GOVERNMENT OF KERALA

Abstract

LSGD - PMGSY-2013-14 (Phase VIII-Batch-I) - Construction of ITC - Kodampanady Road - Revised Administrative Sanction accorded - Orders issued.

LOCAL SELF GOVERNMENT(DD)DEPARTMENT

G.O.(Rt)No. 4097/2017/LSGD Dated,Thiruvananthapuram,19/12/2017

Read: 1 GO(Rt)No.239/13/LSGD dated 01/07/2013.

2 GO(Rt)No.85/14/LSGD dated 21/05/2014.

3 Letter No. Engg (DB2)-4433/2014/KSRRDA dated 05.11.2016 and 04.08.2017 from the Chief Engineer, KSRRDA.

ORDER

The construction of ITC-Kodampanady Road in Champakulam Block, Alappuzha District is one of the road work sanctioned under PMGSY 2013-14 (Phase-VIII-Batch -1) Package No. KR-1-29. Technical sanction was issued for the work for an amount of Rs.75.15 lakhs by the Superintending Engineer, KSRRDA. In letter read above, the Chief Engineer, KSRRDA has reported that the work was tendered in five times, but no response from the contractors.

2. As per the Government Order read as 2nd paper above, the estimate for the said wok was revised as per PMGSY SOR 2013 for an amount of Rs. 94.53 lakhs and revised Technical Sanction was issued for the same amount by the Chief Engineer, KSRRDA. This work was tendered and awarded to Shri. P.C. Cherian, Edathil Puthen Parambil, Edathua. The Chief Engineer, KSRRDA has reported that some additional works are to be included for the successful completion of the road work. As such the estimate amount was revised to 1,18,43,026/- against the sanctioned amount of Rs. 9416079/- resulting an excess amount of Rs. 2426947/-.

3. The Chief Engineer has further clarified that the proposed road passes along the side of a deep drainage channel in Kuttanad area. The existing 3 m wide road has been formed by using clayey soil of the channel. 6 m width can only be achieved by filling the slanted shoulder portion of the road. In order to retain the filled earth, side wall was necessary from Chainage 12 m to 355 m. As

per the direction of CTE at the time of site inspection, soil test was conducted by Government Engineering College, Thiruvananthapuram regarding the necessity of driving coconut piles in the construction of retaining wall foundation. As per the profile submitted along with the investigation report, upto a depth of 14 m, no rock strata has been found. There is presence of sand from 5m onwards.

4. In the subsoil exploration, it was found that soil at the site is highly compressible clay with low bearing capacity. During rainy season resistance can further be less. Since the water table is very near to ground surface only deep foundations are possible. But it is a local practice for the construction of abutments of small culverts and retaining structures to execute coconut piling. The soil may get confined by the installation of coconut piles. The depth of coconut pile proposed was 4 m and Executive Engineer has reported that after a period of 16 months since the construction, any settlement or failure of the structure is noticed and hence it can be understood that coconut piling is done up to a required depth and it is sufficient as per the site condition. Considering the above, the Chief Engineer has submitted the revised estimate for an amount of Rs.11843026/- against the sanctioned amount of Rs. 9416079/- resulting an excess amount of Rs. 2426947/- in the head of account 4515-00-800-98-03 (additional state share).

5. After having examined the matter in detail, Government are pleased to accord revised Administrative Sanction for the construction of ITC-Kodampanady Road in Champakulam Block, Alappuzha District under PMGSY-2013-14 (Phase-VIII-Batch -I) Package No. KR-01-29 for an amount of Rs.11843026/- with an additional fund of Rs. 2426947/- in the head of account 4515-00-800-98-03 (additional state share) subject to the following conditions

1) The Executive Engineer should ensure that no excess haulage (i.e. total lead shall be limited to 17.70 km) is given for the earth conveyed by the Contractor.

2) Provision for coconut piles should be based on design criteria as per the Soil Investigation.

3) Revised TS should be issued by the competent authority before executing the supplementary agreement.

4) The provision for haulage should be reviewed in all future cases since procurement of material is purely the responsibility of the contractor. In future, additional lorry conveyance /haulage may be admitted only for departmental materials.

5) The Chief Engineer, KSRRDA shall conduct an enquiry to fix the lapses of officers in proper planning of the work while preparing the original DPR and issuing Technical Sanction and take suitable

departmental action. The enquiry report shall be submitted to Govt. within one month.

6. No further revisions shall be entertained.

7. Executive Engineer concerned shall fix a time frame for the completion of work preferably within 3 months .

By order of the Governor
A AJITH KUMAR
SECRETARY (RURAL)

To:- The Chief Engineer,
KSRRDA, Thiruvananthapuram.
The Member Secretary,
KSRRDA, Thiruvananthapuram.
Principal Accountant General(Audit)/A&E), Kerala,
Thiruvananthapuram
Finance Department (Vide UO No.DEV-3/257/2016-FIN (e 350100)
dated 27.10.2017.)Director, IKM, Thiruvananthapuram.
Stock File/Office Copy.

Forwarded/By order
Signature valid
Digitally signed by SHAJI T R
Date: 2017.[illegible] 17:04:57 IST
Reason: Approved
Section officer