, Stream-II and Stream-III categories of roads are eligible to be sanctioned. While selecting roads under this Panchayat Union Share of SFC population grant, it should be kept in mind that 25 % of Stream III category of Roads are eligible to be taken up only under this fund.
- (v) The Director of Rural Development and Panchayat Raj is authorised to permit roads with less than 1 Km length based on the specific recommendation of the concerned District Collector.
- (vi) The Director of Rural Development and Panchayat Raj is authorised to permit inter-component flexibility for allocation of funds, on a case by case basis, based on the specific request of the District Collectors with proper justifications, under intimation to the Government and to permit the Rural Local Bodies (RLBs) to meet the gap in funding, if the allocation made as per the distribution formula is not sufficient to complete the projects.
- (vii) The Director of Rural Development and Panchayat Raj is directed that the Tamil Nadu Rural Roads Improvement Scheme 2018-19 shall be implemented in three streams as was done during 2017-18. Similarly, prioritization and selection of roads and other conditions shall be the same as was followed in 2017-18 except for the following changes:-
- a) Pradhan Mantri Gram Sadak Yojana (PMGSY) roads, which have completed 5 years routine maintenance shall not be taken up for maintenance as mentioned in para 6(iv) of the Tamil Nadu Rural Roads Improvement Scheme 2017-18 guidelines, since these works can be proposed under Performance Incentive fund of Pradhan Mantri Gram Sadak Yojana.
 - b) In addition to para 7(i) of Tamil Nadu Rural Roads Improvement Scheme 2017-18 guidelines, for traffic less than 100 motorized vehicles/day, the road having Carriage way width of 3.00m for single lane shall be taken up.
 - c) Cold mix technology using bitumen emulsions for bituminous wearing coat (premix carpet, surface dressing) – IRC: SP: 20: 2002 (Rural Roads Manual) shall not be adopted as mentioned in para 10 of the Tamil Nadu Rural Roads Improvement Scheme 2017-18 guidelines.

- d) Provision of Administration Fund of 1% of the allocation under Capital Grant Fund (CGF) (Rs.100 Crores priority funding for upgradation of local body roads to ODR standards) as mentioned in the para 3 of the Tamil Nadu Rural Roads Improvement Scheme 2017-18 guidelines is deleted.

5. This order is issued with the concurrence of Finance Department vide its U.O.No.44417/RD/2018, dated:30.08.2018.

(BY ORDER OF THE GOVERNOR)

HANS RAJ VERMA,
ADDITIONAL CHIEF 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 Agency

(through the Director of Rural Development and Panchayat Raj, Chennai-15)

The Accountant General, Chennai -18/35.

Copy to:

The Hon'ble Chief Minister's Office, Secretariat, Chennai-9.

The Senior Personal Assistant to Hon'ble Minister

(MA, RD, Impn. Spl. Prog), Secretariat, Chennai-9.


The Finance (RD) / (SFC-MC) Department, Secretariat, Chennai-9.

The Rural Development and Panchayat Raj

(B&C/PR.I/OP-II) Department, Secretariat, Chennai-9.

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//Forwarded by order//


Section Officer. 3-9-18
BGC
3/9/18

ANNEXURE -I

(Annexure -I to G.O.(Ms)No.117, Rural Development and Panchayat Raj(SGS.2) Department, dated.03.09.2018).

Guidelines for Tamil Nadu Rural Roads Improvement Scheme (TNRRIS)-2018-19.**1. Introduction**

This Government introduced an omnibus scheme called the Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) during 2015-16 which provided scope for multi-component funding for various categories of road through a single window and continued the same during 2016-17 and 2017-18 also. The Government intends to continue this approach, which provides flexibility in the selection of roads to the District and Block level agencies, through the implementation of **Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) – 2018-19.**

2. Objective

The objective of the scheme is to ensure optimal allocation of funds to all the Districts for Upgradation, Strengthening and Maintenance of Panchayat Union and Village Panchayat roads.

3. Components of Tamil Nadu Rural Roads Improvement Scheme (TNRRIS)

Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) will be implemented in three streams.

i) Stream-I**Upgradation of Non-BT roads to BT standard**

- Under Stream-I, Earthen, Gravel and WBM roads of the Panchayat unions and Village Panchayats should be taken up for upgradation as Black Topped roads.

ii) Stream-II**Strengthening of existing Damaged BT roads**

- Under Stream-II, existing, damaged BT roads with a Pavement Condition Index (PCI) value of 2 and below only should be selected.

- Damaged BT roads, requiring one or more layers of WBM + BT alone should be proposed under this scheme.

iii) Stream-III

Maintenance of existing Damaged BT roads

- Damaged BT Roads, which require periodic Maintenance/Renewal, should be selected.
- Worn out BT roads, requiring pothole filling/patch work and relaying of BT surface alone should be proposed under this scheme.

(In case if a portion of a road is in good condition or has been improved / maintained recently then that portion of the road should not be proposed)

From out of the total allocation to a district, at least 25% of the funds allocated shall be earmarked for each of the three streams. Out of the total allocation to a district, at least 25% of the funds shall be allocated to Bus-Plying roads cumulatively under all the three streams.

4. Prioritisation and selection of works (common for all the Streams)

- (i) Roads connecting unconnected habitations, irrespective of the size of population, should be given first priority.
- (ii) Next Priority should be given for upgradation of non-Black Topped bus-plying and mini-bus plying roads.
- (iii) Important link roads connecting market places, Educational/Health Services and roads leading to other utility services.
- (iv) Roads constructed under Pradhan Mantri Gram Sadak Yojana (PMGSY) which have completed 10 years shall be taken up for strengthening and **those roads which have completed 5 years routine maintenance shall not be taken up for renewal.**
- (v) Roads connecting two National Highways or State highways or Major District Roads or a combination of the above or Roads leading to National Highways or State Highways or Major District Roads.
- (vi) The entire stretch of a road should be taken up for improvement irrespective of the length. Roads with a length of less than 1 Km should not be taken up. If the funds allocated under this scheme are not adequate enough to cover the entire length of the road, funds may be dovetailed from other Rural Development Schemes

to take up the entire stretch while according Administrative Sanction. *(In exceptional cases where the length of the road is less than 1 Km, specific clearance shall be obtained from the Director of Rural Development based on the recommendations of the respective District Collector)*

- (vii) The roads should be selected only from the list of updated Village Panchayat and Panchayat Union roads which are available in the tnrd.gov.in website, and roads without the 'road code' are not permitted to be taken up under this scheme.
- (viii) In cases where only a portion of a long stretch of road is damaged, then only such damaged portion should be selected.
- (ix) Roads already proposed under other schemes should not be proposed under Tamil Nadu Rural Roads Improvement Scheme.
- (x) Roads passing through/on PWD Channel, other water bodies like ooranies, Kanmai and Tank bund should not be proposed. Roads under litigation/involving Patta land, even if it is a small stretch, should not be proposed.
- (xi) In case of a road passing on/over tank bunds and proposed for Upgradation/Improvement, the Project Director (DRDA) and Executive Engineer (RD) shall inspect the road. Based on the importance and utility of the roads, detailed proposals shall be submitted along with necessary photographs etc to the Director of Rural Development and Panchayat Raj. In case of roads passing on/over PWD tank bund or PWD channel, "No Objection Certificate" should be obtained from PWD and the same shall be submitted to Director of Rural Development and Panchayat Raj along with the proposal. The Director of Rural Development and Panchayat Raj will accord approval on a case by case basis after detailed scrutiny.
- (xii) Road works should be selected based on joint inspection of the Block Development Officer (Block Panchayat) and the Assistant Engineer (RD) concerned. The concerned Assistant Engineer (RD) should ensure that the roads are prioritized based on the present condition of the surface and the time lag after the previous maintenance in the case of existing BT roads. The Block Development Officer (BP) and the Assistant Engineer (RD) will select and prioritize the works to be taken up strictly as per the guidelines.
- (xiii) Roads that have been improved by Panchayat Unions or Village Panchayats under any of the Rural Development Schemes within the last 5 years or nearing the timeline shall not be taken up. *(Under extraordinary circumstances, if the road is heavily*

damaged warranting immediate renewal/maintenance due to act of natural forces, such roads can be proposed after due verification and certification by the Collector after inspection which will also verified by the Additional Director of Rural Development(ADRDs), Superintending Engineer and Executive Engineers from the Directorate. The estimates of such work will be technically approved by the Superintending Engineer (RD) irrespective of the value of work)

5. Specifications and Project Preparation

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

- i) For traffic more than 100 motorized vehicle/day, Carriage way width should be 3.75m for single lane. **For traffic less than 100 motorized vehicle/day, Carriage way width should be 3.00m for single lane.***
- ii) Roadway width should be 7.5m in case of Plain & Rolling terrain and 6.0m in case of Mountainous and steep terrain*
- iii) Right of way should be 15 m for plain and 12m for Steep terrain*
- iv) Ruling Gradient should be 1 in 30 for Plain and 1in20 for Steep terrain*
- v) Camber should be 3 to 3.5 % for Bituminous pavement*
- vi) Super elevation should be 7% for plains and 10% for hilly areas and Minimum super elevation should not be less than percentage of the camber.*

Pavement design of the roads proposed under Stream-I and Stream-II shall be as per figure 4 of IRC SP-72-2015 (Guidelines for the Design of flexible pavements for Low Volume Rural Roads) for traffic intensity upto 2 msa (million standard axles), (Note: IRC SP-72 permits use of Bituminous Macadam for traffic intensity more than 1.5 msa).

In case of Upgradation or strengthening of roads, where the traffic is more than 2 msa (million standard axles) strengthening of flexible pavements by using Wet Mix Macadam (WMM), Dense Bituminous Macadam (DBM) and Bituminous Concrete (BC) as per traffic intensity and strength of the soil should be done as per IRC-37-2012, (Guidelines for Design of Flexible pavements).

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, DRDA to the District Collector for Administrative Sanction.

Transect walk with photographs at every 100m should be prepared while submitting proposal. The photographs of the proposed location for CD works, retaining walls should be enclosed. 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, 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 and the Geometric standards indicated in para 5 above shall be followed. The typical cross section of a rural road is given in the Annexure -II to these guidelines for reference.

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 15 m length are required, they should be taken up under any other suitable scheme at the District level. However, the road and bridge works should be taken up concurrently. Drainage (Earthen/masonry) must be provided as per site condition.

In case of Maintenance of existing roads, Repairs/Reconstruction of the existing Cross drainage works may be taken up along with the Road works to ensure proper drain of rain water. However, construction of new CD works is not permitted under maintenance component.

The following are the Non-negotiables of these guidelines:

- a) *Roads less than 1Km length shall not be taken up under this scheme subject to provisions in para 4(vi) of these guidelines.*
- b) *Construction of Berms shall be undertaken simultaneously along with the construction of each component of carriageway. Construction of berms after the laying of BT will be viewed seriously and will lead to appropriate disciplinary action.*

- c) *Construction of CC pavements shall be taken up in the residential areas and the CC pavements have to be designed as per IRC SP:62-2014, Guidelines for Design and construction of CC pavements for low volume roads.*

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, informatory signs using road markers, reflectors, delineators etc are to be provided depending on the site requirement in accordance with IRC: 67-2012 guidelines for Road Signs. In the case of road markings, the Code of Practice for Road Markings, IRC: 35-1997 has to be adopted. For safe and easy access of differently-abled persons, informative signs indicating the international wheelchair symbol shall be installed at appropriate places especially at important junctions, busy traffic zones, school zones etc. Similarly, engraving on the surface of the zebra crossing for blind or for persons with low vision shall also be provided. Construction of kerb cuts and slopes in the pavements for easy access of the wheel chairs is also to be provided mandatorily, wherever required. Road safety measures like road signs should not exceed 5% of the total cost of the work.

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 so as to avoid cutting of trees in future during widening/improvement in convergence with Mahatma Gandhi National Rural Employment Guarantee Scheme (MGNREGS). Avenue Plantation shall be done as per IRC-SP-103-2014 (Guidelines for Tree Plantation along Rural Roads) 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-ordination with the Forest Department under the special scheme for massive tree plantation in non-forest areas.

8. Technology 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 is available on the Website of IRC and National Rural Roads Development Agency (NRRDA))
- Use of fly ash

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 (RD) and the State Technical Agency, NIT, Trichy. The guidelines on technology initiatives issued by National Rural Roads Development Agency (NRRDA) may be referred for this purpose.

From out of the proposed length of a District, atleast 5% of the length will be taken by adopting alternate technologies. The choice of technology shall be decided by the Executive Engineer (RD) concerned in consultation with the Superintending Engineer (RD).

9. Test verification of list of works and the estimates

The District Collectors shall, on getting the proposals for Administrative Sanction under **Tamil Nadu Rural Roads Improvement Scheme (TNRIS)**, 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, DRDA and Executive Engineer (RD), will super-check atleast 10% of the works each and the Assistant Executive Engineers (R&B) and Assistant Executive Engineer (RD) 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.

10. Administrative Sanction

The District Collector will accord Administrative Sanction to the works after completing 100% test-verification as prescribed in Para 9 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 and Panchayat Raj.

11. Technical Sanction

Technical sanction will be accorded by the competent authority as per G.O. (Ms) No.203, Rural Development and Panchayat Raj Department, dt.20.12.2007, amendment to the Tamil Nadu 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) Department, dt. 22.5.2014.

12. Tendering

- (i) The works under Tamil Nadu Rural Roads Improvement 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 Department, dt.20.12.07 will be followed for tendering.
- (ii) The Project Director, DRDA shall be the tender inviting authority. The District Collector/ Chairman, DRDA shall be the Tender Accepting Authority.
- (iii) e-submission of bids shall be followed for the works under Tamil Nadu Rural Roads Improvement Scheme.

13. 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(R&B). The Executive Engineer (RD) shall super check the works as per the norms indicated in G.O. (Ms) No. 54, Rural Development and Panchayat Raj (PR.1) Department, dt. : 22.05.14.

The instructions of the National Green Tribunal regarding onsite compliance during construction of roads shall be strictly followed.

14. 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 National Rural Roads Development Agency. These shall include, but not limited to,
 - i. *Sieve Analysis, Atterberg limit, Proctor Density, Field Density for Earth work.*
 - ii. *Atterberg limit, Gradation, Aggregate Impact value, Proctor Density, Field Density, Thickness for sub base and base course.*

- iii. *Rate of spread for prime and tack coat.*
- iv. *Gradation, Aggregate Impact value, Binder Content, Thickness and surface regularity for bituminous surface.*
- v. *Compressive strength of concrete for cross drainage works.*
- A separate Quality Control (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 (RD).
- Quality Control register shall be submitted along with the bills and the same shall be verified before release of payment.
- The details of the Quality Control tests conducted, observations made etc shall be entered in the online Quality Control module in tnrd.gov.in website

15. Monitoring

The execution of the works taken up under Tamil Nadu Rural Roads Improvement Scheme (TNRIS) will be monitored through the Real Time Monitoring System developed by NIC, Chennai in order to ensure continuous monitoring and for expeditious completion of works.


16. 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 and to be submitted to the Directorate.

The Additional Chief Secretary to Government, Rural Development and Panchayat Raj Department is empowered to modify the guidelines of Tamil Nadu Rural Roads Improvement Scheme, whenever necessary, in consultation with the Director of Rural Development and Panchayat Raj.

HANS RAJ VERMA,
ADDITIONAL CHIEF SECRETARY TO GOVERNMENT.

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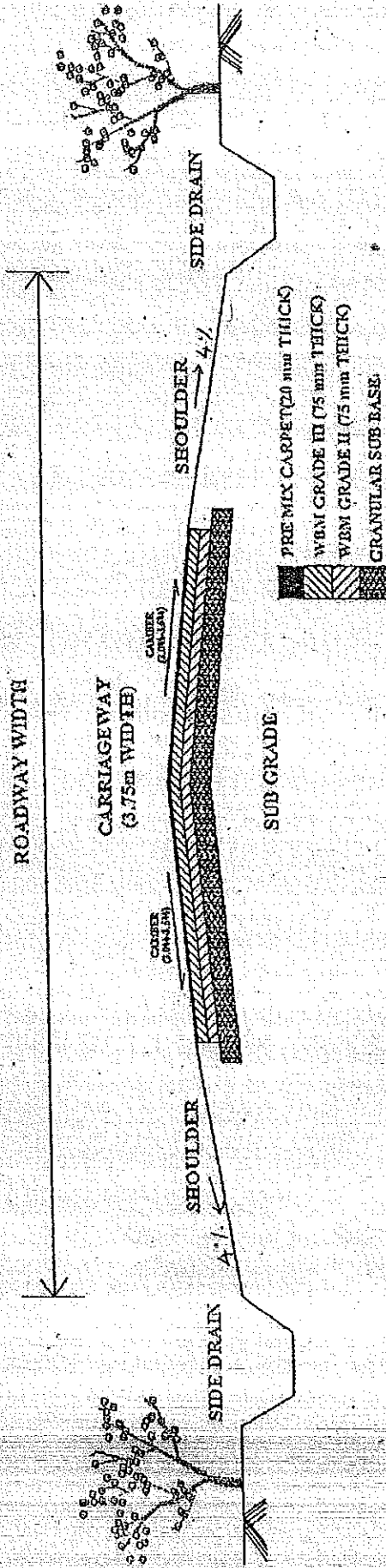

SECTION OFFICER. 3-9-18
GJC
3/9/18

ANNEXURE II

Annexure II to G.O (Ms) No 117 Rural Development and Panchayat Raj (SSS2)

Department Dated: 3.9.2018

CROSS SECTIONAL ELEMENTS OF A TYPICAL RURAL ROAD



HANS RAJ VERMA

ADDITIONAL CHIEF SECRETARY TO GOVERNMENT

True copy /

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3.9.18
SECTION OFFICER
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