



मुख्यमंत्री ग्राम सम्पर्क योजना

1. प्रस्तावना

राज्य के किसी भी कोने से अधिकतम छः घण्टे में राजधानी पहुँचने के राज्य सरकार के सपनों को साकार करने के लिए 250 से अधिक आबादी वाले सभी अनजुड़े टोलों/बसावटों को चरणबद्ध रूप से बारहमासी एकल सम्पर्कता प्रदान करना विभाग का लक्ष्य है।

बसावटों को सम्पर्कता प्राप्त होने पर ग्रामीण जनता को कृषि उत्पादों के सही मूल्य के अतिरिक्त स्वास्थ्य, शिक्षा एवं बाजार की सुविधा उपलब्ध हो सकेगा। इसके लिए “मुख्यमंत्री ग्राम सम्पर्क योजना” नाम से एक नयी योजना प्रारंभ की गयी है।

2. परिभाषा

- 2.1 बसावट—एक जगह रहनेवाली जनसंख्या के समूह, जो लम्बे समय तक स्थान नहीं बदलते हैं, को बसावट कहते हैं।
- 2.2 कोर—नेटवर्क— यह सड़कों का ऐसा अल्प नेटवर्क है, जो कम से कम एक खास क्षेत्र में सभी पात्रता प्राप्त बसावटों को एक सड़क से जोड़ता है।
- 2.3 थ्रू रूटस्— वैसी सड़कें जो कई सम्पर्क पथों को जोड़ती हैं एवं उच्च श्रेणी की सड़कों के माध्यम से विपणन केन्द्रों से जुड़े होते हैं।
- 2.4 लिंक रूटस् — वैसी सड़कें जो एक बसावट या बसावटों के एक समूह को थ्रू रूटस् से जोड़ती हैं।
- 2.5 सम्पर्क रूटस् — राज्य कोर—नेटवर्क में प्रस्तावित पथों के लिए सम्पर्क शब्द का प्रयोग किया गया है। वास्तव में यह लिंक रूट ही है जो सामान्यतः किसी बसावट की अन्तिम सीमा तक जाती है।

3 मार्गदर्शक सिद्धांत

- 3.1 मुख्यमंत्री ग्राम सम्पर्क योजना के चयन हेतु कार्यकारी प्रावधान निम्नवत होंगे:—
(क) 250 से 499 तक की आबादी वाले अनजुड़े टोलों/बसावटों को बारहमासी एकल सम्पर्कता प्रदान की जाएगी।



- (ख) वैसी बसावटें जो प्रधानमंत्री ग्राम सड़क योजना में किसी कारणवश छूट गयी हो, इस योजना में सम्मिलित किया जाएगा।
- (ग) पूर्व निर्मित वैसे महत्वपूर्ण थ्रू-रूट, जो आवागमन के लायक नहीं हो, उन पथों का उन्नयन भी इस योजना के तहत प्राथमिकता सूची के आधार पर किया जाएगा।
- (घ) तैयार किये गये राज्य कोर-नेटवर्क में यदि कोई महत्वपूर्ण पथ एवं पुल छूट गये हों, तो कार्यपालक अभियंता इसकी जाँच कर अपनी अनुशंसा जिला पदाधिकारी को उपलब्ध करायेंगे तथा इस योजना के लिए गठित जिला अनुश्रवण समिति से पारित होने पर इसे मुख्यालय को उपलब्ध करायेंगे। प्रस्ताव पर माननीय मुख्यमंत्री की सहमति प्राप्त होने के पश्चात आबादी के अनुसार इसे राज्य कोर नेटवर्क में प्रस्तावित पथों की प्राथमिकता सूची में सम्मिलित किया जाएगा।
- (ङ) वैसे जिलों में जहाँ सम्पर्कता वाले पथों के निर्माण हेतु अलग से योजनाएँ चलाई जा रही हैं वहाँ भी शेष बची बसावटों को संपर्कता प्रदान करने हेतु पथों का निर्माण इस योजना से किया जाएगा।

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- 3.2 इसके आधार पर राज्य कोर-नेटवर्क में प्रखंडवार प्रस्तावित पथों की प्राथमिकता सूची, योजना के चयन का आधार होगा लेकिन वैसे पथ जो कम आबादी के कारण नीचे के क्रम में आते हों परन्तु जिला मुख्यालय, प्रखंड कार्यालय, पंचायत कार्यालय, मुख्य हाट/बाजार/दर्शनीय/ऐतिहासिक महत्त्व के स्थलों आदि की दृष्टिकोण अथवा विधि व्यवस्था की दृष्टिकोण से महत्वपूर्ण हो सकते हैं, के निर्माण को ध्यान में रखते हुए माननीय विधानमंडल की सदस्यों की अनुशंसा पर अथवा विभाग की दृष्टि से किसी महत्वपूर्ण सड़क के निर्माण के लिए वर्तमान प्रस्तावित प्राथमिकता सूची में बदलाव किया जा सकेगा।
- 3.3 प्रत्येक जिला में प्रभारी मंत्री की अध्यक्षता में “मुख्यमंत्री ग्राम सम्पर्क योजना अनुश्रवण समिति” गठित की जाएगी। प्रशासी विभाग इससे संबंधित अनुदेश निर्गत करेगा।

4. राशि की उपलब्धता

- 4.1 योजना का कार्यान्वयन राज्य सरकार अपने बजट/भारत सरकार से प्राप्त राशि एवं वाह्य स्रोतों से करेगी।

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- 4.2 ग्रामीण कार्य विभाग इस राशि को Grant-in-Aid के रूप में पूर्व से गठित बिहार ग्रामीण पथ विकास अभिकरण (BRRDA) को उपलब्ध कराएगा।
- 4.3 इसके लिए बिहार ग्रामीण पथ विकास अभिकरण (BRRDA) द्वारा एक अलग बैंक खाता खोला जाएगा, जिसमें उपलब्ध करायी गयी राशि रखी जाएगी। सचिव, ग्रामीण पथ विकास अभिकरण की अनुशंसा पर सभी संबंधित कार्यपालक अभियंता का खाता राज्यस्तरीय बैंक में खोला जाएगा। बैंक द्वारा उन्हें चेक बुक उपलब्ध कराया जाएगा। ब्रांडा, राशि की निकासी हेतु आवश्यकतानुसार सभी कार्य प्रमंडलों को प्राधिकार पत्र निर्गत करेगा।

5. राशि का कर्णांकन

- 5.1 प्रखंड के लिए राशि का कर्णांकन राज्य कोर-नेटवर्क में प्रस्तावित पथों की प्राथमिकता सूची के आधार पर राज्य एवं प्रखंड की कुल लम्बाई के समानुपात में किया जाएगा।
- 5.2 योजना का कार्यान्वयन विभाग के कार्य प्रमंडलों के द्वारा किया जाएगा। वर्ष 2013-14 के लिए बजट उपबंध की तीगुनी एवं वर्ष 2014-15 के लिए दुगुनी राशि की योजनाएँ प्रारंभ की जाएगी एवं व्यय को बजट सीमा के अंतर्गत सीमित रखा जाएगा। अगले वर्षों के लिए बजट सीमा के अन्तर्गत योजना का चयन सीमित रखा जाएगा।
- 5.3 बजटीय राशि का 2.25 प्रतिशत राशि प्रशासनिक व्यय हेतु कर्णांकित किया जायेगा, जिसका उपयोग निम्नवत् होगा:—
- क. कार्य प्रमंडलों के प्रशासनिक व्यय, यात्रा व्यय, मुख्यालय के प्रबंधन एवं यात्रा व्यय हेतु—1.75%
- ख. गुणवत्ता अनुश्रवण हेतु—0.50%

6. विस्तृत परियोजना प्रतिवेदन (DPR)

- 6.1 Outsourcing के आधार पर व्यावसायिक तकनीकी फर्मों/Consultants की सेवा प्राप्त की जा सकेंगी।
- 6.2 चयनित पथों के निर्माण हेतु योजनाओं का विस्तृत परियोजना प्रतिवेदन तैयार करने के लिए निरूपण (Design), भारतीय रोड काँग्रेस की ग्रामीण सड़क नियमावली (IRC:SP 20:2002), Specifications for Rural Roads-2004 में



निर्धारित विशिष्टियों एवं Geometric Design के मानकों के अनुसार किया जाएगा। Flexible Pavement का Design IRC SP:-72-2007 एवं Rigid Pavement का Design IRC SP:-62-2004 एवं CD works के लिए Design IRC SP:-13 के आलोक में किया जाएगा।

- 6.3 स्थल निरीक्षण के आधार पर जहाँ कहीं भी पुल/पुलियों की आवश्यकता हो, का प्रावधान डी०पी०आर० में किया जाएगा।
- 6.4 पूर्ण संपर्कता सुनिश्चित करने हेतु विभाग द्वारा पूर्व निर्मित पथों में आवश्यकतानुसार छूटे हुए पुल/पुलियों का भी निर्माण किया जाएगा। इसके लिए पुल/पुलियों का परियोजना प्रतिवेदन (DPR) अलग से तैयार किया जाएगा।
- 6.5 योजना संबंधी एवं Road Safety संबंधी सूचना पट (Retro Reflective), किलोमीटर पोस्ट, 200 मीटर पोस्ट, Road Edge Marker (white colour) आदि का प्रावधान किया जाएगा।
- 6.6 अनुसूचित दर विभाग द्वारा प्रतिवर्ष प्रकाशित की जाएगी, यदि यह विभाग द्वारा प्रकाशित नहीं हो पाता है, तो आर०सी०डी० द्वारा प्रकाशित अनुसूचित दर मान्य होगा।

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- 6.7 DPR दो Volume में तैयार किया जाएगा:—
 - (a) Volume-I-Analysis of Estimate
 - (b) Volume.II-Cross Sections and Drawings
- 6.8 DPR की जाँच हेतु DPR Scutiny Committee (DSC)/SQM का गठन विभागीय सचिव के द्वारा की जाएगी।
- 6.9 State Quality Monitor (SQM)/ DPR Scutiny Committee (DSC), DPR की शुद्धता (Correctness) की जाँच कर अपनी अनुशंसा के साथ इसे संबंधित मुख्य अभियंता को उपलब्ध करायेंगे।

7. चेक लिस्ट (जाँच बिन्दु)

- 7-1 DPR जाँच के क्रम में निम्न बिन्दुओं के लिए भी जाँच की जाएगी :—
 - (i) प्रस्तावित पथ का डी०पी०आर० अनजुड़े बसावटों को एकल सम्पर्कता प्रदान करने हेतु तैयार की गयी है, का प्रमाण—पत्र (स्व हस्त लिखित)।



- (ii) भूमि उपलब्धता का प्रमाण-पत्र।
- (iii) सर्वेक्षण भ्रमण (Transact walk) की प्रक्रिया अपनायी गयी है।
- (iv) सी०एन०सी०पी०एल०/सी०यू०पी०एल० के लिए अभिपुष्टि।
- (V) प्रस्तावित पथ किसी अन्य योजना के तहत स्वीकृत नहीं होने संबंधी प्रमाण-पत्र (स्व हस्त लिखित)।
- (vi) दिशा-निर्देश के अनुसार पंचवर्षीय सड़क अनुरक्षण का प्राक्कलन संलग्न की गयी है।
- (vii) मुख्य अभियंता तकनीकी अनुमोदनोपरांत प्रशासनिक स्वीकृति हेतु DPR ब्रांडा कार्यालय को उपलब्ध करा देंगे।
- (viii) Design procedure, cost for construction of roads.

7.2 प्रशासी विभाग समय-समय पर इससे संबंधित विस्तृत अनुदेश निर्गत करेगा। विस्तृत परियोजना प्रतिवेदन पर बिहार लोक निर्माण संहिता में निहित प्रावधानों एवं तत्संबंधी अन्य सरकारी निर्देशों के अनुरूप विभागीय स्तर पर प्रधानमंत्री ग्राम सड़क योजना के तर्ज पर प्रशासनिक एवं तकनीकी स्वीकृति प्राप्त की जाएगी।

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8. निविदा प्रक्रिया

- 8.1 परियोजना प्रस्तावों की स्वीकृति एवं तकनीकी स्वीकृति प्राप्त होने के पश्चात मुख्यालय/कार्यपालक अभियंता द्वारा एस०बी०डी० आधारित ई-टेंडरिंग के माध्यम से निविदा आमंत्रित की जाएगी।
- 8.2 निविदाओं के लिए राज्य सरकार द्वारा अनुमोदित Standard Bidding Document को अपनाया जाएगा एवं सभी परियोजनाओं के लिए प्रतिस्पर्धी दर के आधार पर केन्द्रीकृत (centralised) निविदा हेतु सुव्यवस्थित प्रक्रिया अपनायी जाएगी।
- 8.3 मुख्यमंत्री ग्राम सम्पर्क योजना में गुणवत्ता के साथ-साथ समय पर कार्य को पूर्ण करने वाले संवेदकों को प्रोत्साहित किया जाएगा। काली सूची में डाले गये संवेदकों की अद्यतन सूची विभागीय वेबसाइट www.rwd.bih.nic.in पर डाला जाएगा एवं इसे समय-समय पर update किया जाएगा।



- 8.4 तकनीकी बीड का मूल्यांकन कर सफल निविदाकारों के वित्तीय बीड का निष्पादन विभाग द्वारा निर्धारित समय के अंदर सम्पन्न किया जाएगा।

9. कार्यान्वयन

- 9.1 योजना का कार्यान्वयन कार्य प्रमंडलों के द्वारा कराया जाएगा।
- 9.2 प्रत्येक कार्य के लिए संवेदक से **Work program** प्राप्त किया जाएगा, जिसे कार्यपालक अभियंता से अनुमोदित कराया जाएगा एवं तदनुसार कार्य को पूरा करना संवेदक की जिम्मेवारी मानी जाएगी।
- 9.3 कार्यादेश जारी करने की तिथि से कार्य पूर्ण करने की अवधि निम्नवत् होगी –
- | | | |
|-----|---|--------|
| (क) | 1 कि०मी० से कम लम्बाई वाले पथ के लिए समय— | 9 माह |
| (ख) | 1 से 10 कि०मी० तक के लम्बाई वाले पथ के लिए समय— | 12 माह |
| (ग) | 10 कि०मी० से अधिक लम्बाई वाले पथ के लिए समय— | 18 माह |
| (घ) | 15 मीटर से अधिक एवं 30 मीटर Span तक के Bridge के लिए समय— | 12 माह |
| (ङ) | 30 मीटर से अधिक एवं 50 मीटर Span तक के Bridge के लिए समय— | 18 माह |
| (च) | 50 मीटर से अधिक Span वाले Bridge के लिए समय— | 24 माह |
- 9.4 निविदा आमंत्रण सूचना में दी गयी समयावधि एवं संवेदक से प्राप्त **Work Program** को कड़ाई से लागू किया जाएगा। चूँकि समय सीमा ही **Contract** का मूल आधार है। अतः विलम्ब होने की स्थिति में संवेदक के खिलाफ अनुबंध के प्रावधानों के अनुसार कार्रवाई की जाएगी।
- 9.5 कार्यादेश निर्गत होने के 15 दिनों के भीतर कार्य स्थल पर संवेदक द्वारा **Logo** के साथ साईन बोर्ड लगाया जाएगा। इस साईन बोर्ड पर कार्यक्रम का नाम, पथ का नाम, पथ की लम्बाई, निर्माण कार्य की लागत, कार्य प्रारंभ की तिथि, कार्य समाप्ति की तिथि, पाँच वर्षों तक सड़क के रख-रखाव की राशि एवं संवेदक का नाम अंकित होगा साथ ही नीचे दायी तरफ कार्य प्रमंडल का नाम लिखा जाएगा।
- 9.6 योजना में सड़क निर्माण हेतु आवश्यकतानुसार भूमि-अधिग्रहण का भी प्रावधान किया जाएगा, किन्तु जिन पथों के लिए पूर्व से भूमि उपलब्ध होगी उन्हें निर्माण कार्य में प्राथमिकता दी जाएगी।



- 9.7 योजना में नयी तकनीक एवं नयी तकनीक के उपयोग हेतु आवश्यक निर्माण सामग्री तथा उपकरणों के उपयोग को प्रोत्साहित करने का भी प्रावधान किया जाएगा।
- 9.8 प्रत्येक कार्य प्रमंडलों/मुख्यालय के लिये आउटसोर्सिंग के आधार पर लेखा संधारण करने वाले विशेषज्ञ/चार्टर्ड एकाउन्टेन्ट की सेवायें प्राप्त की जाएगी। वे प्रत्येक माह प्रमंडल के अभिलेखों की जाँच करेंगे। लेखा संधारण करने वाले विशेषज्ञ/चार्टर्ड एकाउन्टेन्ट के लिए विभाग द्वारा निर्धारित मानदेय का भुगतान किया जाएगा। प्रशासी विभाग समय-समय पर इससे संबंधित विस्तृत अनुदेश निर्गत करेगा।
- 9.9 मुख्यमंत्री ग्राम संपर्क योजना कार्यक्रम के सुचारु क्रियान्वयन हेतु बिहार ग्रामीण पथ विकास अभिकरण (BRRDA) का आवश्यकतानुसार सुदृढीकरण किया जाएगा। विशेषकर रिक्त पदों को प्रतिनियुक्ति/संविदा/आउटसोर्सिंग के आधार पर भरने की कार्यवाही की जाएगी।
- 9.10 आउटसोर्सिंग के आधार पर गुणवत्ता अनुश्रवकों/अंकेक्षकों/व्यवसायिक फर्मों/Consultants/विशेषज्ञों आदि का पैनल गठित करने तथा इन्हें भुगतान की जाने वाली राशि के निर्धारण हेतु विभागीय सचिव की अध्यक्षता में एक समिति गठित की जाएगी।

10. अनुश्रवण

- 10.1 कार्यपालक अभियंता प्रत्येक माह सहायक अभियंता, कनीय अभियंता एवं संवेदकों के साथ बैठक कर योजनावार समीक्षा करेंगे, साथ ही गुणवत्ता के साथ ससमय कार्य को पूरा कराने की कार्यवाही करेंगे तथा बैठक की कार्यवाही मुख्यालय को उपलब्ध कराएंगे।
- 10.2 अधीक्षण अभियंता प्रत्येक माह अपने प्रक्षेत्र अंतर्गत सभी कार्यपालक अभियंताओं के साथ योजनावार समीक्षा करेंगे एवं कार्य योजना से पीछे चल रही योजनाओं से संबंधित संवेदकों की बैठक आहूत कर आवश्यक दिशा-निर्देश देंगे।
- 10.3 विभागीय सचिव की अध्यक्षता में अभियंता प्रमुख, सभी मुख्य अभियंता, सभी अधीक्षण अभियंता एवं सभी कार्यपालक अभियंताओं के साथ समीक्षा बैठक करेंगे एवं आवश्यक निदेश दिये जायेंगे तथा बैठक की कार्यवाही मुख्यालय को उपलब्ध कराएंगे।



10.4 विभाग के सभी अभियंताओं के साथ CUG मोबाईल, Tablet PC एवं Video Conferencing के माध्यम से भी योजनाओं का अनुश्रवण कर आवश्यक दिशा-निदेश दिये जायेंगे।

11. गुणवत्ता नियंत्रण एवं पर्यवेक्षण

11.1 कार्यों की गुणवत्ता सुनिश्चित करने की जिम्मेवारी कार्य प्रमंडलों की होगी। इसके लिए सभी कार्यों का प्रभावी ढंग से पर्यवेक्षण किया जाएगा एवं कराये गये कार्यों का भुगतान गुणवत्ता जाँच फल के गुण-दोष के आधार पर ही किया जाएगा।

11.2 पथों की गुणवत्ता सुनिश्चित करने के लिए राज्य स्तर पर सरकारी/गैर सरकारी/सेवानिवृत्त अभियंताओं/संस्थाओं का पैनल तैयार किया जाएगा, जो नियमित अन्तराल पर पथों के निर्माण कार्य की जाँच करेंगे।

11.3 पथों से लिए गए नमूनों की जाँच ग्रा0 का0 वि0 के प्रमंडलीय प्रयोगशाला/क्षेत्रीय प्रयोगशाला के साथ-साथ अभियंत्रण महाविद्यालयों एवं विभाग के अनुमोदन से अन्य प्रतिष्ठित जाँच प्रयोगशालाओं में भी करायी जा सकेगी।

11.4 पथों के निरीक्षण एवं गुणवत्ता सुनिश्चित करने के लिए आधारभूत संरचना का सुदृढीकरण किया जाएगा।

11.5 मुख्यमंत्री ग्राम संपर्क योजना के अन्तर्गत त्रि-स्तरीय (Three tier) गुणवत्ता नियंत्रण का प्रावधान निम्नवत् रहेगा

(i) प्रथम स्तर-संवेदक द्वारा प्रत्येक पथ के लिए गुणवत्ता नियंत्रण प्रयोगशाला स्थापित किया जाएगा। संवेदक/ग्रा0का0वि0 कार्य प्रमंडल के द्वारा निर्माण के क्रम में समुचित संख्या में आवश्यक जाँच की जाएगी एवं संवेदक द्वारा गुणवत्ता नियंत्रण पंजी (Quality Control Register) का संधारण किया जाएगा।

(ii) द्वितीय स्तर-गुणवत्ता नियंत्रण प्रणाली के दूसरे स्तर के रूप में कार्यों की नियमित जाँच कार्य अंचलों के अधीक्षण अभियंता द्वारा की जाएगी। वे अपना जाँच प्रतिवेदन विहित प्रपत्र में मुख्यालय को 7 दिनों के अन्दर निश्चित रूप से उपलब्ध कराएँगे।

(iii) तृतीय स्तर-गुणवत्ता नियंत्रण प्रणाली के तीसरे स्तर के रूप में स्वतंत्र निगरानीकर्ताओं (व्यक्तिगत/एजेंसी) State Quality Monitor को नियुक्ति किया जाएगा। SQM एवं क्षेत्रीय प्रयोगशाला में पदस्थापित चलन्त गुणवत्ता प्रबंधन



इकाई (Mobile Quality Management Unit) के द्वारा त्रितीय स्तर के रूप में कार्यों की नियमित जाँच की जाएगी एवं जाँचफल प्रतिवेदन विहित प्रपत्र में मुख्यालय को 7 दिनों के अन्दर निश्चित रूप से उपलब्ध कराया जाएगा।

- 11.6 कार्य प्रमंडलों द्वारा उपलब्ध कराये गये (Action Taken Report) प्रतिवेदन की समीक्षा मुख्यालय स्तर पर की जाएगी एवं उपलब्ध कराये गये साक्ष्य प्रतिवेदन यथा सत्यापित फोटोग्राफ्स, जाँच फल आदि एवं आवश्यकता पड़ने पर स्थल निरीक्षण के आधार पर मुख्यालय स्तर पर गठित समिति द्वारा पथों को संतोषजनक श्रेणी में (Regrade to Satisfactory) किया जाएगा। Non rectifiable की स्थिति में राशि की वसूली संबंधित संवेदक एवं अभियंताओं से किया जा सकेगा।

12. लेखा

- 12.1 कार्य प्रमंडलों के द्वारा प्रत्येक योजनाओं के लिए पृथक रूप से लेखा संधारित किया जाएगा।
- 12.2 कार्यपालक अभियंता समस्त आय एवं व्यय का वार्षिक लेखा तुलन पत्र के साथ मुख्यालय को ससमय उपलब्ध करायेंगे ताकि मुख्यालय द्वारा ससमय समेकित लेखा तैयार कराया जा सके एवं अंकेक्षण के पश्चात वार्षिक आमसभा में सदस्यों के अनुमोदनार्थ इसे उपस्थापित किया जा सके।
- 12.3 कार्य प्रमंडलों के द्वारा वार्षिक खाता का संधारण दोहरी प्रविष्टि पद्धति (Double Entry System) के माध्यम से योजनावार पृथक रूप से किया जाएगा।
- 12.4 प्रत्येक योजनाओं के लिए पृथक रूप से बैंक समाधान विवरण तैयार किया जाएगा।
- 12.5 स्रोत पर कर की कटौती आदि अगले माह के 15 तारीख तक सरकार के राजस्व खाते में एवं आयकर Vat आदि के लिए कटौती की राशि को अगले माह के 7 तारीख तक केन्द्र सरकार के राजस्व खाते में हस्तांतरित करा दिया जाएगा।
- 12.6 बैंक गारंटी के संबंध में कार्य प्रमंडलों को अत्यंत सतर्क रहने की आवश्यकता है। इस संबंध में उचित आंतरिक नियंत्रण PIU द्वारा रखा जाना आवश्यक है।

13. अंकेक्षण

- 13.1 बिहार ग्रामीण पथ विकास अभिकरण, Accounts की लेखा परीक्षा वित्तीय वर्ष बन्द होने के छः माह के भीतर सी०ए०जी० द्वारा अनुमोदित पैनल में से चुने गये किसी चार्टर्ड एकाउन्टेन्ट से कराएगी। इस Accounts के Support में कार्य प्रमंडलों के



लेखा के साथ-साथ Reconciliation और इसकी सत्यता के संबंध में चार्टर्ड एकाउन्टेन्ट का प्रमाण-पत्र प्राप्त किया जाएगा।

- 13.2 चार्टर्ड काउन्टेन्ट द्वारा लेखा परीक्षा के अलावा इस कार्यक्रम के अंतर्गत कार्यों की भारत के नियंत्रक एवं महालेखा-परीक्षक के कार्यालय द्वारा भी लेखा परीक्षा की जाएगी। नियंत्रक एवं महालेखा-परीक्षक द्वारा लेखा परीक्षा कार्य में वित्तीय लेखा परीक्षा के अतिरिक्त गुणवत्ता पहलुओं को भी लिया जा सकता है।

14. विविध

- 14.1 योजना के क्रियान्वयन में अभियंताओं के साथ-साथ संवेदकों का भी विशेष योगदान होता है। अतः योजना में कार्यान्वयन एजेंसी के अभियंताओं एवं संवेदक/संवेदक के अभियंताओं के प्रबंधन एवं तकनीकी उन्नयन के लिए समय-समय पर आवश्यक प्रशिक्षण का प्रावधान भी किया जाएगा। इसमें प्रशिक्षण, सेमिनार, कार्यशाला आदि शामिल होंगे।
- 14.2 ग्रामीण कार्य विभाग समय-समय पर ऐसे निदेश जारी करेगा जो कार्यक्रम के निर्वाह क्रियान्वयन के लिए आवश्यक हो।
- 14.3 इस योजना की प्रभावी अनुश्रवण हेतु विभाग के द्वारा Management Information System (MIS) विकसित किया जाएगा, जिसमें लैप टॉप, कम्प्यूटर एवं Tablet PC, CUG आदि का उपयोग होगा।



ਖ਼ਾਣਡ- II





पंचवर्षीय सड़क अनुरक्षण

1. प्रस्तावना

पथ का निर्माण कार्य पूर्ण होने के पश्चात 5 वर्षों तक सड़क का रूटीन अनुरक्षण कार्य संवेदक द्वारा किया जाना एकरारनामा के तहत अनिवार्य (Mandatory) शर्त है। भू-भाग, मिट्टी, जलवायु, पथ में होने वाले सामान्य Wear & Tear आदि के कारणों से पथ का निर्माण गुणवत्ता पूर्ण होने पर भी रूटीन अनुरक्षण की आवश्यकता पड़ती है। पथ निर्माण कार्य पूर्ण किये जाने की अगली तिथि से अगले पाँच वर्षों तक अनुरक्षण कार्य किया जाना है।

1.1 अनुरक्षण के प्रकार :

अनुरक्षण दो प्रकार के होते हैं :—

- (क) **सुधारात्मक अनुरक्षण (Corrective Maintenance) :** Construction defects यथा पथ का कालीकृत भाग Proper bond के अभाव में उखड़ जाय अथवा Proper compaction में कमी के कारण पथ का Pavement धंस जाय तो इसे सुधारात्मक अनुरक्षण के अंतर्गत माना जाएगा। संवेदक द्वारा defects का आवश्यक सुधार कार्य किया जाना अनिवार्य होगा। लेकिन इसके लिए उन्हें राशि का भुगतान देय नहीं होगा। इसकी समयावधि भी पाँच वर्षों की होगी।
- (ख) **निवारात्मक अनुरक्षण (Preventive Maintenance)** के अंतर्गत Routine Maintenance कार्य निम्नवत् होगा :—
- (i) क्षतिग्रस्त कालीकृत भाग की मरम्मत (Patch Repair)।
 - (ii) WBM सतह में बने Pot holes, क्षतिग्रस्त किनारे (Damaged Edges) की मरम्मत
 - (iii) Raincuts एवं Shoulders की मरम्मत।
 - (iv) गाँव का नाम, गति सीमा, Caution board आदि का Repainting।
 - (v) पुल/पुलियों के नीचे जमे गाद की सफाई।
 - (vi) Road Furnitures यथा कि०मी० स्टोन, 200 मीटर स्टोन, लोगो, सूचना पट्ट आदि का Repainting।



(vii) पथ पर अवस्थित पेड़ों की टहनियों की छटाई एवं जंगली घास फूस की सफाई आदि।

1.2 प्राक्कलन

Raincuts, Pot holes, एवं Black top का क्षतिग्रस्त होना औसत बारिस एवं पथ पर चलने वाली व्यवसायिक वाहनों पर निर्भर करता है। जिसके आधार पर प्राक्कलन तैयार किया जाना है।

वार्षिक 1500 मि०मी० औसतबारिस को उच्च श्रेणी, 500 से 1500 मि०मी० औसत बारिस को मध्यम श्रेणी एवं 500 से कम औसत बारिस को निम्न श्रेणी में रखा गया है। बिहार के लिए मध्यम श्रेणी अनुमान्य है।

Rainfall			
	High	Mediam	Low
I Year	1%	0.5%	-
II Year	2%	1.0%	0.5%
III Year	3%	1.5%	1.0%
IV Year	4%	2.0%	1.5%
V Year	5%	2.5%	2.0%

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प्रथम एवं द्वितीय वर्ष के लिए सिर्फ कालीकृत भाग के Surface Area की गणना की जाएगी। तृतीय चतुर्थ एवं पंचम वर्ष के लिए कालीकृत भाग के Surface Area एवं Pot holes का Quantity को निकालने हेतु Traffic Intensity को भी ध्यान में रखा जाएगा। इसके लिए Quantity को Multiplying Factor से गुणा किया जाएगा।

प्रतिदिन 15 व्यवसायिक वाहन हेतु TI=1 Multiplying Factor माना जाएगा।

प्रतिदिन 15 से 45 व्यवसायिक वाहन हेतु TI=1.25 Multiplying Factor माना जाएगा।

प्रतिदिन 45 से अधिक व्यवसायिक वाहन हेतु TI=1.5 Multiplying Factor माना जाएगा।

1.3 Berms/Shoulders

मुख्यमंत्री ग्राम संपर्क योजना



Rainfall			
	High	Mediam	Low
I Year	15%	10%	7.5%
II Year	18%	12%	9.0%
III Year	21%	14%	10.5%
IV Year	24%	16%	12.0%
V Year	27%	18%	13.5%

पाँच वर्षों के लिए औसतन मध्यम श्रेणी की बारिस के आधार पर Quantity की गणना की जाएगी जबकि तृतीय, चतुर्थ एवं पंचम वर्ष के लिए Quantity को Multiplying Factor से गुणा किया जाएगा।

1.4 Raincuts

मिट्टी की गणना औसतन 30 से०मी० Depth मानकर की जाएगी। पाँच वर्षों के लिए औसतन मध्यम श्रेणी की बारिस के आधार पर Quantity की गणना की जाएगी जबकि तृतीय, चतुर्थ एवं पंचम वर्ष के लिए Rain Cuts की मात्रा को Multiplying Factor से गुणा किया जाएगा।

Rainfall			
I Year	7.5%	6.0%	5.0%
II Year	9.0%	7.2%	6.0%
III Year	10.5%	8.4%	7.0%
IV Year	12.0%	9.6%	8.0%
V Year	13.5%	10.8%	9.0%

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CD works का Desilting कार्य, Road Furniture Items का Repainting, निर्माण कार्य हेतु स्वीकृत DPR की संख्या के अनुसार एवं रोड के किनारे अवस्थित पेड़ों की टहनियों की छटाई एवं जंगली घासों की कटाई आदि प्रावधान आवश्यकतानुसार किया जाएगा।

सड़क अनुरक्षण हेतु The Specifications of Items of routine Maintenance एवं दर की गणना के लिए Standard Data book of Rate Analysis for Rural Roads से की जाएगी तथा प्राक्कलन पर तकनीकी स्वीकृति संबंधित कार्यपालक अभियंता के द्वारा प्रदान की जाएगी।



1.5 पर्यवेक्षण एवं क्रियान्वयन

- (i) कनीय अभियंता — प्रत्येक माह
 - (ii) सहायक अभियंता — माह जनवरी, मार्च, मई, जुलाई, सितम्बर एवं नवम्बर
 - (iii) कार्यपालक अभियंता— माह अप्रैल एवं अक्टूबर
- विशेष परिस्थिति में आवश्यकतानुसार कम अंतराल पर भी पर्यवेक्षण का कार्य एवं संवेदक को आवश्यक निदेश निर्गत किया जाएगा।
- संवेदक प्राप्त निदेश के आलोक में अनुरक्षण कार्य कर अनुपालन प्रतिवेदन एवं कराये गये कार्य का विपत्र कार्यपालक अभियंता को उपलब्ध कराएंगे। कनीय अभियंता द्वारा कराये गये कार्य की मापी लेकर विपत्र तैयार किया जाएगा तथा इसकी जाँच सहायक अभियंता/कार्यपालक अभियंता द्वारा किया जाएगा। कार्यपालक अभियंता द्वारा नियमानुसार विपत्र का भुगतान संवेदक को किया जाएगा।

1.6 व्यय प्रक्रिया

सड़क अनुरक्षण कार्य हेतु राज्य स्तर पर अलग बैंक खाता खोला जाएगा। सचिव, बिहार ग्रामीण पथ विकास अभिकरण की अनुशंसा पर सभी संबंधित कार्यपालक अभियंता का खाता राज्यस्तरीय बैंक में खोला जाएगा। कार्यपालक अभियंता किये गये कार्य के मापी एवं Bill के आधार पर अनुमान्य वर्ष के लिए राशि की अधियाचना विहित प्रपत्र में मुख्यालय से करेंगे। बिहार ग्रामीण पथ विकास अभिकरण द्वारा अनुमान्य वर्ष के लिए अधियाचित राशि का भुगतान प्राधिकार निर्गत किया जाएगा। कार्यपालक अभियंता छमाही अन्तराल पर नियमानुसार विपत्र का भुगतान करेंगे।



ਖ਼ਾਣਡ- III





MUKHYA MANTRI GRAM SAMPARK YOJNA

QUALITY CONTROL AND SUPERVISION OF WORKS

1st tier:- All works will be effectively supervised. A Site Quality Control Laboratory will be Setup by contractor for each road. Payment shall not be made to the contractor unless the Laboratory has been duly setup and equipped, Quality control tests shall be regularly conducted. The PIU will be the first tier whose primary responsibility will be to insure that all the materials utilized and the workmanship conform to the prescribed specification. As the first tier, the PIU will Supervise the site Quality control Laboratory setup by the contractor. It shall also insure that all the tests prescribed are carrying out at the specified time and place by the specified person/authority. The test report will be recorded in QC Register I & II.

In sum, PIU as the first level of Quality control is directly responsible for Quality management, i.e ensuring that at all times the contractor is delivering Quantity in materials and workmanship in accordance with the inspection of the DPR and conditions of the contract.

2nd tier:- Quality control structure, periodic inspections of works shall be carrying out by Quality control units such as Superintending Engineer of work circles. These officers would be expected to carry out regular inspections and also get samples of materials used, tested in Laboratories of the State government as well as in certain cases, independent Laboratories. They will submit their report to the State HQ.

3rd tier:- The SQM/MQMU shall submit their report to State HQ. In case the Quality check SQM/MQMU reveals SRI/U work, the PIU shall ensure that the contractor replaces the materials or rectifies the reports, the SQM/MQMU shall report on the action taken on each of the pending reports in every month.

The 2nd & 3rd tier level of Quality control, SEs, SQM/MQMU are responsible for Quality control i.e ensuring that the contractor and the PIU are working to achieve Quality standards as per prescribed standards.

Mukhya Mantri Gram Sampark Yojana -

Comprehensive Guidelines for Quality Monitoring under the Second



& Third Tier: SEs, State Quality Monitor (SQM)/Mobile Quality Management unit (MQMU).

1. **Introduction:** In view of ensuring uniformity in reporting and better monitoring of the performance of second tier of quality monitoring, it has now been decided to prescribe detailed guidelines and reporting formats for this tier. Under the Second Tier of Quality Monitoring, henceforth, the following guidelines, reporting methodology and process of performance evaluation shall be adopted by the Department.
2. **Organizing the Inspections under the 2nd & 3rd Tier of QM:** The Department shall draw up programmes for inspection by SEs, SQM/MQMU in such a way that every work is inspected at least three times. The first two inspections of every work should be carried out during the execution of work spaced at least three months apart and the last inspection should be carried out on the completion of work or at the finishing stage but in no case later than one month after completion of work.

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The schedule should generally be drawn up monthly specifying the block and the road work so as to ensure systematic coverage.

3. **Stages of Inspection:** The SEs, State Quality Monitor (SQM/MQMU) shall inspect every road work including CD works and all other related works at 3 stages as prescribed. In case of road work involving earthwork in cutting or/and embankment, construction of sub-grade and construction of flexible/semi-rigid/rigid pavement, the stages of inspection shall be:-

- **Stage-I:** When the work has been started and generally earthwork in embankment and/or cutting is in progress,
- **Stage-II:** When the pavement work in base-course is in progress
- **Stage-III:** When the work is nearing completion i.e. the stage when the bituminous surface work is in progress or just upon completion.

However, in case of road work involving only formation cutting and related protection works or CD works, construction of only rigid pavement or only other type of pavement or any individual CD work or bridge work etc.



4. **Inspection of Works by SEs, SQM/MQMU:**

- 4.1. The quality monitoring in the 1st Tier is expected to be relatively closer than the monitoring at the 2nd & 3rd Tier, therefore, the inspection of 1st Tier shall be more thorough covering all aspects of construction.
- 4.2. At the time of inspection of SEs, SQM/MQMU, the PIU shall provide basic information about the work in **Format 1 Part I.**

5. **Grading of Works:**

- 5.1. Upon inspection of Mukhya Mantri Gram Sampark Yojna (MMGSY) work, the quality of every item and sub-item of work would be evaluated by the SEs, SQM/MQMU on the basis of methods of observations prescribed in **Annexure 1.**
- 5.2. The objective of the grading is to indicate to the PIU that whether the material or workmanship is acceptable, or unacceptable. If the item is unacceptable, the improvement could be done by either replacement of the entire material/portion of work or by rectification in workmanship or material. Therefore, based on the type of item and method of observation, each item/ sub-item of work would be graded in any of the categories indicated as '*Satisfactory (S)*', '*Satisfactory Requiring Improvement (SRI)*' or '*Unsatisfactory (U)*' as prescribed in **Format 1 Part II.**
- 5.3. Based on grading, the PIU shall take action for rectification of defect, therefore, it is very important to record the defect as well as the suggestive method by which the rectification could be done. The SEs, SQM/MQMU shall record, in the space provided in Part II observation sheet, **the grade as well as clear and express reasons for grading the item of work as 'SRI' or 'U' along with his suggestions for improvement.** The reasons and suggestions shall be recorded clearly in such a way that there are no ambiguities or contradictions with observations in other items.
6. **Observations by SEs SQMs/MQMUs:** The detailed method of making observations and grading of item/sub-item of works is given in paragraphs below.
- 6.1. **Setting Out and Working Drawing:** For systematic execution of work, appropriate setting out and availability of proper working drawing is to be



ensured by PIU. The SEs, SQM/MQMU is required to see as to whether, appropriate setting out as required for the item of work ongoing at the time of inspection of SEs, SQM/MQMU is in place or not. The following aspects need to be seen:

- (a) **Bench Marks:** As per specifications, the contractor is required to establish at least 4 reference bench marks per kilometer as also at or near all CD works. The levels of these reference bench marks are required to be approved by the engineer. The SEs, SQM/MQMU is required to see as to whether, these bench marks exist and up-to-dated records of bench marks including approved adjustment have been maintained.
- (b) **Center Line:** Center line of the carriageway is required to be accurately established by the contractor and referenced through marker pegs and chainage board appropriately placed at defined intervals. The SEs, SQM/MQMU shall check these markings.
- (c) **Working Drawing:** At every work site, clear working drawing having pre-commencement levels and levels of various items of work to be achieved after completion is required to be made available to the contractor. The SEs, SQM/MQMU is expected to check the working drawing in reference to the level of execution at the time of inspection.

Frequency: At all stages of inspection, the SEs, SQM/MQMU shall check the above aspects and record his observations.

Grading: If the PIU has not established Bench Marks or Center Line or not provided proper Working Drawing, 'U' grade would be awarded. If the above items have been carried out partially, 'SRI' grade would be awarded, otherwise, if all the items have been properly executed, 'S' grade would be awarded.

- 6.2. **Site Clearance and Grubbing:** As per specifications, clearing and grubbing is required to be performed by the PIU. The SEs, SQM/MQMU is expected to see as to whether clearance and grubbing as provided in the DPR is being carried out and disposal of material as provided in the specifications is being done. In case of up-gradation, scarifying the existing work may be involved. The SEs, SQM/MQMU is required to see



that scarifying activity is carried out as per specifications and proper provision for reuse of the salvageable material has been made.

Frequency: *In Stage-I of inspection, the SEs, SQM/MQMU shall check the above aspect and record his observations. In case, the above item is partly executed after first stage inspection of the SEs, SQM/MQMU, the observations in the subsequent stages would be made by the SEs, SQM/MQMU.*

Grading: *If the PIU has carried out clearing and grubbing properly and has appropriately reused the salvageable material, 'S' grade would be awarded. If the above items have been carried out partially, 'SRI' grade would be awarded, otherwise, if the above items have not been properly executed, 'U' grade would be awarded.*

- 6.3. Quality Control Arrangements and Attention to Quality:** As per the contract, the contractor is required to establish the field laboratory for conducting mandatory quality control tests for material and workmanship. The SEs, SQM/MQMU is expected to check whether the requisite equipments for the testing of various item(s) of works ongoing at the time of inspection are there in the laboratory or not. This is also required to be seen that whether equipments are being used to actually testing material and workmanship and clear observations on this aspect are to be recorded.

SEs, SQM/MQMU is required to list out various items of works and quantities executed. Based on the prescription about mandatory tests, the SEs SQM/MQMU shall also list out various tests and their numbers for each item of work executed by the PIU. It is mandatory to maintain the Quality Control Register Part-I & II. In case of ongoing works the SEs, SQM/MQMU is expected to see, as to whether, appropriate entries in the abstract of Quality Control Register have been made, whether, test results for all the items of work executed upto the time of inspection are available in the Quality Control Register Part-I. In Quality Control Register Part-II it is required to be seen that whether record of non-conformance is being maintained and whether appropriate non-conformance report have been issued.



Frequency: At all stages of inspection, the SEs, SQM/MQMU shall check the above aspects and record his observations.

Grading: If field laboratory with sufficient equipments has been established and equipments are being used, record of tests is properly maintained and monitored through Quality Control Register Part I and II, all the tests as per prescribed frequency have been carried out 'S' grade would be awarded. If, any of the above items have been partly attended 'SRI' grade would be awarded and if, any of these items have not been attended by PIU 'U' grade would be awarded.

- 6.4 Geometrics:** Under this item, the observations about road land width, road way width, carriage way width are required to be made and reported at various stages of construction at selected RDs. Geometrical features such as camber, super elevation, horizontal curves, requisite transition curves and extra widening are required to be provided right from the levels of the sub-grade up to construction of bituminous layer. However, the observations about these geometric elements shall be recorded by the SEs, SQM/MQMUs/MQMUs in each stage of inspection.

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If, it is felt that the provisions about camber, super-elevation, extra widening etc. has not been made in DPR but are required as per field conditions, in such cases, clear observations should be made in the space provided under 'General Observations' at the end of reporting format.

Frequency: At all stages of inspection, the SEs, SQM/MQMU shall check the above aspect at a frequency of 2 per km except for super-elevation and extra widening at curves, which would be checked on at least 1 curve in each km and record his observations.

Grading: If the all the items of geometrics have been executed properly as provided in DPR 'S' grade would be awarded otherwise 'U' grade would be awarded.

- 6.5. Earthwork:** The road may be in either cutting or in embankment or there may be a combination of cutting and embankment in the same road. The observations about the quality are to be made for all the above types of works.



(a) Earthwork in Embankment and Sub-grade: For embankments and sub-grade, the following parameters are critical to quality of material and workmanship:

- Quality of Soil used in embankment or sub-grade (Soil Classification)
- Compaction of embankment or sub-grade.
- Side slopes and profile upon completion.

The SEs, SQM/MQMU would be required to ascertain conformance of above parameters with the specifications. Appropriate hand-feel test for soil classification and test for field density at various levels of embankment are expected while the work is ongoing. These observations can also be made by digging appropriate pit in cases where embankment has been completed and the work of sub-base and base-course is ongoing. The SEs, SQM/MQMU is expected to make the above observations while the work in this item is ongoing. If, execution of this item has been completed and somehow the sufficient observations had not been made during the execution of this item, the SEs, SQM/MQMU shall make observations about this item by digging pit after completion of embankment.

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Frequency: The SEs, SQM/MQMU shall perform the tests as given below:

Test	Frequency
<i>Visual Classification of Soil</i>	<i>In Stage - I, at least 1 test for earthwork in each km (irrespective of the executed quantity).</i>
	<i>In Stage-II or III, if earthwork of the stretch of road has not been monitored earlier, at least 1 test for earthwork in each km.</i>
<i>Degree of Compaction</i>	<i>In Stage -I, minimum 2 tests for each km length or part there of (irrespective of the executed quantity).</i>
	<i>In Stage-II or III, if earthwork of the stretch of road has not been monitored earlier, minimum 2 tests for each km length or part thereof (irrespective of the executed quantity).</i>
<i>Side Slopes, Profile</i>	<i>2 per km in Stage-III.</i>



Grading: Material – If suitable soil has been used, 'S' grade would be awarded otherwise 'U' grade would be awarded.

Compaction – If degree of compaction is within the prescribed limits 'S' grade would be awarded otherwise 'U' grade would be awarded.

Side Slopes – In case work is nearing completion or has been completed and if side slopes and profile is as per provisions 'S' grade would be awarded otherwise 'U' grade would be awarded.

(b) Earthwork in Cutting: The roads in hilly areas and rolling terrain may have earthwork in cutting. The following parameters are critical to quality of earthwork in cutting:

- Longitudinal gradient and
- Slopes of cutting and stability.
- Adequacy of slope protection
- In case of only formation cutting, dressing and traffic worthiness of completed formation.

The SEs, SQM/MQMU is expected to make clear observations on the basis of actual recording of levels in the stretches fairly representative of the overall quality.

Frequency: The SEs, SQM/MQMU shall record observations as given below:

Test	Frequency
Stability and workmanship of Slope of Cuttings	At all stages of inspection in case of work of formation cutting – At least two critical locations with maximum height in each kilometer stretch of road (irrespective of the executed quantity).
	In case of hill road having formation cutting and pavement work, the above observation would be made at those stages of inspection when formation cutting work is ongoing.
Adequacy of slope protection	In general, SQM/MQMU shall check and record.
If formation cutting is complete, dressing and traffic worthiness of formation	At Stage-III - At least two critical locations with maximum height in each kilometer stretch of road (Irrespective of the executed quantity).



Recording of Longitudinal Levels	At all stages of inspection in case of work of formation cutting – In a critical and fairly representative stretch of 200 meters in each kilometer (irrespective of the executed quantity).
	In case of hill road having formation cutting and pavement work, the above observation would be made at those stages of inspection when formation cutting work is ongoing.

Grading: If the **longitudinal gradient and slope of cutting** is as per provisions having adequate stability, 'S' grade would be awarded, if improvement is possible with respect to slope and stability of cuts, 'SRI' grade would be awarded otherwise 'U' grade would be awarded.

6.6. Sub Base Course and Shoulders: Specifications provide for course-graded granular sub-base for rural roads. Recently, gravel sub-base has also been allowed. For monitoring the quality of GSB, the following quality parameters are critical:

- The conformance of the material to grading requirements and also to ensure that soil fraction passing through 75 micron sieve is not more than the prescribed percentage.
- Plasticity characteristics of the fraction passing through 425 micron sieve are well within the prescribed limits.
- Compaction.
- Thickness of compacted layer.

The SEs, SQM/MQMU is expected to carry out actual field tests for all the above items for samples fairly representative of overall quality of the item.

below Frequency: The SEs, SQM/MQMU shall record observations as given

Test	Frequency
Gradation Test	In Stage-II, at least 1 test for each km (irrespective of the executed quantity).
	In Stage-III, if gradation of GSB of the stretch of road has not been monitored earlier, at least 1 test for each km
Test for Liquid Limit and Plasticity Index	In Stage-II, at least 1 test for each km (irrespective of the executed quantity).
	In Stage-III, if GSB of the stretch of road has not been monitored earlier, at least 1 test for each km



Degree of Compaction	In Stage-II, minimum 1 test for each km length or part thereof (irrespective of the executed quantity).
	In Stage-III, if GSB of the stretch of road has not been monitored earlier, minimum 1 test for each km length or part thereof (irrespective of the executed quantity).
Thickness of compacted layer	In Stage-II or III, in case, GSB is complete and if every km not monitored for quality, at least 2 test per km.

Grading for GSB: Material – If suitable GSB material has been used, 'S' grade would be awarded otherwise 'U' grade would be awarded.

Compaction and Thickness of Layer – If degree of compaction is within the prescribed limits and thickness of the layer is as provided in DPR, 'S' grade would be awarded otherwise 'U' grade would be awarded.

6.7. Base Course: In rural roads, generally sub-base of Water Bound Macadam is being constructed. In WBM layer, the following items are critical to quality:

- Gradation of course aggregates.
- Gradation of fine aggregates (filler material and binding material).
- Quantity of fine aggregates.
- Adequacy of compaction.
- Surface evenness.
- Thickness of compacted layer.

To ensure the conformance of course or fine aggregate to gradation requirements, SEs, SQM/MQMU is expected to carry out sieve analysis. In case crushable aggregate has been used as filler material, the plasticity characteristics are critical; therefore, SEs, SQM/MQMU is expected to test PI and LL. There is prescribed method under the specifications for spreading the course aggregate, dry rolling followed by application of fine aggregates and to be continued with dry rolling. This operation is further followed by wet rolling. However, it has been observed that in many cases course aggregates and fine aggregates are haphazardly mixed and spread without any control over the quantity of fine aggregates etc and rolled unsystematically. There is an urgent



need to check this practice of substandard construction of WBM. While the work of WBM is ongoing, the SEs, SQM/MQMU is expected to check the process of construction meticulously and report. In case WBM has been completed, it is still possible to fairly judge the levels of compaction. To ascertain that prescribed dry rolling and wet rolling has been carried out for achieving appropriate compaction, it is necessary to carry out volumetric analysis by excavating pit of specific size. The material in each layer of WBM is required to be carefully taken out of the pit and after necessary screening to separate out course and fine aggregates, the proportion of fine aggregates by volume of course aggregates should be calculated. If proper dry rolling and wet rolling is done, the WBM would appear solid compacted and the percentage of fine aggregates would generally not be more than 25% of volume of course aggregates. Appropriate allowance for crushing under the wheels of the roller may also be made depending on the aggregate impact value of the course aggregates. If volume of fine aggregate is more, it is obvious that specified rolling has not been carried out. To confirm the levels of compaction, the pit should be re-filled with only the course aggregates and it should be seen that sufficient loose course aggregate should still remain balance after filling up the pit.

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Frequency: The SEs, SQM/MQMU shall record observations as given below:

Test	Frequency
Gradation Test for each layer of WBM	In Stage-II, at least 1 test for gradation of course aggregate and fine aggregate separately for each km (irrespective of the executed quantity).
	In Stage-III, if gradation of Course aggregate and fine aggregate of the stretch of road has not been monitored earlier, at least 1 test for each km
Test for Liquid Limit and Plasticity Index in case fine aggregates are crushable type.	In Stage-II, at least 1 test for each km (irrespective of the executed quantity).
	In Stage-III, if WBM of the stretch of road has not been monitored earlier, at least 1 test for each km.
Volumetric Analysis for assessment of compaction of WBM	In Stage-II or III, in case, WBM is complete and if every km not monitored for quality, at least one test per km.



<i>Surface Evenness using straight edge</i>	<i>In Stage-II or III, in case, WBM is complete and if every km not monitored for quality, at least 2 test per km.</i>
<i>Thickness of compacted layer</i>	<i>In Stage-II or III, in case, WBM is complete and if every km not monitored for quality, at least 2 test per km.</i>

Grading for WBM: Material – If material of course aggregate and fine aggregate confirms to grading requirements and in case of use of crushable aggregate, it confirms to plasticity requirements, 'S' grade would be awarded otherwise 'U' grade would be awarded.

Compaction, Surface evenness and Thickness of Layer – If by volumetric analysis, the proportion of fine aggregates to course aggregates is within the prescribed limits, the compaction of WBM layer is proper, thickness of the layer is as provided in DPR and surface evenness is within the prescribed limits, 'S' grade would be awarded otherwise 'U' grade would be awarded.

If during construction the process of construction of WBM with appropriate dry-rolling and wet-rolling is not being properly observed, the quality would be graded 'U' irrespective of any other observations or grading for this item.

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6.8. Bituminous Construction: Generally under PMGSY, the work of 20 mm pre-mix carpet followed by pre-mix/liquid seal coat is taken up over primed and tack coated WBM base-course. In some cases, construction of bituminous macadam or modified penetration macadam is also taken up. Mix-seal surfacing is also being constructed in some parts of the country. The requirements of quality monitoring for various components of the bituminous construction are given below:

(a) Preparation of Surface for Bituminous Construction: It is extremely important to properly brush off loose material and fine aggregates generally available on the surface of WBM, however, it has been observed that cleaning of WBM surfaces does not receive proper attention of the staff of PIU. The SEs, SQM/MQMU is expected to check this aspect meticulously. Even in cases where the bituminous construction has been completed, it is possible to fairly assess this aspect by carefully removing



the bituminous layer and observing the availability of loose material between the WBM layer and bituminous layer.

(b) Priming Coat and Tack Coat: Application of priming coat over the non-bituminous base-course by slow setting emulsion is prescribed in the Specifications. Application of tack coat by rapid setting emulsion or even by viscosity grade straight-run bitumen is also prescribed. Application of adequate quantities of bituminous material is to be ensured for both of these items and can be checked by conducting simple tests of the rate of spread. In addition, a uniform unbroken spread of emulsion/straight-run bitumen has to be ensured for both the above items and can only be ensured through its application by mechanical spraying rather than spray by a perforated cane. Quality of emulsion with respect to proportion of water and bituminous material is critical in application of prime coat. The temperature at the time of application of straight-run bitumen is critical to the quality of tack coat. The SEs, SQM/MQMU is expected to make clear observations about these aspects.

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(c) Frequency: If the work of prime coat and tack coat is ongoing, the SEs, SQM/MQMU shall carry out one test for rate of spread of binder. If the work in bituminous surface has been completed, the SEs, SQM/MQMU shall carry out assessment of level of cleaning by removing bituminous layer at least at one spot in every 500 meters of the road.

Grading: If the inspection is carried out during the execution of the above items, the quality grading of 'S' would be given if surface of base-course has been properly cleaned and priming coat or tack coat using prescribed emulsion/ viscosity grade bitumen in prescribed quality and quantity has been laid. Otherwise 'U' grade would be given. In case, the work is complete and upon removal of the bituminous layer if loose material is observed between the WBM layer and bituminous layer, 'U' grade would be given.

(d) 20 mm Thick Pre-mix Carpet/BM/MSS and Seal Coat: The following are critical to quality of bituminous layers:



- Gradation of aggregate
- Quantity of Binder
- Mixing and laying temperature
- Compacted thickness
- Surface Evenness

The above aspects can be easily monitored when the work in this item is ongoing. While the work is ongoing, the assessment of quantity of binder may be made easily, however, when the work is complete, the SEs, SQM/MQMU shall carry out bitumen extraction test and while interpreting the results, possible presence of binder used for tack coat should be appropriately accounted for.

Frequency: The SEs, SQM/MQMU shall record observations as given below:

Test	Frequency
Level of cleanliness of WBM surface prior to application of bituminous layer. (if work is ongoing observe the surface. If BT layer laid, assess by carefully removing the BT layer.)	1 per Km
Quality of Prime Coat and Tack Coat with respect to quality of material and workmanship - Visual Observation - if work is ongoing.	1 observation on the day of inspection
In PMC/BM/MPM/Seal Coat, gradation Test for Course Aggregate (if the work in the item is ongoing)/visual observation in case of completed item of work	In Stage- III, At least one test on the day of inspection.
In PMC/BM/MPM/ Seal Coat, temperature of Binder at the time of mixing and laying (if the work in the item is ongoing)	In Stage- III, at least one test on the day of inspection.
In PMC/BM/MPM, thickness of compacted layer and Bitumen Extraction Test	In Stage-III, in case, PMC is complete and if every km not monitored for quality, at least 1 test per km for Bitumen extraction and 2 tests per km for thickness of layer.
Surface Evenness using straight edge	In Stage-III, in case, PMC is complete and if every km not monitored for quality, at least 2 test per km.



Grading: Grade 'S' would be given if the relevant item confirms to prescribed values. Otherwise, 'U' grade would be given.

6.9. Shoulders: For shoulders, appropriate material, as provided in the DPR, is to be used and construction of the shoulder has to take place simultaneously with construction of other layers of pavements. For monitoring the quality of shoulders the following quality parameters are critical:

- Quality of material.
- Compaction.
- Thickness of compacted layer.
- Simultaneous construction and compaction of shoulder with other layers of pavement.

The SEs, SQM/MQMU is expected to carry out actual field tests for all the above items for samples fairly representative of overall quality of the item.

Frequency: The SEs, SQM/MQMU shall record observations as given below:

Test	Frequency
Quality of Material	In Stage-II, at least 1 test for each km (irrespective of the executed quantity).
	In Stage-III, if quality of material of the stretch of road has not been monitored earlier, at least 1 test for each km
Degree of Compaction	In Stage-II, minimum 1 test for each km length or part thereof (irrespective of the executed quantity).
	In Stage-III, if shoulder of the stretch of road has not been monitored earlier, minimum 1 test for each km length or part thereof (irrespective of the executed quantity).
Thickness of compacted layer	In Stage-II or III, in case, shoulder is complete and if every km not monitored for quality, at least 2 test per km.

Grading for Shoulder: Material – If material as provided in the DPR has been used, 'S' grade would be awarded otherwise 'U' grade would be awarded.

Compaction, Thickness of layer and Simultaneous Construction with Sub-base and Base Course – If degree of compaction is within the prescribed limits and thickness of the layer is as provided in DPR and shoulder is being constructed, simultaneously with sub-base or base course, 'S' grade would be awarded otherwise 'U' grade would be awarded.



6.10. Cross Drainage Works: There are a variety of CD works, taken up under PMGSY. Quality monitoring requirements for some common types of CD works are given below:

(a) Hume Pipe Culverts and Vented Cause-way: The following aspects are critical for quality of hume pipe culverts:

- Adequacy of provision for face/main walls, wings and return walls has been made as per site conditions (whether these walls provided with appropriate design in appropriate length etc).
- Quality of material and workmanship of face/main walls, wing and return walls.
- Quality of hume-pipes
- Adequacy of cushion over hume-pipes.
- In case of vented cause-ways, quality and workmanship of surfacing over vented cause-way (generally, CC Pavement is constructed and quality monitoring as covered under CC Pavement would apply to this item also).

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While the work is ongoing the SEs, SQM/MQMU shall check all the above aspects and report. In case of completed hume-pipe culverts also the above aspects can be checked and reported. In case of cause-ways, it is important to check, as to whether; main walls have been appropriately keyed on the banks of the drain taking them well beyond HFL to avoid out-flanking in high floods. The SEs, SQM/MQMU shall make observations on all the above aspects during his inspection and report.

(b) Simply Supported Slab Culvert or Cement Concrete Box Culverts: Quality monitoring aspects for such works would be decided on case-to-case basis.

Grading: *If quality of material and workmanship is as per provisions grade 'S' would be given. Otherwise 'U' would be given.*

6.11. Side Drains and Catch Water Drains: For ensuring appropriate surface drainage, provision of side drains and if required, catch water drains followed by integration of these drains to across drain is critical. In case of



hill roads, provision of side drains along with catch-pits of appropriate size at appropriate locations followed by provision of appropriate cross drainage work is critical. The SEs, SQM/MQMU at all stages of inspection is expected to make clear observations about the aspects given above. He should clearly mention the adequacy of the size of the side drain and shall observe clearly, whether, the longitudinal gradient of the side drains is adequate for ensuring disposal of water.

Grading: *If quality of material and workmanship is as per provisions grade 'S' would be given. Otherwise 'U' would be given.*

6.12. Cement Concrete/ Semi Rigid Pavement and Associated Pucca Side

Drains: In case of cement concrete and other semi rigid pavements, the following are critical to quality:

- Quality of cement concrete
- Workmanship of cement concrete
- Joints
- Thickness
- Size and Shape of associated pucca side drains and their adequacy
- Quality and Workmanship of material used in pucca side drains
- Longitudinal levels of pucca side drains, their integration to cross drains or appropriateness of the provisions for disposal.
- Cross drainage works

While the work is ongoing, the SEs, SQM/MQMU is expected to verify all the above items, however, while the work is complete, measurements about the thickness of CC Pavement, Surface conditions such as cracking etc may visually be seen, the register of cube test may be verified and based on visual observations, comments on quality of material and workmanship may be made. The aspects of size and shape of associated pucca side drains and their adequacy, Quality and Workmanship of material used in pucca side drains and Longitudinal levels of pucca side drains, their integration to cross drains or appropriateness of the provisions for disposal may be observed and recorded even if the work is complete. The SEs, SQM/MQMU shall make observations about the above aspects during his inspection and report.



Grading: If quality of material and workmanship is as per provisions grade 'S' would be given. Otherwise 'U' would be given.

- 6.13. Road Furniture and Markings:** Under Pradhan Mantri Gram Sadak Yojana, every work is to be provided with Logo Information Board even before the actual grounding of the work. Logo boards and other road furniture are to be provided at appropriate time. The SEs, SQM/MQMU shall check, as to whether, all Informatory Boards, km post, 200m post, Road marker, etc. as prescribed under the programme have been provided on the site and report. The SEs, SQM/MQMU shall also check and report the quality of material and workmanship of road furniture and markings.

Grading: If quality of material and workmanship is as per provisions grade 'S' would be given. Otherwise 'U' would be given.

- 6.14. Observations on action regarding issues mentioned in earlier inspection reports of SEs, SQMs/MQMUs:**

If the work being inspected by the SEs, SQM/MQMU was earlier inspected by other SEs, SQM/MQMU, the SQM/MQMU shall make item and sub-item wise observations on the action by the PIU regarding issues mentioned in reports of earlier inspections by SEs, SQMs/MQMUs and record these observations in the relevant item of work.

- 7. Sub-item/Item wise Grading and Overall Grading of Work:** The sub-item wise grading of every item of work would be entered in the table at para 16 of Reporting Format 1 Part II and the item grading would be the lowest of the grading of sub-items within that item. The overall Item Grading would be calculated in the following manner.

If, any of the items in item no. 5, 6, 7 and 8 are graded as 'U', overall grading of the work shall be 'U' i.e. Unsatisfactory'.

If, all the items given in above four items are 'S' but grading in any of other items is 'U' or 'RI', the overall grading of work shall be 'S-RI' i.e. Satisfactory but Requiring Improvement.

If grading of all items is 'S', the overall grading of work shall be 'S' i.e. Satisfactory'.



Item No.	Sub Item for Observation	Awardable Grades		
Item No 1	Setting Out and Working Drawing	S	SRI	U
Item No 2	Site Clearance and Grubbing	S	SRI	U
Item No 3	Quality Arrangements	S	SRI	U
Item No 4	Geometrics	S		U
Item No 5 A	Earth Work and Sub-grade in Embankment/ Cutting	S		U
Item No 5 B	Earth Work in Cutting in Hilly/Rolling Terrain	S		U
Item No 6	Sub-Base	S		U
Item No 7	Base Course – Water Bound Macadam	S		U
Item No 8	Bituminous Layer – Premix Carpet (PMC)/ Surface Dressing (SD)	S		U
Item No 9	Shoulders	S	SRI	U
Item No 10	Cross Drainage Works – Causeways of all spans and Culverts upto 6 m. span.	S	SRI	U
Item No 11	Side Drain and Catch Water Drain	S	SRI	U
Item No 12	CC/ Semi Rigid Pavements and Associated Pukka Drains	S		U
Item No 13	Road Furniture and Markings	S		U
Overall Grading (Web Generated)		S	SRI	U

7. **Digital Records of Inspections:** Under the second tier of quality monitoring the State Quality Monitor and the PIU shall also ensure digital photography of the observations on quality of material and workmanship of the road in each inspection. The photography shall be arranged by the PIU and photographs shall be taken as per Guidelines for Digital Photography given at **Annexure 2**. It would be ensured by the PIU that the quality of digital photographs should be good and display the issues pertaining to quality of material and workmanship. Hard copy and soft copy of digital photographs would be attached by the SEs, SQM/MQMU with the report.
8. **Submission of Hardcopy of Reports by SEs, SQM/MQMU:** The SEs, SQM/MQMU is expected to fill up the majority of observations in the prescribed formats during the inspection itself, however, in some items, in which the test results may take some time, the observations may be filled up latest by the next day. Immediately upon completion of the inspection but in all cases before the SEs, SQM/MQMU leaves the district where he has performed inspection, he shall deliver the inspection report to the



concerned PIU and send a copy to HQ.

9. **Action on SQM/MQMU Observations and Grade Improvement:** Upon receipt of the inspection reports and observations of SEs, SQM/MQMU, the PIU shall initiate action (if required) for rectification of defects (if any) pointed out in the observations. This shall be ensured by the PIU that an Action Taken Report (ATR) is furnished to the HQ within 30 days of inspection. The HQ shall scrutinize the ATRs with reference to the observations of SEs, SQM/MQMU in the inspection report. The HQ shall make his observations on the ATRs and communicate them to PIU for necessary action. The process of verification of Action Taken Reports in the second tier would be carried out in the following manner:

- (a) Every work is to be inspected thrice during its execution, therefore, if there are any adverse observations about quality, the PIU is required to rectify and report to HQ, however, the physical verification of the action taken should be done in the next inspection.
- (b) Quality grading of work in the last inspection of SEs, SQM/MQMU would be considered and effect of earlier quality grading would not be taken into account subject to condition that if in earlier inspections, the work has been graded as 'SRI' or 'U' and the action for rectification is taken by the PIU followed by verification of action taken report by the SEs, SQM/MQMU.
- (c) If work is observed 'Unsatisfactory' upon completion, the State would not be able to accept the work and the PIU would be required to carry out rectification and get the work re-inspected.

In view of the above, the improvement in quality grades awarded under second tier of quality mechanism would not be required.

11. **Selection and Performance Evaluation of State Quality Monitors:** It is important to structure the Departmental/Independent Quality Monitoring in such a way that actual field realities are brought out, however, it is more important to ensure that the Departmental/independent monitors is correct and they are carry out inspections properly and report truthfully. Therefore, the HQ would evolve appropriate mechanism for selection and periodic review of performance of State Quality Monitors.



Annexure 1
Format 1- Part I

**Format for information to 2nd & 3rd Tier For Inspection of Mukhya
Mantri Gram Sampark Yojna (MMGSY) Work**
PART I- Work Information (To be filled-up by PIU)

				Work is		Ongoing	Completed
GENERAL:							
1.1.	Date of Inspection	DD	MM	YY			
1.2.	Name of State Quality						
1.3.	District:				Block:		
1.4.	Name of Road:						
1.5.	Length:.....Km Flexible Pavement,Km. CC/other Pavement.....m.= Total.....Km						
1.6.	Estimated Cost:	Rs.					Lakh
1.7.	Technical Sanction Cost:	Rs.					Lakh
1.8.	The Work is a Case of:	New connectivity			Up gradation		
1.9.	Terrain	Plain		Rolling		Hilly	
1.10.	Date of Start of the Work:						
1.11.	Stipulated Date of Completion:						
1.12.	Actual Date of Completion (if work completed):						
2. PHYSICAL PROGRESS: (In case of On going works only) Construction Programme and Physical Progress:							
	Item	Completed percentage of Item	Dates for completion	Start	Date	Completion Date	Delay in Months
	Earth Work						
	CD Works						
	Sub base i/c Shoulders						
	Base Course (Non Bitu.)						
	Base /Wearing Course (Bitu.)						
	CC Pavement						
	Signage etc						



3. QUALITY CONTROL:

3.1. Location of Field Laboratory:

3.2. Quality Control Register Part-I is maintained by:

3.3. Quality Control Register Part-II is maintained by:

4. INSPECTIONS BY SEs, SQM/MQMU or SENIOR OFFICERS AND ACTION TAKEN:

Inspection by SEs, SQM/MQMUs/MQMUs and senior departmental officers and action taken statement:

Date of Visit	Inspected By	Observations	Action Taken by PIU with Date

Name and Signature of the Head of PIU, Date:.....



Format 1- Part II

Report 2nd & 3rd Tier

PART II- Observations of SEs, SQM/MQMU for Ongoing/Completed Work

(To be filled-up by SEs, SQM/MQMU, use additional sheets, if required.)

Stage of Work: | I | II | III

1. SETTING OUT AND WORKING DRAWING: For all stages of work

1.1	Whether Bench marks @ 4 per km established (Y/N)	Exact Locations of the Bench Marks	Whether Center Line of Carriage Way accurately established and reference d with Marker Pegs and Chainage Boards (Y/N)	Whether properly prepared Working Drawing for the work under progress is available (Y/N)
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Grading: Grade: ☐ S ☐ SRI ☐ U If this item is graded SRI/U, write clear reasons and suggestions for improvement:

2. SITE CLEARANCE AND GRUBBING:- For Stage I of Work

2.1	Whether Clearing and Grubbing being done as per DPR and Material is disposed being off properly (Y/N) obtained	Whether the material available from scarifying existing work operation or clearing operations salvage can be and reused (Y/N)	Name the reusable material obtainable from clearance or an scarification indicate approximate quantity and its re-use by the PIU.

Grading: Grade: ☐ S ☐ SRI ☐ U If this item is graded SRI/U, write clear reasons and suggestions for improvement:



Observations about Mandatory Tests - Detail out the quantities of various items of works and list the tests required. (Refer to abstract of QC Register Part-I)

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Grading: Grade:

S	SRI	U
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 If this item is graded SRI/U, write clear reasons and suggestions for improvement.



4. GEOMETRICS: The SQM/MQMU should take at-least two measurements in 1 Km length and if it is found that the roadway and carriageway is inadequate SEs, SQM/ MQMU may take more observations:

Observations –Road way width, Carriage way and Camber.

Ref. RD	Roadway Width (m)	Carriage way Width (m)	Camber in %	Ref. RD	Roadway Width (m)	Carriage way Width (m)	Camber in %

Observations – Super-elevation and Extra Widening at curves.

Ref. RD	Super Elevation	Extra Widening provided (Y/N)	Ref. RD	Super Elevation	Extra Widening provided (Y/N)

Grade : ☐ S ☐ U

If this item is graded U, write clear reasons and suggestions for improvement:

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OBSERVATIONS REGARDING THE QUALITY OF ITEMS OF WORK:

5. Earthwork

Observations –Quality of Material for Embankment/ Sub-grade:

5.1	Location (RD)	On Visual Classification identify the Group Symbol and write	Quality of material is acceptable. (Y/N)



Grade:	S	U	If this item is graded U, write clear reasons and suggestions for improvement:

Observation –Workmanship for Embankment and Sub-grade Construction:

5.2	Location (RD)	MDD kN/m ³ (As per record)	Field Moisture Content	Degree of Compaction		
				Field Density kN/m ³	Dry Density kN/m ³	Compaction adequate. (Y/N)

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Grade:	S	U	If this item is graded U, write clear reasons and suggestions for improvement:

Observation – Side slopes and profile:

5.3	Location (RD)	Whether Side Slopes Satisfactory (Y/N)	Whether profile is Satisfactory (Y/N)



Observations - Earth work in Hilly/Rolling terrain or high Embankments:

5.4	Location (RD)	Cut Slopes & Profile, whether appears to be stable. (Y/N)	Adequate slope protection works executed. (Y/N)	Formation is properly dressed and traffic worthy. (Y/N)

Observations - Longitudinal Gradient in case of road in hilly/rolling terrain:

Ref. Between RD...& RD...	Longitudinal Gradient	S/U	Ref. Between RD...& RD...	Longitudinal Gradient	S/U

Grade:	☐ S	☐ U	If this item is graded U, write clear reasons and suggestions for improvement :

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6. Sub-Base:

Observations - Quality of Material and Workmanship:

6.1	Location (RD)	Confirms to Grading. (Y/N)	Suitable from plasticity angle. (Y/N)	Whether compaction is adequate. (Y/N)	Observed Thickness of Layer (in mm)	Prescribed Thickness provided (Y/N)



Grade: ☐ S ☐ U If this item is graded U, write clear reasons and suggestions for improvement:

7. Base Course:

Observations- Quality of Material and Workmanship of WBM:

7.1	Location (RD)	Thickness of each layer of WBM (mm)	Thickness is adequate. (Y/N)	Aggregate confirms to Grading (Y/N)	Filler material is non-plastic to desired extent. (Y/N)	Volume of filler material percent of course aggregate	Whether adequate compaction is done. (Y/N)

Observations - Surface evenness: Surface evenness in about 200 m critical representative length of completed WBM:

Grade: ☐ S ☐ U If this item is graded U, write clear reasons and suggestions for improvement:



8. Bituminous Course: Premix Carpet/ Seal Coat : Observations-Quality of Material and Workmanship of BT Layer (*in case of ongoing works*):

Observations about level of cleanliness of WBM surface prior to application of bituminous layer. (if work is ongoing observe the surface. If BT layer laid, assess by carefully removing the BT layer.):

Observations about Quality of Prime Coat and Tack Coat with respect to quality of material and workmanship - Visual Observation - if work is ongoing:

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In case of PMC/ Seal Coat

8.1	Location (RD)	Whether Course Aggregate confirms to grading. (Y/N)	Whether the binder is of approved grade. (Y/N)	Write Mixing Temperature and whether it is in permissible limits. (Y/N)	Write Laying Temperature and whether it is in permissible limits. (Y/N)



Grade: S /U If this item is graded U, write clear reasons and suggestions for improvement:

Observations - Workmanship of BT layer (PMC) & Seal coat (in case of completed works):

8.2	Location (RD)	Thickness		Whether surface evenness is Within acceptable limits. (Y/N)
		Thickness in mm	Whether thickness is adequate. (Y/N)	

Grade: ☐ S ☐ U If this item is graded U, write clear reasons and suggestions for improvement :

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9. Observations - Quality of Shoulders:

9.1	RD of observation	Thickness of layer in mm	Whether quality of the material is acceptable. (Y/N)	Whether quality of compaction workmanship is acceptable.(Y/N)	Whether Shoulders being constructed simultaneously with sub-base and base course (Y/N)



10. Cross Drainage Works: Observations - Quality of CDs:

10.1	RD at which CD is located	Type of CD	Whether quality of the material is acceptable. (Y/N)	Whether quality of workmanship is acceptable. (Y/N)

Grade:	☐ S	☐ SRI	☐ U	If this item is graded SRI/U, write clear reasons and suggestions for improvement:

11. Side Drains and Catch water Drains: Observations:

11.1	Reference of RDs where side drain constructed.	RD at which observation made.	Whether general quality of the side drains/catchwater drains is acceptable. (Y/N)	Whether side drains are intergrated to cross drains. (y/N)

Grade:	☐ S	☐ SRI	☐ U	If this item is graded SRI/U, write clear reasons and suggestions for improvement:



12. CC/ Semi-Rigid (SR) Pavements and Associated Pucca Side Drains:

12.1	Reference of RDs, CC/SR Pavements provided.	RD at which observation made.	Thickness		General quality of material is acceptable. (Y/N)	General quality of workmanship acceptable (Y/N)
			Thickness in mm	Acceptable (Y/N)		

Comments about adequacy of face/main walls, wings and retaining walls:

Grade:

S	U
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 If this item is graded U, write clear reasons and suggestions for improvement :



13. Road Furniture and Markings

Observations - Item No. 14 a: Quality Road Furniture and Markings:

Main Informatory Board Fixed:

Yes / No

Citizen Information Board Fixed:

Yes /No

Grade:	S	U	If this item is graded U, write clear reasons and suggestions for improvement:

Observations - Quality Road Furniture and Markings:

	Logo Boards (Retro		
13.1.	Reflective) Fixed:	Yes	No
13.2.	200m. Stones fixed:	Yes	No
13.3.	1 Km. Stone fixed:	Yes	No
13.4.	Guard Stones fixed on Curves:	Yes	No
13.5.	Mandatory and Cautionary Signage	Yes	No
13.6.	Road Marker	Yes	No

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Grade:	S	U	If this item is graded U, write clear reasons and suggestions for improvement:

14. General Observations of SEs SQM/MQMU, (including the observations made during the interaction with PIU staff and Contractor's/ Consultant's Engineers):

14.1. Observations about deficiency in project preparation (Give detailed observations about deficiencies in general and items which have been left but are required as per site conditions):



14.2. Whether the work has been completed/is in progress as per work programme or the delay has occurred. If delay has occurred, whether the liquidated damages have been withhold or recovered:

14.3. Whether the work has been completed within the sanctioned cost, if not, what is the action taken by the PIU (*in case of complete works*):

14.4. Observations about the action taken by the PIU on the observations of inspecting officers including SEs, SQM/MQMUs.

15. Other observations, if any:



16. Quality Grading of items and sub-items of work: The grading of every sub-item and item of work is given below.

16.1	Sub Item for Observation	Stage of Work	Awardable Grades	Awarded Grades
1	2	3	4	5
Item 1 – Setting Out and Working Drawing				
a	Bench Mark and Centre Line	All Stages	S/SRI/U	
b	Availability of Working Drawing	All Stages	S/SRI/U	
Item Grade			S/SRI/U	
Item 2 – Site Clearance and Grubbing				
a	Site Clearance and Grubbing	Stage-I	S/SRI/U	
b	Re-use of Salvageable Material	Stage-I	S/SRI/U	
Item Grade			S/SRI/U	
Item 3 - Quality Arrangements				
a	Quality Arrangements	All Stages	S/SRI/U	
b	Number of Mandatory Tests as per prescribed frequency	All Stages	S/SRI/U	
c	Maintenance of QC Registers	All Stages	S/SRI/U	
Item Grade			S/SRI/U	
Item 4 – Geometrics				
a	Road way width	2 per Km in every inspection	S/U	
b	Carriageway width	2 per Km in every inspection	S/U	
c	Camber	2 per km	S/U	
d	Super-elevation & Extra Widening at Curves	1 curve in each km	S/U	
Item Grade			S/U	
Item 5A - Earth Work and Sub-grade in Embankment/ Cutting				
a	Quality of Material for Embankment/ Sub-grade	In Stage-I, 1 per km/ In Stage- II or III, 1 per km	S/U	
b	Compaction	In Stage-I, 2 per km/ In Stage- II or III, 2 per km	S/U	
c	Side Slopes and Profile	2 per km in Stage III	S/U	



Item 5B - Earth Work in Cutting in Hilly/ Rolling Terrain				
a	Stability and Workmanship of Cut Slopes	Stage I and II, at 2 critical locations with maximum height of cutting in each km	S/U	
b	Adequacy of Slope Protection	All Stages - In general	S/U	
c	Upon completion of formation cutting, dressing, traffic worthiness	At Stage III, at 2 critical locations with maximum height of cutting in each km	S/U	
d	Longitudinal Gradient	Stage II/III - 1 critical and fairly representative stretch of 200m in each Km	S/U	
Item Grade			S/U	
Item 6 - Sub-Base				
	Quality of Material			
a	Grain Size	In Stage- II or III, 1 per km	S/U	
b	Plasticity		S/U	
c	Compaction	In Stage- II or III, 1 per km	S/U	
d	Total Thickness of Layer	2 per Km	S/U	
Item Grade			S/U	
Item 7 - Base Course – Water Bound Macadam				
a	Grain Size of Course Aggregate	In Stage- II or III, 1 per km	S/U	
b	Test for Liquid Limit and Plasticity Index in case fine aggregates are crushable type		S/U	
c	Volumetric Analysis for assessment of compaction of WBM	In Stage- II or III, 1 per km	S/U	
d	Surface Evenness using straight edge	In completed WBM 2 tests per km	S/U	
e	Thickness of every layer of WBM.	2 per Km	S/U	
Item Grade			S/U	



Item 8 - Bituminous Layer – Premix Carpet (PMC)/ Surface Dressing (SD)				
a	Level of cleanliness of WBM surface prior to application of bituminous layer	1 per Km	S/U	
b	Quality of Prime Coat/ Tack Coat with respect to quality of material and workmanship	1 observation on the day of inspection	S/U	
c	Gradation Test for Course Aggregate (if the work in the item is ongoing)/visual observation in case of completed item of work	1 test on the day of inspection	S/U	
d	Grade of bitumen and temperature at the time of mixing and laying (if the work in the item is ongoing)	1 test on the day of inspection	S/U	
e	Bitumen Extraction Test if PMC is complete	1 test per Km	S/U	
f	Thickness of layer	2 per Km	S/U	
g	Surface Evenness in case of completed BT work	2 per Km	S/U	
Item Grade			S/U	
Item 9 – Shoulders				
a	Quality of material for shoulders	In Stage- II or III, 1 test per Km	S/SRI/U	
b	Degree of compaction	In Stage- II or III, 1 test per Km	S/SRI/U	
c	Thickness of layer	In Stage- II or III, 2 tests per km	S/SRI/U	
Item Grade			S/SRI/U	
Item 10 - Cross Drainage Works – Causeways of all spans and Culverts upto 6 m. span.				
a	Quality of Material – Concrete, Stone/ brick masonry, Hume pipes including size etc.	All Stages	S/SRI/U	
b	Quality of Workmanship such as positioning of pipes, wing walls, cushion over H Pipes etc.	All Stages	S/SRI/U	
Item Grade			S/SRI/U	



Item 11 - Side Drain and Catch Water Drain				
a	General quality of Side Drains/ Catch Water Drains and their integration with CDs.	All Stages	S/SRI/U	
Item Grade			S/SRI/U	
Item 12 - CC/ Semi Rigid Pavements and Associated Pukka Drains				
a	Quality of Material – Concrete, Stone/ Concrete Block Pavement etc.	In Stage- II or III, 1 per 100 m. Length of Pavement	S/U	
b	Strength of CC in Concrete Pavement/ Concrete Block Pavement	In Stage- II or III, 1 per 100 m. Length of Pavement	S/U	
c	Quality of Workmanship – Wearing surface texture, Adequacy of setting of concrete, Joints, Edges etc.	In Stage- II or III	S/U	
d	Thickness of Layer	In Stage- II or III, 1 per 100 m. Length of Pavement	S/U	
Item Grade			S/U	
Item 13 - Road Furniture and Markings				
a	Citizen Information Board, Main Informatory Board, Quality and whether fixed during construction.	Stage-I	S/U	
b	Logo boards, 200 m stones and Km stones, quality and whether fixed after completion.	Stage-III	S/U	
c	Whether the information in boards is given in local language.	Stage-I and III	S/U	
Item Grade			S/U	



17. **Overall Grading of Work:** The overall grading calculated on the basis of item and sub-item wise grading is given below:

Item No.	Sub Item for Observation	Awarded Grade
Item No 1	Setting Out and Working Drawing	
Item No 2	Site Clearance and Grubbing	
Item No 3	Quality Arrangements	
Item No 4	Geometrics	
Item No 5 A	Earth Work and Sub-grade in Embankment/ Cutting	
Item No 5 B	Earth Work in Cutting in Hilly/ Rolling Terrain	
Item No 6	Sub-Base	
Item No 7	Base Course – Water Bound Macadam	
Item No 8	Bituminous Layer – Premix Carpet (PMC)/ Surface Dressing (SD)	
Item No 9	Shoulders	
Item No 10	Cross Drainage Works – Causeways of all spans and Culverts upto 6 m. span.	
Item No 11	Side Drain and Catch Water Drain	
Item No 12	CC/ Semi Rigid Pavements and Associated Pukka Drains	
Item No 13	Road Furniture and Markings	
Overall Grading		

Signature:

Name:

Designation

Date:



Annexure-3

Guidelines for Digital Photography of Observations by 2nd & 3rd tier under Mukhya Mantri Gram Sampark Yojna.

It has been felt that if the technical observations about quality of road work are substantiated through photographs, it not only helps in better understanding of the quality issues at the field level but it also helps in documenting good practices and lapses.

Therefore, it has been decided that as far as possible, the observations made by 2nd & 3rd tier regarding various items and sub-items of rural road construction should be documented through digital photography and included in the report of the 2nd & 3rd tier. The following guidelines should be strictly followed for digital photography and reporting.

1. Role of 2nd, 3rd Tier & PIU:- It would be the responsibility of the PIU to arrange for appropriate digital photography of observations on quality of material and workmanship of the road work by the 2nd & 3rd tier. The 2nd & 3rd tier would be responsible for giving appropriate directions for the photography of critical observations during the inspection.

The photographs should be of fair quality and the print on plain paper. In case of any difficulty, the 2nd & 3rd tier would contact the Head Quarter and it would be responsibility of Head Quarter to ensure that proper arrangements in this regard are made by the PIU.

2. Work Item/ Component-wise Photography:- The purpose of the photography should be to document good practices as well as defects or deficiencies with a view to provide proper understanding of the quality issue at the field level. The 2nd & 3rd would be free to ensure photographs of the components as per his choice, however, with a view to have systematic and structured documentation, the following procedure may be followed:-

Photograph Showing Road Clearing 🖱️

मुख्यमंत्री ग्राम सम्पर्क योजना





(a) Starting Point of the Road: - First of all, the photograph of the starting point showing signage such as informatory board and other signage could be taken.



Photographs Showing Starting Point of the Road With Logo Board

(b) Geometrics: The photography for documenting the geometrics may be done:

Road way of carriage way width measured with tape may be photographed etc.



Photographs Showing Carriage Way Width & Camber



(c) Quality Arrangements: Field laboratory and its equipments can be appropriately photographed.



Photographs Showing Field Laboratory & Checking of Road Material

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(d) Flexible Pavement Components: Guidelines for inspection by SQMs provide for taking appropriate observations pit in the pavement. The quality of earth work, GSB and WBM may be documented easily. The tests for gradation of material and compaction tests for earthwork/sub grade may be photographed. There may be many ways to show the deficiencies in construction of embankment of hill cutting etc.



Photographs Showing WBM & Pre-mixing Work



(e) Rigid Pavement, CD works and Drainage: - Joints, Riding quality, cracks or various other failures of rigid payment can be photographed easily. Good or bad features of various components of cross drainage work such as Hume-pipes, cushion, slab, abutments, approaches etc can be photographed easily.



Photographs Showing CD Works

(f) Protection Works: - In case of roads in hilly and rolling terrain, protection of road furniture is an important element. Appropriate photographs may be taken. In case of roads in plain areas also sometimes protection work is carried out in cases of high embankments or presence of water body just by the side of the road, appropriate photograpohs may be taken.

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Photograph Showing Protection Work

3 Reporting:- After taking photographs, the 2nd & 3rd tier would be expected to attach photographs with the report with analysis in appropriate items of the



हमारा संकल्प

~ समयबद्धता

~ गुणवत्ता

~ पारदर्शिता

~ निष्पक्षता

~ मितव्ययिता

