

GUIDELINES FOR SELECTION/SCRUTINY OF  
ROADS AND BRIDGES PROJECTS  
UNDER NABARD SCHEME

1. RURAL ROADS & BRIDGES

Rural roads are those roads which connect rural areas with the urban marketing , central highways, rail head, road heads, etc., or a link between the two rural locations. would also include Other District Roads (ODRs) and roads connecting villages to growth centres. Similarly, Rural Bridges are to be taken as those which connect rural areas the main roads leading to urban marketing centres.

Ongoing Road and Bridge projects have to be defined as one in which some physical has started and not merely on the basis of administrative approval granted to a project.

2. TYPE OF PROJECTS

The project should conform to the standards prescribed by Indian Roads Congress.. The proposed scope should be only of Black Top type. For on going projects it is possible that the Government had adopted local standards which may not conform to the IRC. Proposals for such roads will however, be considered as new road project . The States have already conducted surveys and prepared Master Plan with priority index for roads. To the extent possible these plans shall be made use of for making a selection of new road scheme. However, the broad policy parameters, such as connecting rural areas with urban areas centers shall be kept in mind.

3. PRIORITIES

For selecting the projects the following priorities may generally be followed:

- a) Completion of Ongoing Bridge project;
- b) New Bridge projects as per IRC specifications giving connectivity to growth centres etc;
- c) Strengthening of the Roads/Ongoing Road projects; and
- d) New Road projects.

4. POINTS FOR SCRUTINY

While scrutinizing the projects for financing under RIDF, the following points are generally examined.

- a) In the case of ongoing projects, the reason for non-completion shall be observed whether the schemes are incomplete due to arbitration/litigation of contractors/ land acquisition etc., the same should not be selected.
- b) Priority should be given to those projects in which large number of economic activities are supposed to be generated.
- c) Organising capabilities of the implementing agency may be considered as major deciding factor

d) It may be examined whether staff redeployment in the State Government department will be necessary to complete the project as per schedule.

e) It is suggested that CPM method may be preferred over other methods. For all the roads/bridges projects shall be insisted upon.

f) Bridge projects/bridges as part of a road project involving outlay of over Rs. 1.0 crore shall be referred to SPD/HO for "in-principle" approval before the project appraised by the appraisal team.

## 5. MAINTENANCE OF ROADS

Maintenance of Road and Bridges in the State should be carefully examined. It shall be ensured that State Government has adequate arrangements for maintenance of roads. This aspect should be discussed with the State Government at the time of wrapup meeting the conclusion appraisal. It should be borne in mind that no project shall be sanctioned unless the State Government has assured to have adequate arrangements of maintenance of roads. By doing so we will save sizeable social capital. A mention in this regard be made in the appraisal report and also in the sanction memorandum.

## 6. MONITORING

NABARD to check the quality of work through its staff/consultant/outside experts from time to time. The appraisal report shall discuss in detail the monitoring mechanics to be adopted in proper implementation of the projects.

## PART I : TECHNICAL GUIDELINES FOR FINANCING RURAL ROADS AND BRIDGES

Specific criteria for planning design and construction and socio-economic impact of the project are to be established for Rural Roads and Bridges to be financed under the Rural Infrastructure Development Fund. Therefore, Rural Roads & Bridges, would have to be designed, constructed and completed in accordance with the following criteria:

The Road and Bridge works which are eligible for assistance from NABARD under RIDF are categorized below : These should be primarily in the category of Public Roads possessed by Mandal/Block, the State Government., Zilla Parishad, Panchayat Raj Department or Revenue Department, for such assistance.

**(i) While selecting road project it shall be assured that the Connectivity with pucca roads (Black topped ) is observed at both the ends of Road under consideration**

**(ii) It shall be ensured that the Project sanctioned under R.I.D.F. scheme result in all weather Pucca Road**

### Category A : Ongoing Works

New formations, black topping the existing Earthen & WBM Roads, River Bridges, Culverts and Causeways widening of Single Lane to Double Lane, etc.

All such works which were taken up by the respective agencies but could not be completed for want of funds are eligible for assistance.

### Category B : New Works

These include new formations, strengthening the existing roads including black topping, construction of bridges, culverts and causeways etc.

The ongoing works proposed shall satisfy the design in sub clauses below.

For the ongoing road works also geometric improvements satisfying the design criteria shall be proposed by acquiring land, if necessary. The cost estimate of such portions which cannot be taken up immediately, may be indicated as Part II.

For Ongoing Bridge Works the hydraulic data, geotechnical details of foundations and design details including drawings shall be furnished. The design of these bridges shall be in accordance with the design criteria of a IRC Bridge Code. Report shall clearly indicate the reasons for stoppage of works.

Similar report as noted above shall be furnished about ongoing road works.

For part A and B, the estimate should consist of two part

Part I : It consists of items which do not involve Land Acquisition.

Part II: Items like Geometric Improvements etc. which involve Land Acquisition.

The following documents should be enclosed.

- i) Detailed project report covering all aspects, like necessity and nature of work, route selection, condition of existing road, traffic and soil data, design standards, specifications adopted, hydraulic data, materials specification, cost estimate, schedule of construction etc. as routine norms
- ii) For New Road Works, socio-economic benefits such as connectivity to villages, access to service centres like schools, hospitals, growth centres, market yards industrial centres etc shall be indicated.
- iii) For New Road Works full details of alignment including geometric, earth work formation, pavement design, pavement materials, cross drainage works etc satisfying the design criteria stipulated in Chapter B of IRC 73 of 1980, shall be indicate.
- iv) For bridges, design shall be as per IRC standards for two lane carriage way.

## OPERATIONAL GUIDELINES FOR NABARD WORKS

### **RIDF - IX - TERMS AND CONDITIONS FOR PROJECTS TO BE IMPLEMENTED BY STATE GOVERNMENTS**

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#### **1. Phasing (Period of Completion)**

Maximum phasing period of three years will be allowed for projects sanctioned under the tranche.

#### **2. Quantum of Loan**

Loans will be available as per the following norms for various sectors covered under RIDF-IX :

<b>Sr.No</b>	<b>Sector / Activity</b>	<b>RIDF loan admissible as percentage of eligible project cost□</b>
1	Agriculture and allied activities like Irrigation, watershed, fisheries, Animal husbandry etc.,.	95%
2	Rural Connectivity	80 %
3	Social Sector	85%

#### **3. Type of Projects**

Priority would be given to ongoing projects. In case of new projects, only short duration projects which could be completed within 3 years would be considered.

#### **4. Cut Off Date**

Expenditure incurred on or after 01 April of the concerned financial year in which the project is sanctioned, only would be eligible for reimbursement. However, pre-appraisal expenses such as expenses incurred on project preparation and cost of detailed technical surveys, incurred prior to the cut-off date, may be reimbursed subject to a ceiling of 0.5% of RIDF loan sanctioned, provided such work has been outsourced.

#### **5. Nodal Department**

Finance Department (FD) of the State Government would continue to be the nodal department for documentation, drawal of fund, etc. Therefore the projects have to be routed through the FD for sanction under RIDF.

#### **6. Mode of Funding**

NABARD would release the sanctioned amount on reimbursement basis. However, if the State Government desires, NABARD may consider releasing as advance such amount as per the norms applicable from time to time.

**7. Rate of interest & Repayment period :** Bank Rate +0.5 % ( Presently it is 6.0% + 0.5 % = 6.5 % p a). Rate of interest is payable on quarterly basis. The repayment period is 7 years with 2 years grace period.

## Nabard Sanctions at a glance

Total Projects Sanctioned as on 8/04 = 581 Nos.

(A) Road Projects = 280 Nos.  
 (B) Bridge Projects = 301 Nos.

### Total Sanctioned Cost

	Nabard Share Rs. lacs	State Share Rs.lacs	Total Cost Rs.lacs
Total Nabard Sanctined cost	51371.27	4556.18	55927.45
(A) Road Projects	29187.77	706.74	29888.51
(B) Bridge Projects	22189.50	3849.44	26038.94

### Sanctiones from year 1998 to 2003

#### RIDF III To VIII

Total Projects =292 Nos.  
 (A) Road Projects = 135 Nos.  
 (B) Bridge Projects =157 Nos.

### Total Sanctioned Cost

	Nabard Share Rs. lacs	State Share Rs.lacs	Total Cost Rs.lacs
Total Nabard Sanctined cost	27812.47	1347.69	29160.16
(A) Road Projects	14601.01	72.61	14673.62
(B) Bridge Projects	13211.46	1275.08	14486.54

### Sanctiones in year 2004

#### RIDF IX

Total Projects =289 Nos.  
 (A) Road Projects = 145 Nos.  
 (B) Bridge Projects =144 Nos.

### Total Sanctioned Cost

	Nabard Share Rs. lacs	State Share Rs.lacs	Total Cost Rs.lacs
Total Nabard Sanctined cost	23558.80	3208.49	26767.29
(A) Road Projects	14580.76	634.13	15214.89
(B) Bridge Projects	8978.04	2574.36	11552.40