



ABSTRACT

Announcement made by Hon'ble Minister for Municipal Administration, Rural Development and Implementation of Special Programme on the floor of the Legislative Assembly on 21.06.2017 - Execution of 2500 kms of Rural Connectivity (Earthen / WBM roads formation) in SC/ST, Tribal and Hilly areas (labour intensive) under MGNREGS for the year 2017-18 - Permission accorded - Guidelines approved - Orders - Issued.

RURAL DEVELOPMENT AND PANCHAYAT RAJ (CGS.1) DEPARTMENT

G.O.(Ms) No.130

Dated: 14.11.2017

Read:

1. Hon'ble Minister for Municipal Administration, Rural Development and Implementation of Special Programme announcement on the floor of the Legislative Assembly on 21.06.2017.
2. From the Director of Rural Development and Panchayat Raj Letters Roc.No.21016/2017/ MGNREGS-I-3, dated 18.04.2017 and 23.08.2017.

ORDER:

The Honourable Minister for Municipal Administration and Rural Development, Implementation of Special Programme had announced in the floor of the Assembly on 21.06.2017 as follows:

“ஊரகப் பகுதிகளில், இணைப்புச் சாலை இல்லாத குக்கிராமங்களுக்கும், மலைப்பாங்கான பகுதிகளில் உள்ள குக்கிராமங்களுக்கும் சாலை வசதி ஏற்படுத்திடும் வகையில், மாண்புமிகு இதயதெய்வம் புரட்சித் தலைவி அம்மா அவர்களின் ஆசியுடன், மாண்புமிகு முதலமைச்சர் அவர்களின் ஆணைப்படி, மண் சாலைகளை கற்சாலைகளாக (Metal Road) மாற்றி அமைத்திட 2017-18 ஆம் நிதியாண்டில், 2500 கிலோ மீட்டர் நீளத்திற்கு கற்சாலைகள் அமைக்கும் பணி 400 கோடி ரூபாய் மதிப்பீட்டில் மேற்கொள்ளப்படும்”.

2. The Director of Rural Development and Panchayat Raj has stated that according to schedule I in para 4(1), IV(ii) of MGNREGA provides for taking up of works of “rural connectivity to provide all-weather access, including culverts and roads within a village wherever necessary. In order to provide a good road network system, connecting to various parts of the each village

under MGNREGA, during the Empowered Committee meeting on Labour Budget for the Financial Year 2017-18, it has been proposed to execute 2500 kms of the rural connectivity. Further the Director of Rural Development and Panchayat Raj has worked out the funding pattern for execution of 2500 kms of Rural Connectivity (Earthen / WBM Roads formation) as follows:-

(Rupees in Crore)

Description	Material Component (57%)			Labour Component (43%) (Central Share-100%)	Grand Total
	Central Share-75%	State Share-25%	Total		
Cost of 2,500 kms rural connectivity	171	57	228	172	400

3. The Director of Rural Development and Panchayat Raj has therefore requested the Government to accord permission for the Execution of 2500 kms of Rural Connectivity (Earthen/WBM roads formation) in SC/ST, Tribal and Hilly areas (labour intensive) at an estimate cost of Rs.400 Crore under Mahatma Gandhi National Rural Employment Guarantee Scheme for the year 2017-18 and approve the guidelines therefor.

4. The Government after careful examination of the proposal of the Director of Rural Development and Panchayat Raj, accord permission for the Execution of 2500 kms of Rural Connectivity (Earthen/WBM roads formation) in SC/ST, Tribal and Hilly areas (labour intensive) at an estimate cost of Rs.400 Crore under Mahatma Gandhi National Rural Employment Guarantee Scheme for the year 2017-18 and approve the guidelines annexed to this order.

5. This order is issued with the concurrence of Finance Department vide its U.O.No.49321/RD/2017, dated 01.11.2017.

(BY ORDER OF THE GOVERNOR)

**HANS RAJ VERMA
ADDITIONAL CHIEF SECRETARY TO
GOVERNMENT**

To
The Director of Rural Development and Panchayat Raj,
Chennai – 15.
All District Collectors (Except Chennai) (Thro' the Director of
Rural Development and Panchayat Raj, Chennai – 15)

All Project Directors, District Rural Development Agencies
(Thro' the Director of Rural Development and Panchayat Raj, Chennai – 15)
The Accountant General, Chennai – 18.

Copy to:

The Pay and Accounts Office (South), Chennai – 35.
The Finance (RD) Department, Chennai – 9.
Chief Minister's Office, Secretariat, Chennai-9.
The Senior Personal to Hon'ble Minister (Municipal Administration &
Rural Development, Implementation of Special Programme), Chennai – 9.
The Principal Private Secretary to Additional Chief Secretary to Government,
Rural Development and Panchayat Raj Department, Chennai – 9.
The Rural Development and Panchayat Raj (OP.2) Department, Chennai – 9.
The National Informatics Centre, Chennai – 9.
Spare copy/Stock file.

//FORWARDED BY ORDER//

W. S.
14/11/17
SECTION OFFICER

SKM
14/11/17

ANNEXURE

Guidelines for the execution of Rural Connectivity (Earthen/WBM Roads formation) in SC/ST and Tribal and Hilly areas (labour intensive)

(G.O.(Ms).No.130, Rural Development and Panchayat Raj (CGS-1) Department, dated : 14.11.2017)

The main rural transport has been based predominantly on road vehicles wherein, Rural connectivity provides an access to health care, education, work and other services like market centres for the people living and working in rural areas. There are many tribal and hilly areas where there is no access to the hospitals, schools, market centres, etc.,

According to Schedule-I in para 4(1) IV(ii) of MGNREGA, works of "rural connectivity to provide all-weather access, including culverts and roads within a village wherever necessary". Can be taken in order to provide a good Road network system, connecting to various parts of the each village under MGNREGA, in the Labour budget for the Financial year 2017-18, 2500 Kms of the rural connectivity has been taken up. The "Guidelines for providing single all weather road connectivity to non-PMGSY habitations in convergence with MGNREGS" issued by MORD, GoI vide Lr.No: P-17026/1/2015-RC dated 17.11.2016 shall be followed for planning, estimation and execution for the construction of 2500 km of rural connectivity proposed under this.

Roads formation:

A road formation is formation of a route or way on land between two places that has been paved or otherwise improved to allow travel by foot or some form of transport. The rural connectivity work shall be executed in consultation with and technical guidelines of PMGSY Engineering wing at DRDAs concerned.

Convergence Guidelines between MGNREGs and PMGSY: Pre-PMGSY works, to support PMGSY:

- i) In Rural Road connectivity, upto WBM G-II compaction/consolidation works proposed under MGNREGA which will help in speeding up the work under PMGSY.
- ii) The PMGSY works and NREGS Road works are implemented by the same set of Engineers and the Core network and DRRP is available with the AE's, who are dealing with MGNREGS. They will facilitate the Gram Sabhas and for inclusion of Shelf of Projects and get it approved.
- iii) After one or two years of completing the works mentioned in Para (i) above under MGNREGA, these roads will be taken up PMGSY. The design, estimate and project report of these roads will be prepared

after conducting required topographical survey/Longitudinal section of such roads by PMGSY unit and accordingly work will be carried out under PMGSY.

The Network Approach:

All the kuchha roads linking farm production points to the existing/upcoming PMGSY roads will be demarked, digitized and frozen by the PO (MGNREGA) in consultation with PMGSY unit. All rural connectivity works under MGNREGS will be taken up only from these works. All these roads may be completed with gravelled or metalled road standards. Engineers of the line department implementing PMGSY in the area will assist the MGNREGS engineers at the block level in preparing projects and constructing the Farm-net roads.

Guiding Principles and Selection Procedure:

- Single all-weather motorable connectivity to habitations not eligible under PMGSY, but at a standard that enables up-gradation to PMGSY standard in due course (either due to increase in population and/or because of higher traffic making the road eligible for such up-gradation).
- All unconnected Habitations, which are less than 500 population (2011 census) in Plain areas and less than 250 Population (2001 census) in special category shall be selected.
- Inter-habitation and link roads of socio – economic importance which are not included in PMGSY Core Network on account of being multiple links.
- Under PMGSY, roads can be constructed only up-to an important location in the habitation which is normally Gram Panchayat (GP), Govt. School or community facility. The remaining part of the road and other streets within the habitation may be taken up under this programme including side drains.
- Farm net roads (habitation to field paths) motorable to enable easier transportation of bulk inputs and farm machinery to farms and farm produce from farms to market centers or storage godowns, including cross drainage structures (CDs) and side drains.
- Only New Connectivity would be provided under this Scheme and not Upgradation.
- This Scheme would cover only Village Roads (VR) and Other District Roads (ODR).
- The SC/ST, Tribal and Hilly areas shall be selected.
- The roads leading to SAGY villages identified by the Hon'ble Member of Parliament, should be given highest priority.

- The cart track road in the hilly areas where dwelling units, agricultural fields are in existence shall be prioritized.
- Earthen Roads formation and upto Grade II layer of WBM shall be taken up.

Planning and Estimation:

Planning has to start by all the districts to inventorize the network at Gram Panchayat level. The first step would be to start the inventory on the ground by sketching out the alignments on Panchayat level maps (or perhaps using the village cadastral map), and verifying and recording the conditions on the spot as the inventorization proceeds.

- The start and end points of the proposed road alignment, which may be coded from a Habitation master record (to be maintained at Gram Panchayat level and integrated for the district at Zilla panchayat level), for inter-Habitation roads, and listed for intra-village roads/paths and field paths of the farm-net.
- The record of Road length, its condition and other relevant data including alignment and Cross Drainage works and the volume of traffic (at Gram Panchayat and Zilla Panchayat level)
- In order to ensure community participation, the Implementing Agency would undertake "Transit Walk", including Women Self Help Groups, while preparing the Panchayat Network Maps (P-Net Maps).
- The Convergence Guidelines issued by MGNREGA Division of the Ministry of Rural Development should be used as the starting point and the elaborate MGNREGA mechanisms already in place should be used for planning, funding and management processes to the extent permissible. Once the Panchayat level maps are made, they should be subjected to a participatory rural appraisal (PRA) in a Gram Sabha, and a prioritization and desired standard should be recorded for each proposed road. For this purpose, "desired standard" should be categorized into two or three alternatives (Gravel Roads, Gravel Sealed Roads, Cement Concrete Block or Fly Ash Block or Stone Set Pavement) based on traffic and local conditions.
- The P-Net Maps after due approval of Gram Sabha, would have to be approved by the District Planning Committee which approves the Shelf of the MGNREGA works.
- The priority gradation of the roads would be fixed by the Gram Sabha while the desired surface / standards of these roads (based on traffic and local conditions) will be fixed by the technical agency responsible for constructing the roads in consultation with SRRDA.

- Roads within the habitations may be provided with Cement Concrete Block Pavements or Fly Ash Block Pavements or Stone set Pavements with adequate drainage facilities.
- The estimate shall be prepared based on the Transit walk, soil survey, topographical survey.
- The estimate shall be prepared based on the pavement design as per the IRC:SP:72-2015, IRC:SP:20-2002 and other relevant codes.
- Use of local materials and Green technologies may also be studied while preparation of estimates.
- The road Geometry such as gradient, camber, super elevation, etc., as per the relevant IRC codes.
- Necessary cross drainage works shall also be constructed wherever required.
- Water Harvesting Structures at the outlet of the culverts shall be proposed to construct under MGNREGA, where plenty of water will be available. Water from these WHS will be utilized for plantation work, irrigation and will be recharge ground water.
- Following items (indicative) may be included in the estimate under contingency:
 - i. Survey, design, drawings and estimate preparation.
 - ii. Photography and documentation.
 - iii. Cost of Labour & material component shall be specified in each of the estimates.
 - iv. Any small item left out from estimate due to unforeseen circumstances, any additional item that is required to ensure proper use of approved/ executed work.
 - v. Quality control of works.

Construction Procedure:

- The carriage way is to be aligned first to a width of 3.75m.
- The Roadway width as per Terrain classification, in Plain & Rolling – 7.50m and in Mountainous and steep – 6.00 m should be maintained.
- The cutting of the carriage way is made to the width of 4.00m and a depth of 0.50m.

- To the cutting portion, a gravel soiling of 100mm thick to 3.75m width is laid and compacted with the roller in the optimum moisture content so as to attain a minimum CBR of 15.
- The carriage way is then strengthened by laying WBM grade II with the required aggregate as per norms.

The tentative estimate cost is Rs.16 lakhs / km. The ratio of labour: material for this work is 43:57.

**HANS RAJ VERMA
ADDITIONAL CHIEF SECRETARY TO
GOVERNMENT**

// TRUE COPY //

A. Singh
14/11/17
SECTION OFFICER

81099
14/11/17