



ABSTRACT

Schemes – State Scheme - Announcement - Announcement made by the Hon'ble Minister for Rural Development for the year 2021-2022 - Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) – Implementation of Scheme during 2021-2022 at a cost of Rs.627.23 crore – Administrative sanction – Accorded - Orders - Issued.

Rural Development and Panchayat Raj (SGS.2) Department

G.O.(Ms).No.135

Dated: 26.11.2021

**பிலவ - கார்த்திகை 10
திருவள்ளூர் ஆண்டு - 2052**

Read:

1. G.O.(Ms.) No.108, Rural Development and Panchayat Raj(PR.1) Department, Dated: 21.09.2017.
2. From the Director of Rural Development and Panchayat, Letter No. 26113/2021/TU1, dated 23.09.2021.

ORDER:

The Hon'ble Minister for Rural Development has made the following announcement on the floor of the Assembly on 24.08.2021

"5780 கி.மீ நீளத்திற்கு ஊரகச் சாலைகளை மேம்படுத்துதல், வலுப்படுத்துதல் மற்றும் 121 பாலங்கள் கட்டுதல் ஆகிய பணிகள் 2097 கோடி ரூபாய் மதிப்பீட்டில் மேற்கொள்ளப்படும்."

2. In the letter 2nd above, the Director of Rural Development and Panchayat Raj, has sent a proposal based on the above announcement, stating that as part of the implementation of the announcement made by the Hon'ble Minister for Rural Development, it is proposed to take up improvement of the Village Panchayat and Panchayat Union roads under the Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) during 2021-22. The rural road network consists of Panchayat Union roads and Village Panchayat roads. The Rural Development and Panchayat Raj Department facilitates the improvement and maintenance of this rural road network through Union

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and State Government Schemes. The surface wise details of the Village Panchayat and Panchayat Union roads are given below,

Panchayat Union and Village Panchayat Roads

Sl. No.	Type of Surface	Panchayat Union Road	Village Panchayat Road	Total
		Length in 'Km'		
1	Black topped	26,871	75,127	1,01,998
2	Cement concrete	343	3,140	3,483
3	Double layer WBM	226	1,732	1,958
4	Single Layer WBM	390	8,829	9,219
5	Gravel	163	4,633	4,796
6	Earthen	1,124	31,154	32,278
	Total	29,117	1,24,615	1,53,732

There are about 1.54 Lakh Km Village Panchayat and Panchayat Union roads in Tamil Nadu. The Rural Road Network consists of 69% of surfaced roads and 31% of un-surfaced road. The objective of the department is to strengthen and maintain the surfaced roads and to upgrade the un-surfaced roads based on priority. The Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) enables improvement of surfaced and unsurfaced roads. So far, 27,186 Km length of roads have been taken up at a cost of Rs.5,800 crore under TNRRIS for upgradation/strengthening/renewal of rural roads since its inception. Hence, it is proposed to implement Tamil Nadu Rural Roads Improvement Scheme(TNRRIS) during 2021-22 with an outlay of Rs.627.23 crore.

3. The Director of Rural Development and Panchayat Raj has further stated that the scheme envisages improvement of Village Panchayat and Panchayat Union roads under two streams,

- Stream I - Upgradation of Non-BT roads into BT roads**
Stream II -.Strengthening of the existing damaged BT roads

In order to ensure optimal usage of funds, the roads proposed to be improved under the TNRRIS scheme will be prioritized based on the following criteria:-

- (i) Roads connecting unconnected habitations, irrespective of the population and length are given first priority.
- (ii) Upgrading and strengthening of bus-plying and minibus-plying roads.
- (iii) Important link roads connecting habitations, market places, Educational/Health Services and roads which have good utility value.

- (iv) Roads constructed under PMGSY and which has completed 10 years of design life shall be taken up under strengthening category based on Pavement condition and present traffic intensity.

The roads which are to be proposed under TNRRIS will be selected from the online road register only.

4. The Director of Rural Development and Panchayat Raj has further stated that the amount of Rs.627.23 crore shall be met out as detailed below:

- (i) An amount of Rs.1,157.8475 crore is provided in RBE 2021-22 for Capital Grant Fund under State Finance Commission Devolution Grant.
- (ii) The Government has issued guidelines for utilization of Capital Grant Funds vide G.O.(Ms.) No.108, Rural Development and Panchayat Raj(PR-1) Department, Dated: 21.09.2017.
- (iii) As per the above Government order, 20% is reserved for taking up projects deemed to be of importance at the state level including strengthening and upgradation of roads. The projects are to be approved by Committee headed by Principal Secretary to Government, Rural Development and Panchayat Raj and including Director of Rural Development and Panchayat Raj, a representative of the Finance Department and Member Secretary, State Planning Commission.
- (iv) Further, the Government has ordered that 80% shall be distributed as follows:
- (i) Rs.100 crore per year for the improvement of local body roads to ODR standard.
- (ii) Rs.309 crore (Rs.61.80 crore per year) for revamping old CWSS.
- (iii) The balance amount is to be distributed in line with the horizontal distribution of the SFC devolution grant for taking up improvement of roads, water bodies, panchayat union schools, parks, water supply works, etc.,
- (v) Hence, the amount required for TNRRIS shall be met as follows from 80%CGF,

Table

Sl. No.	Description of work	Amount in Rs. crore	
		CGF Available	Allocation for TNRRIS
1.	Provision in RBE 2021-22 for CGF	1157.84	-
2.	20% CGF grant earmarked for taking up important projects at the State level	231.57	
(i)	Rejuvenation of MI Tanks	150.00	
(ii)	TNRRIS		81.57

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3.	80% of CGF	926.27	-
(i)	Amount for improvement of local body roads to ODR standard.	100.00	100.00
(ii)	Rs.61.80 crore per year for revamping old CWSS	61.80	-
(iii)	Balance amount of 80% CGF to be distributed to the Districts.	764.47	-
(iii)(a)	AGAMT-II, renovation of library, Infrastructure to existing Samathuvapuram	168.81	-
(iii)(b)	School Infrastructure Development Scheme	150.00	-
(iii)(c)	TNRRIS		445.66
		Total	627.23

TNRRIS 2021-22 shall be implemented in two streams. The guidelines details about the components of works to be taken up, criteria for selection of works, specifications to be adopted, alternate technologies to be used, road safety measures, avenue plantation, procedures for selection and verification of works, preparation of estimates and implementation of the scheme including Tendering, Quality Control and Monitoring, etc.

5. In the circumstances stated above, the Director of Rural Development and Panchayat has requested the Government to issue orders on the following:

- i. To accord Administrative Sanction for the implementation of Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) 2021-22 with an annual overall outlay of Rs.627.23 crore and also to approve the draft guidelines for the same.
- ii. To meet the amount of Rs.627.23 crore for TNRRIS 2021-22 from Capital Grant Fund as indicated in Table above.
- iii. In the absence of DPC, the District Collector shall decide the allocation of funds for the projects, for the TNRRIS component met from 80% CGF distributed to the Districts, based on the recommendation of Project Director, DRDA.
- iv. To authorize the Director of Rural Development & Panchayat Raj to release the funds, meant for TNRRIS 2021-22 from 80% CGF, directly to the District Collectors based on horizontal distribution of funds. The District Collectors shall in turn ensure distribution to the Blocks in the same formula.
- v. To authorize the Director of Rural Development and Panchayat Raj to distribute the funds in Sl.No. 2(ii) and 3(i) in the Table above based on Length and surface condition of the road network in each district. The Director, of Rural Development & Panchayat Raj shall device suitable formula for the allocation as per the above criteria.

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- vi. According permission for taking the road works under Stream-I and Stream-II category with the following norms:
 - (i) Atleast 25% of the roads proposed in a district should directly connect habitations.
 - (ii) At least 25% of the roads proposed in a district should provide direct link to Schools or Markets or Health Centers/Hospitals.
 - (iii) At least 25% of roads proposed in a district should be Bus-Plying roads.
- vii. To authorize 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.
- viii. To authorize 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.

6. The Director of Rural Development and Panchayat Raj has requested the Government to issue necessary orders for the implementation of TNRRIS at a cost of Rs.627.23 crore for the year 2021-22, as indicated above and also to approve the draft guidelines.

7. After careful examination, the Government decided to accept the proposal of the Director of Rural Development and Panchayat Raj and issue following orders:

- i. Administrative Sanction is accorded for the implementation of Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) 2021-22 with an annual overall outlay of Rs.627.23 crore.
- ii. Guidelines for the implementation of TNRRIS 2021-202 is annexed to this order.
- iii. The amount of Rs.627.23 crore for TNRRIS 2021-22 shall be met from Capital Grant Fund as indicated in Table at para 4 above.
- iv. In the absence of DPC, the District Collector shall decide the allocation of funds for the projects, for the TNRRIS component met from 80% CGF distributed to the Districts, based on the recommendation of Project Director, DRDA.
- v. The Director of Rural Development & Panchayat Raj is authorized to release the funds, meant for TNRRIS 2021-22 from 80% CGF, directly to the District Collectors based on horizontal distribution of funds. The District Collectors shall in turn ensure distribution to the Blocks in the same formula.
- vi. The Director of Rural Development and Panchayat Raj is authorized to distribute the funds in Sl.No. 2(ii) and 3(i) in the Table at para 4 above based on Length and surface condition of the road network in each district. The Director, RD&PR shall device suitable formula for the allocation as per the above criteria.

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vii. Permission is accorded for taking the road works under Stream-I and Stream-II category with the following norms:

- (i) Atleast 25% of the roads proposed in a district should directly connect habitations.
- (ii) At least 25% of the roads proposed in a district should provide direct link to Schools or Markets or Health Centers/Hospitals.
- (iii) At least 25% of roads proposed in a district should be Bus-Plying roads.

viii. 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.

ix. The Director of Rural Development and Panchayat Raj is authorized 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.

8. This order is issued with the concurrence of Finance Department vide its U.O.No.52550/Fin(RD)/2021, dated: 26.11.2021.

(BY ORDER OF THE GOVERNOR)

**P. AMUDHA
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 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 Special Personal Assistant to Hon'ble Minister(RD), 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.
Stock file / Spare copy.

//Forwarded by order//

[Handwritten Signature]
SECTION OFFICER

[Handwritten Date]
- 26/11/2021

Annexure

(G.O(Ms) No.135, Rural Development and Panchayat Raj(SGS.2) Department,
dated 26.11.2021)

Guidelines for Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) 2021-22**1. Introduction**

The Rural Development and Panchayat Raj Department has been implementing the Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) for the improvement of Panchayat Union and Village Panchayat roads. This scheme provides flexibility in the selection of roads based on the road network characteristics in the Districts.

The implementation of Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) during 2021-22 would ensure continued improvement of the Village Panchayat and Panchayat Union roads in a systematic manner.

2. Objective

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

3. Components of TNRRIS

Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) will be implemented in two 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 requiring one or more layers of Base course + Wearing course alone should be selected.

- At least 25% of the roads proposed in a district should directly connect habitations.
- At least 25% of the roads proposed in a district should provide direct link to Schools or Markets or Health Centers/Hospitals.
- At least 25% of roads proposed in a district should be Bus-Plying roads.

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

- (i) Roads connecting unconnected habitations, irrespective of the size of population and length, should be given first priority.
- (ii) Next Priority should be given for Upgrading and strengthening of bus-plying and minibus-plying roads.

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- (iii) Important link roads connecting habitations, market places, Educational/Health Services and roads leading to other utility services.
- (iv) Roads constructed under PMGSY and which has completed 10 years of design life shall be taken up under strengthening category based on increased traffic and present surface condition.
- (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. Single road with a length of less than 1 Km should not be taken up, whereas, a part of the road of less than 1Km shall be permitted to bring the entire road to serviceable condition. 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, devolution funds, eligible under PMGSY III should not be proposed under TNRRIS.
- (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. In case of roads passing on/over PWD tank bund or PWD channel, if it is the main connectivity to particular habitation/ market centers/other utilities, "No Objection Certificate" should be obtained from PWD and the same shall be submitted to Director of Rural Development along with the proposal. The Director of Rural Development 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 (Block Panchayat) and the Assistant Engineer (RD) shall select and prioritize the works to be taken up strictly as per the guidelines.

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- (xiii) Roads that have been improved by Panchayat Unions or Village Panchayats under any of the Rural Development Schemes within the last 5 years shall not be taken up. (Under extraordinary circumstances, if the road is heavily damaged warranting immediate improvement due to act of natural forces, such roads can be proposed after due verification and certification by the Collector after inspection which will also be verified by the Chief Engineers/Additional Directors/Superintending Engineers from the Directorate. The estimates of such work will be technically approved by the Chief 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, MoRD specifications on Rural Roads or 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 6.0 m in case of mountainous and steep terrain.
- iii) Prescribed Right of way is 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), Bituminous Macadam (BM) and Bituminous Concrete (BC) as per traffic intensity and strength of the soil should be done as per IRC-37-2018, (Guidelines for Design of Flexible pavements). In case of traffic intensity above 1.5msa (T9 category) and above 2msa, Axle load test should be carried out and duly certified by Executive Engineer (RD).

In case of important link roads including bus plying roads traffic assessment should be properly done and Higher specifications as required should be adopted so as to ensure qualitative standards and specifications.

Use of Automatic Paver Finisher and other equipments are mandatory for laying of Bituminous layers so as to ensure quality in execution.

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. Soil test should be compulsorily carried out for all the roads from a reputed institute and pavement design should be done based on the same. 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 permitted. Provision shall be made in the DPR for soil testing and axle load survey (For T9 and above traffic) alone. The preparation of DPR shall be done in-house by department engineers. Further, Quality control charges shall be provided in the estimate which will include payment to SQMs. Overall, a provision of 1% of the project cost shall be permitted for soil testing, Axle load survey and QC charges.

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 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. However, the road and bridge works should be taken up concurrently. Drainage (Earthen/masonry) must be provided as per site condition.

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 (i) & (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 laying of BT will be viewed seriously and will lead to appropriate disciplinary action. A certificate by Assistant Engineer(RD)/ Assistant Executive Engineer (R&B) / Executive Engineer (RD) is mandatory for making payment for each layer.*
- c) *Construction of CC pavements shall be taken up in the residential areas where there is no possibilities of drainage facilities, water logged areas, curves and steep terrains 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 to ensure efficient and orderly movement of road users. 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. Necessary cautionary boards and crash barriers shall be provided where open well is there in the vicinity of roads.

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 visually impaired 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 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 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:

- Laying of roads using waste plastic
- Soil stabilization Techniques
- Use of Innovative new additives (List of Materials accredited by IRC is available on the Website of IRC and NRIDA)
- 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 Chief Engineer (RD). The guidelines on technology initiatives issued by NRIDA 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 Chief 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 (TNRRIS)**, 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 EE (RD), will super-check atleast 10% of the works each and the AEEs (R&B) & AEE (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

In respect of works under CGF 20% component, the list of works finalized by the District Collectors shall be submitted to the Director, Rural Development and Panchayat Raj and the projects shall be approved by the State Level Committee chaired by Principal Secretary to Government, Rural Development and Panchayat Raj Department. The District Collectors shall accord Administrative Sanction after approval by the state level committee.

In respect of TNRRIS works under CGF 80% component, the District Collector will accord Administrative Sanction to the works after completing 100% test-verification as prescribed in Para 9 above.

11. Technical Sanction

Technical sanction shall be accorded by the competent authority as per G.O.(Ms.) No.111, Rural development and Panchayat Raj (PR-1) Department, Dated: 21.08.2018.

12. Tendering

- (i) The works under Tamil Nadu Rural Roads Improvement Scheme shall 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 in G.O. (Ms.) No.203, RD&PR 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 TNRRIS.

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, RD&PR (PR.1) Dept., dated: 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 for PMGSY roads by NRIDA. 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 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).

QC register shall be submitted along with the bills and the same shall be verified before release of payment. The works will be inspected by SQMs at different stages and also by the Chief Engineers, Superintending Engineers and other higher officials from the Directorate.

15. Monitoring

The execution of the works taken up under Tamil Nadu Rural Roads Improvement Scheme (TNRRIS) will be monitored through the Real Time Monitoring System (Thittam App) 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 Principal Secretary to Government, Rural Development and Panchayat Raj Department is empowered to modify the guidelines of TNRRIS Scheme, whenever necessary, in consultation with the Director of Rural Development and Panchayat Raj.

P. AMUDHA
PRINCIPAL SECRETARY TO GOVERNMENT

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[Handwritten Signature]
SECTION OFFICER

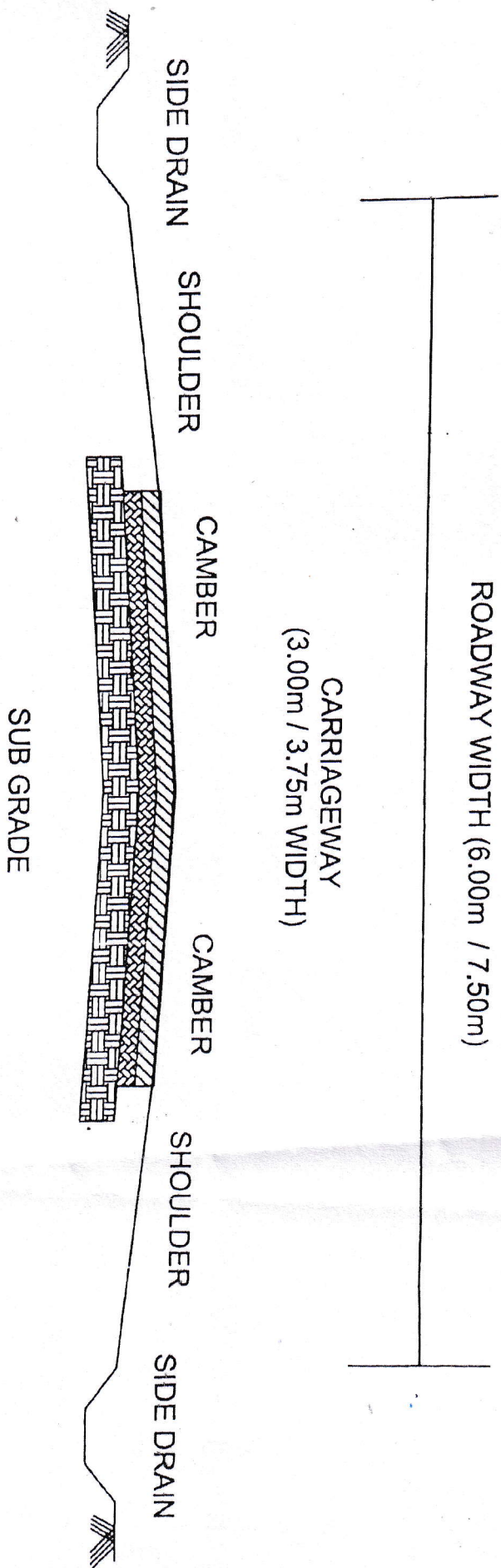
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26/11/2021





CROSS SECTIONAL ELEMENTS OF A TYPICAL

RURAL ROAD (for upto 1.50m/sa)

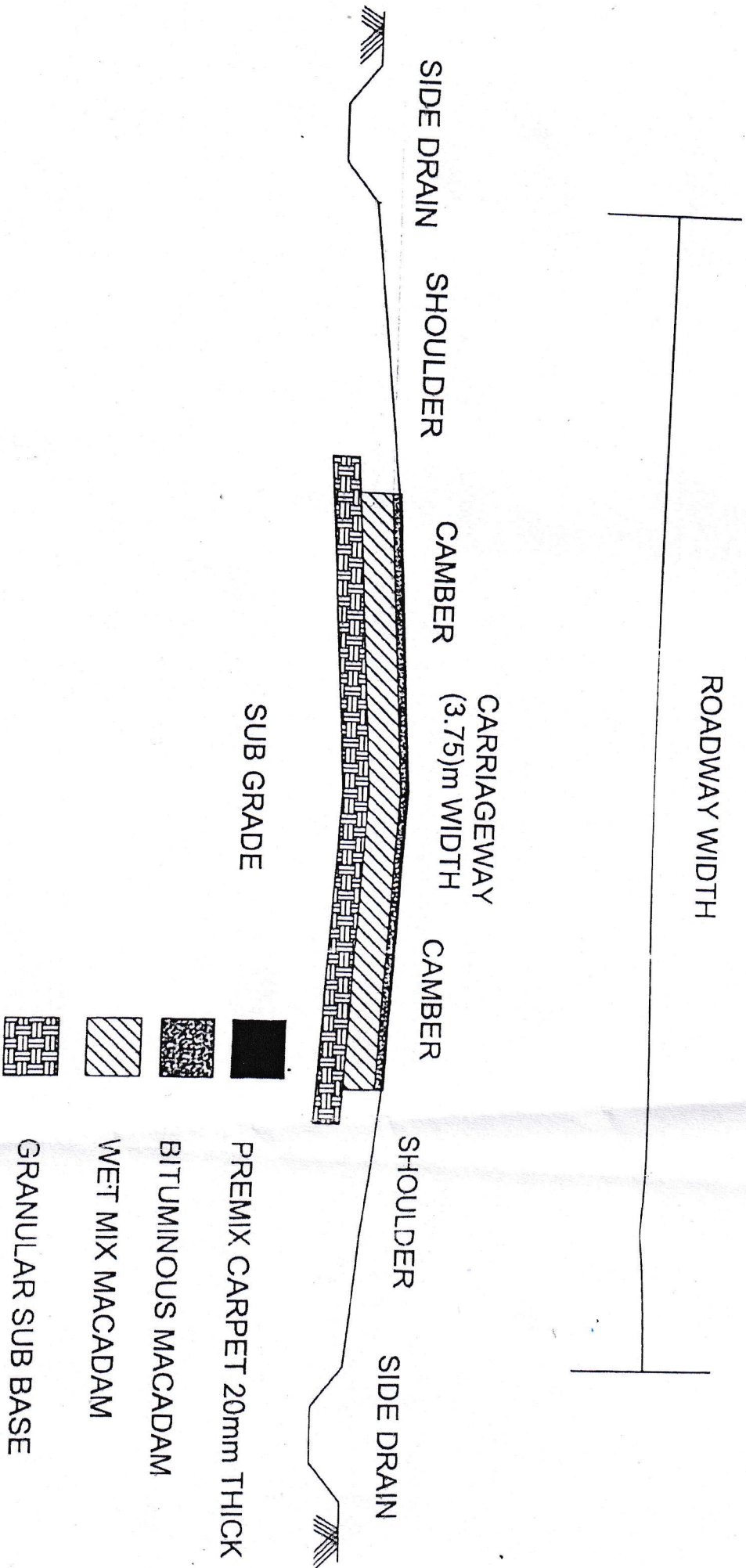
ROADWAY WIDTH (6.00m / 7.50m)

CARRIAGEWAY
(3.00m / 3.75m WIDTH)



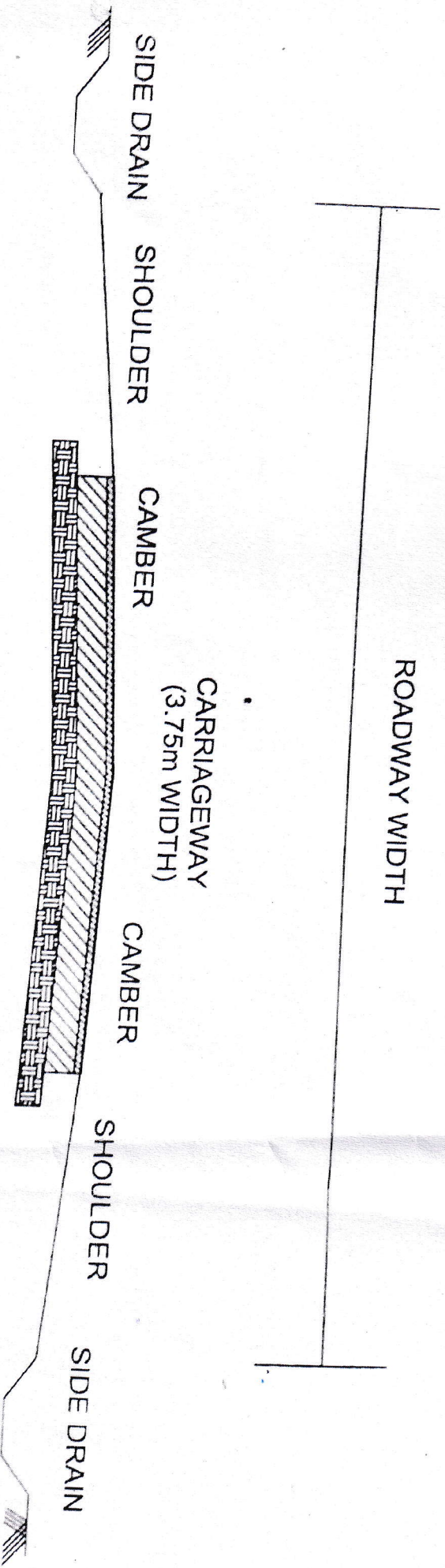
-  PREMIX CARPET 20mm THICK
-  WBM GRADE III (75mm THICK)
-  WBM GRADE II (75mm THICK)
-  GRANULAR SUB BASE

CROSS SECTIONAL ELEMENTS OF A TYPICAL
RURAL ROAD (For T9 Category)







CROSS SECTIONAL ELEMENTS OF A TYPICAL RURAL ROAD (for more than 2msa)

ROADWAY WIDTH



SUB GRADE

-  BITUMINOUS CONCRETE (30 mm)
-  BITUMINOUS MACADAM (50mm)
-  WET MIX MACADAM
-  GRANULAR SUB BASE