D.O. No. Dy.178/SRD/09-NREGA  

9th February, 2009

Dear Shri Sandhu,

Subject: Guidelines for Convergence between NREGS and PMGSY.

The Ministry of Rural Development is responsible for two flagship programmes of the Government, viz., the Pradhan Mantri Gram Sadak Yojana (PMGSY) and NREGA. Both these programmes contribute towards improving rural connectivity: PMGSY being solely targeted towards it and NREGA including rural connectivity as one of its permissible works. More than 16% of NREGA works, currently, relate to rural connectivity. Possibilities of convergence between NREGA and the PMGSY of MORD were discussed and based on these discussions, convergence areas and modalities were identified.

2. Detailed Guidelines for convergence between NREGA and PMGSY convergence are attached. These instructions are meant to optimize synergies between NREGA and PMGSY of MORD. They are suggestive in nature and should be used to encourage innovative convergence projects at the district level, enabling a more efficient and sustainable use of resources.

3. I would request you to convene a meeting of the officers responsible for implementing NREGS and PMGSY to discuss these guidelines. This should be followed by a joint meeting of the officers in charge of the NREGA and PMGSY. The districts officers meeting should aim at firming up processes for operationalising the Convergence Guidelines in a time-bound manner.

4. I would appreciate an acknowledgement of this communication and intimation of the action initiated.

With regards,

Yours sincerely,

(Rita Sharma)

Encl.: As above

Shri G.S. Sandhu  
Commissioner-cum-Secretary  
Rural Development & PR Department  
Government of Rajasthan  
JAIPUR - 302005.  
Rajasthan

Bhawan, नई राजस्थानी New Delhi-110 114, फोन / Tel.: 23382230,23384467 फैक्स / E-mail: secyrd@nic.in
Joint Convergence Guidelines

National Rural Employment Guarantee Act (NREGA)
(Ministry of Rural Development)

&

Pradhan Mantri Gram Sadak Yojana (PMGSY)
(Ministry of Rural Development)
1. AWP
2. BRG
3. CEO
4. DPC
5. DRG
6. GP
7. IEC
8. IP
9. IRC-SP
10. LL
11. kN
12. MIS
13. NREGA
14. NREGS
15. OMC
16. PI
17. PRIs
18. PMGSY
19. PWD
20. SGSY
21. SHGs
22. ZP
23. WBM

Annual Work Plan
Block Resource Group
Chief Executive Officer
District Programme Coordinator
District Resource group
Gram Panchayat
Information Education & Communication
Intermediate Panchayat
Indian Roads Congress- Special Publication
Liquid Limit
Kilo Newton
Management Information System
National Rural Employment Guarantee Act
National Rural Employment Guarantee Scheme
Optimum Moisture Content
Plasticity index
Panchayat Raj Institutions
Pradhan Mantri Gram Sadak Yojana
Public Works Department
Swaranjayanti Grameen Swarojgar Yojana
Self Help Groups
Zila Parishad
Water Bound Macadam
1. NREGA: Introduction

The National Rural Employment Guarantee Act (NREGA), notified on September 7, 2005, marked a paradigm shift from the previous wage employment programmes with its rights-based approach that makes the Government legally accountable for providing employment to those who demand it. The Act aims at enhancing livelihood security of households in rural areas of the country by providing at least one hundred days of guaranteed wage employment in a financial year to every household whose adult members volunteer to do unskilled manual work.

The primary objective of the Act is augmenting wage employment. Its auxiliary objective is strengthening natural resource management through works that address causes of chronic poverty like drought and so encourage sustainable development. Further, NREGA by encouraging works on water harvesting, soil conservation, flood protection, afforestation, plantation and rural connectivity helps to insulate local community from adverse effects of climate change. The process outcomes include strengthening grass root processes of democracy and infusing transparency and accountability in governance.

Under NREGA large sums of public investments are made. Leveraging these investments towards sustainable livelihood requires inter-sectoral convergence. Since NREGA planning is decentralized and funds transferred are untied, works can be planned/structured and executed as per local specific requirements. NREGA thus becomes a significant entry point for convergence with other development programmes.

Such intersectoral convergence becomes instrumental towards

- Establishing synergy among different government programmes in planning & implementation to optimize use of public investments
- Enhancing economic Opportunities
- Strengthening Democratic Processes
- Creating conditions for sustainable Development

2. Convergence:

Convergence is an evolving process and while broad principles can be laid out at the centre, the actual contours of convergence will be determined by the resources at the district and the field context. Also, to fully identify the possibilities of convergence, it may be necessary to make a beginning with select programmes, so that the experience of implementation may further inform and refine strategies for convergence.

With this perspective, a Task force on convergence with NREGA was set up with representatives from different Ministries and Departments implementing
programmes with complementarities with NREGA. The Task Force recommended beginning with select programmes of select Ministries. The National Rural Roads Development Agency, Ministry of Rural Development which was represented on the Task force was also identified as an important partner to NREGA, as rural connectivity works are permissible activities under NREGA. Possibilities of convergence between NREGA and the PMGSY was discussed and based on these discussions, convergence areas and modalities were identified and the following guidelines for convergence of works taken up under NREGA and under the PMGSY are issued.

3. Pradhan Mantri Gram Sadak Yojana (PMGSY):

Providing good road network is very essential for the development of the any country. Government of India has launched a programme for connectivity of villages of designated population in the name of Pradhan Mantri Gram Sadak Yojana (PMGSY).

The PMGSY programme has its own guidelines and Quality Control and Contract Management systems. Ministry of Rural Development has issued a Vision document in the name of Rural Road Development Plan: Vision 2025 with the objective of connecting all habitations above 250 populations in the country by year 2021-2022.

4. Convergence between NREGA and PMGSY:

National Rural Employment Guarantee Act (NREGA) has also provision to take up rural connectivity to provide all weather access as one of the works permissible in the scheme. The convergence of NREGA and PMGSY may be instrumental in achievement of set goals of Rural Road Development Plan: Vision 2025 by Ministry of Rural Development. In the interest of providing proper connectivity to all villages/ habitationis of the country and to provide good road network to the citizen of the country, convergence of both these schemes of NREGA and PMGSY may provide better alternatives in planning of rural connectivity. Convergence between NREGA and PMGSY is mutually beneficial

(a) The PMGSY programme has a target to connect unconnected habitations up to 500 populations in normal areas and 250 population in case of hilly, tribal or desert areas under the programme guidelines. Large numbers of other habitations may not be covered because of this population threshold limit. These habitations may be taken up for rural connectivity under NREGA as per PMGSY standards.

(b) The PMGSY envisages only single basic connectivity to unconnected habitations. More than one route to connect habitation to market centre or growth centre may not qualify for taking up in PMGSY. In such case, need based multiple connectivity beyond PMGSY core network can be considered for rural connectivity under NREGA.

(c) PMGSY guidelines provides for connectivity of habitation within built-up area and 50 mtr. On either side within habitation. Construction or improvement of other village internal roads or lanes by means of paving or other local pavement material may be considered under NREGA.

About 1.80 lakh km road length is constructed or upgraded under PMGSY. programme has a provision of planting fruit bearing and other suitable trees on sides of the roads to be taken up by State Govt. or Panchayat from their own
funds. This activity needs more attention now. Convergence of these two schemes can be considered in the form of planting fruit and other trees on PMGSY roads through NREGA.

5. Parameters of Convergence:

Works identified under NREGA for convergence will be planned and executed within the parameters of NREGA i.e.

a) The cost of material component of projects including the wages of the skilled and semi-skilled workers taken up under the scheme shall not exceed forty percent of the total project costs.

b) As far as practicable, a task funded under the scheme shall be performed by using manual labor and not machines.

c) No Contractors

6. Modalities for Convergence between NREGS with PMGSY:

In operational terms, convergence of activities under NREGS and PMGSY will require coordination between these two programmes at the levels of

6.1. Management
6.2. Planning
6.3. Works

6.1 Management

The DPC NREGA (Collector/CEO) will constitute a District Resource Group (DRG) at the district level with representatives from the Department implementing PMGSY and the department of Rural Development (NREGA and SGSY) and Panchayat Raj and a similar resource group at the Block level (BRG). The group will facilitate:

a) Knowledge sharing. Familiarization of all the members of the group on guidelines of PMGSY and NREGA. This will clarify the programme parameters for what can be converged and what cannot.

b) Planning. Since under both programmes, there are ongoing activities as well as those that have to be planned afresh, the group will have to determine the nature of interventions in the ongoing works and lay down a planning process that conforms to the guidelines of both programmes for the activities that have to be planned anew.

c) Communication. Since both programmes aim at rural development, effective IEC with the local community, user groups, workers, will have to be planned and implemented.

d) Training: Training of personnel/agencies responsible for NREGS and PMGSY implementation must be planned and implemented.

e) Technical support: Techno-feasible norms for roads selection, technical designs and appropriate technologies for construction of fair weather roads will have to be formulated by technical expertise available for PMGSY. Departments/agencies implementing PMGSY should provide technical support for the supervision
and evaluation of NREGA rural connectivity works so that they conform to appropriate designs and technologies.

f. **Resource Pooling:**
   
i. **Human:** Under NREGA dedicated personnel is to be deployed. In intensive rural connectivity works districts, some of the personnel could come on deputation from the PWD/ Department implementing PMGSY or some personnel with suitable qualifications of rural roads could be taken on contract.
   
   ii. **Financial** Sharing of information on financial resources available and expected to be made available in the ensuing years. This will determine the quantum of works/ activities that can be taken up and indicate where activity convergence will enable gap-filling or augmentation in scale/value, and which activity is to be funded under which programme.

   iii. **Informational:** Data management could be converged through the use of NREGA MIS which provides work wise/beneficiary wise details. Any additional feature required by the PMGSY may be incorporated in the NREGA MIS after discussion with the Ministry of RD.

   g. **Monitoring and evaluation.** Joint monitoring and supervision of activities should be planned. Baseline assessment, Concurrent appraisal and documentation and evaluation of impact of PMGSY and NREGA on a set of indicators for eco restoration as well as for local community needs could be initiated. Quantification of benefits of works undertaken could also be taken up.

6.2 Planning

**Processes for convergence in planning and through works is elaborated below:**

Convergence of PMGSY with NREGS planning will have to be both for preparing perspective plans and annual plans. Guidelines of NREGS stipulate the formulation of perspective plan to facilitate advance planning and to provide a development perspective for the district. The aim is to identify the types of NREGA works that should be encouraged in the district and the potential linkages between these works and long term employment generation and sustained development. The NREGA perspective plans identify the needs and gaps in the district in all sectors, not just related to works permissible under NREGA. Thus, needs of the roads are to be factored in the NREGA perspective plan. Multiyear planning of roads can be dovetailed in the NREGA perspective plan.

The Annual work plan (AWP) of NREGA lists the shelf of projects recommended by the gram sabha and finalized by the Gram Panchayat/IP/ZP. If the perspective plan has been made then the AWP will be broadly based on the perspective plan but must be endorsed by the gram sabha/PRIs as per the Act. The NREGA plan will be based on the permissible works under schedule one, NREGA.

The micro planning of PMGSY is coordinated with the AWP planning of NREGA, so that selection of roads under the PMGSY plan and under the NREGA AWP complement/dovetail with each other. For this purpose, Block level resource persons will be trained on the programmes and the methodology of convergence between PMGSY and NREGA. They will guide the Gram Sabha in preparing the village plan, so that the micro plans of PMGSY and the AWP of NREGA complement each other in the selection of roads, and their sequence is dovetailed into a well-linked programme.
The institutional platform for such dovetailing will be the gram sabha at the village level, and then the GP. The Programme Officer and the BRG at the Block level and the DPC and the DRG at the district level will ensure that the selection of roads under NREGS and PMGSY are in mutual coordination. The DRG will ensure that in converging the plans of both the programmes, the technical quality of the plan is maintained as per the norms of PMGSY as detailed below at Para 6.3. The Nodal agencies and Executing Agencies of PMGSY will provide database related to Rural Roads/PMGSY for that district which will be shared with the group to enable the formulation of feasible road plans as the result of NREGA and PMGSY planning process.

6.3 Works/ Activities: A list of project activities with specifications to be planned for rural connectivity under NREGA/PMGSY includes inter alia:

6.3.1 Selection of Roads:-

i) Selection of roads be made from, Block wise core network, which is available with the Agency implementing PMGSY in the state.

ii) Demarcation of land for the proposed road be made with the help of Patwari/Tehsildar and boundary pillar fixed. States are obtaining additional land width on voluntary donation basis.

iii) Road works in forest areas shall be taken up after obtaining approval of the forest department.

6.3.2 Geometric Design Standards:

Improvement of features, like grade, curvature and widening of cross drainage works at a later date under convergence can be very expensive and sometimes impossible in remote and hilly area. It is therefore necessary that ultimate geometric requirement of rural road and specified under PMGSY are followed right from the beginning. The design standards of Rural Road Manual for geometric design may be followed.

The design standards recommended are absolute minimum. However, the minimum value should be applied only where serious restrictions are implied from technical or economical considerations. General efforts should be to exceed the minimum values as far as possible.

Road should be designed so as to have minimum number of curves and the total number of curves in one kilometre should generally be less than 6.

Minimum radius of curves specified in IRC SP-20 should not be reduced further. This is required from road user safety considerations.
i) Formation width, Road land width, Building and control lines, Roadway width, carriageway width, Curves & Gradients norms be followed as laid down in IRC:SP:20-2002’ Rural Roads Manual”.

Few important one are as follows:-

(a) **Road Land width**: (in meter)

<table>
<thead>
<tr>
<th>Road classification</th>
<th>Plain and Rolling Terrain (0-25 percent cross slope of the country)</th>
<th>Mountainous and Steep Terrain (25-60 percent cross slope of the country)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Open Area</td>
<td>Built-up Area</td>
</tr>
<tr>
<td></td>
<td>Normal</td>
<td>Range</td>
</tr>
<tr>
<td>Rural Roads</td>
<td>15</td>
<td>15-25</td>
</tr>
</tbody>
</table>

The lower values of Road land width may be adopted where the traffic intensity is less than 100 motorised vehicles per day and not likely to increase.

(b) **Roadway Width:-**

<table>
<thead>
<tr>
<th>Terrain classification</th>
<th>Roadway Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plain and Rolling</td>
<td>7.5</td>
</tr>
<tr>
<td>Mountainous and Steep</td>
<td>6.0</td>
</tr>
</tbody>
</table>

The 6.0m width may be adopted in case of Plain and rolling terrain, where the traffic intensity is less than 100 motorised vehicles per day and not likely to increase. The habitations of 250 populations may fall in this category.

(c) **Carriageway Width:**

<table>
<thead>
<tr>
<th>Road Classification</th>
<th>Carriageway Width (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Roads</td>
<td>3.75</td>
</tr>
</tbody>
</table>

The 3.0 m width may be adopted where the traffic intensity is less than 100 motorised vehicles per day and not likely to increase. The habitations of 250 populations may fall in this category.

6.3.3 Embankment Construction:

For embankment construction, the specifications and guide lines, from the book, "Specifications for Rural Road" issued by MORD may be followed.

The foundation for embankment construction be prepared after removing top soil/unusable material.

Material for embankment (Earth) to be in accordance with the, Specification for "Rural Road" issued by MORD.

Following types of soils are not suitable for embankment construction:-

- Expansive clays with swelling index > 50%;
Clay with LL > 70 and PI > 45
b) Materials from swamps, marshes & bogs;
c) Peat, log, stump and perishable materials;
c) Materials susceptible for spontaneous combustion;
d) Salty or salt infested soils with pH>8.5 (Sodic soils)
e) Materials prohibited in clause 301.2.3 of MORD specifications.

iii) Thickness of each layer not to exceed 15 cm or 20cm depending on the type of roller (Static or Vibratory) used for compaction as per clause 301.5.5 of MORD specifications.

iv) Compaction under optimum moisture content (OMC) is must with the use of-
a) Trailer mounted water browser
b) Static smooth-wheeled roller of 80 to 100 kN static weight.
v) The Optimum Moisture Content & maximum dry density to be determined in advance for type of soil available & to be used, by qualified person or Laboratory.
vi) Compacted density of each layer to be measured using Sand Replacement method or Core cutter, before proceeding to the next layer.

vii) Stage passing would be the key activity for ensuring the utility of earth embankment for future development of rural roads for its durability and serviceability. As such records of such tests are to be maintained by Junior Engineer and checked by Asst Engineer. Engineer or EE before next layer is laid. The AE/EE is expected to conduct tests of degree of compaction and surface regularly before stage passing.

ix) In case of Sandy & Silty soil, erosion to be protected by grassing of side slope.
x) Camber is necessary so that rain water does not stagnant on the embankment.
x) As prescribed above, some minimum equipment support for ensuring quality control is required. Availability of these equipment with the field agencies which would execute project as well as their training has to be ensured.

Recommended Camber for Different Surface Types

<table>
<thead>
<tr>
<th>Surface Type</th>
<th>Low Rainfall (Annual Rainfall less than 1000 mm)</th>
<th>High Rainfall (Annual Rainfall more than 1000 mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Earth road</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>WBM and Gravel Road</td>
<td>3.5</td>
<td>4.0</td>
</tr>
</tbody>
</table>

xi) The borrow pit should be at least 1.5 meter away from toe of the embankment.

xii) Depth of borrow pit should not be more than 100 cm.

xiii) In case of fertile soil in the borrow pit area, top 15 cm of earth should be stripped and stacked aside. Thereafter, soil may be dug to a further depth not exceeding 30 cm. The topsoil shall than be spread back on the land.

5.1.4 Cross Drainage Work:

Cross drainage work should be included as part of the scheme. ii) The opening of (waterway) should be as per IRC: SP: 20—2002' Rural Roads Manual.
ii) Slab Culvert up to 6.0 meters span or pipe culvert of minimum internal diameter 90.0 cm be constructed by the agency, who is executing this work under NREGA and should follow the “Specifications for Rural Road” issued by MORD. However, for longer span, agency that is responsible for construction of bridges in the state should be assigned this work.

iii) Minimum cushion over the pipe be ensured.

The Roadway width on cross drainage should be as follows-

<table>
<thead>
<tr>
<th>Location</th>
<th>Terrain</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Plain and Rolling</td>
<td>Mountainous and Steep</td>
</tr>
<tr>
<td>Culverts</td>
<td>7.5 (inclusive of parapet)</td>
<td>6.0 (inclusive of parapet)</td>
</tr>
<tr>
<td>Causeway and Submersible Bridges</td>
<td>7.5</td>
<td>6.0</td>
</tr>
<tr>
<td>Bridges</td>
<td>5.5 (exclusive of parapet)*</td>
<td></td>
</tr>
</tbody>
</table>

* The 4.25 m width may be adopted where the motorised traffic intensity is less than 100 vehicles per day and not likely to increase.

All the activities /works listed above at serial number 7.2.1 to 7.2.4 are also allowed/ covered under NREGA. Therefore, a project covering all the area will be prepared. Works required and covered under NREGA will be selected under NREGS. Works not allowed under NREGA but permissible under PMGSY will be selected under PMGSY.

6.3.5 Minimum Testing Equipment Required:

i) Sand replacement kit: Sand Pouring Cylinder with tray complete for field density test.

ii) Compaction testing kit

6.4 Stages of Works:

Works under NREGA may be at three levels: (i) Works approved in the current shelf but not yet started (ii) Ongoing works and (iii) Works completed. (iv) Works yet to be selected for the next financial year (as part of the annual planning process). Therefore, convergence would need to be planned, keeping these varying stages of works.

The operation may be undertaken at three levels. In case of the first scenario, three works have been included in the shelf of projects, but not started yet, the shelf of projects formulated under NREGA may be re-scrutinized to assess the feasibility of road work selected. The Nodal/ Implementing department of PMGSY may share their data base on roads in that area/district so that it may be assessed that the selection of roads is appropriate. If any correction is required it may be

In case of the second and third scenarios, the expertise of the Nodal/ Implementing department of PMGSY should be marshaled for quality supervision,
and in planning the next set of activities. In case, the technical advice of the Nodal/Implementing department of PMGSY may be considered for planning the next set of activities. The List of roads completed/taken up will be shared with Nodal/Implementing department of PMGSY which will plan to take up for value addition by making it pucca/Bitumen. In case of planning new works the suggestions given above in Para 7.1 on the planning process may be considered.

6.5 Convergence through works may be affected in some of the following ways

i) Gap filling:
   Through NREGS road side plantation on the roads constructed under PMGSY.

ii) Area Approach:
   Nodal/Implementing agency of PMGSY and Resource group will plan roads required for integrated development of area. Roads permitted under PMGSY may be taken up under PMGSY and remaining roads not covered under PMGSY but covered under NREGA can be taken up under NREGS as it will ensure uniformity and quality.

iii) Value addition through PMGSY to NREGA roads:
   For it to become the basis of sustainable development back-forward Linkages have to be worked out and the entire work be conceptualized as a project. The project approach must have a twofold objective: (i) ensuring that the work under NREGA is made durable through appropriate inputs (not permitted under NREGA). This may normally imply moving from kuccha to pukka. (ii) Using the physical asset created under NREGA for economic activities in a way that the labor that has worked on that asset is able to earn an income from it by better mobility.

iv) Technical support for ensuring quality in planning, selection and execution of NREGA roads.

7. Implementation agencies:

   Beside the gram Panchayat, the Executing Agencies of PMGSY may also be the implementation agencies in Rajasthan and similar States where PMGSY work is more or less complete. In States, where Project Implementation Units (PIUs) are fully tied up in execution of ongoing PMGSY projects, in such States, PIUs of PMGSY may be made responsible for providing necessary technical support for planning, project preparation and quality control of the ‘convergence projects’ and to take up a demonstration project in each district.

8. Non-Negotiable in work execution:

   a. Only Job Card holders to be employed for NREGA component.
   b. Muster rolls to be maintained on work site, with copies in the gram panchayat and to be electronically maintained on nrega.nic.in
   c. Social Audits to be done through gram sabhas.
   d. Wage payments will be through no frills accounts in banks/post office
9. Pilots for convergence of programmes:

In selected districts representing a bio-geographic pilot projects on convergence may be taken up. These will be operationalised in accordance with the processes suggested above. The pilots will be like action research and will be concurrently evaluated for identifying further possibilities and up scaling.

10. Funding will be through NREGA and PMGSY:
The Addl. Chief Engineer,
P.W.D. Zone

The Superintending Engineer,
P.W.D., Circle

The Executive Engineer,
P.W.D. NREGP Dn.

Sub:- Submission of Estimates of unconnected habitants for NREGP works.

It has been observed that estimate of some districts have been submitted to the respective District Collectors but proper specifications have not been adopted in framing the estimates.

It is hereby directed to frame the estimate keeping in mind the following points:

1. The earth work level should be at least 60 to 75 cms. (average) above the ground level and the earth should be compacted with the help of road roller as per specifications.
2. The thickness of the GSB / gravel should be taken as per IRC-37 specifications / MORD specifications.
3. The consolidation of the gravel/GSB material should be consolidated as per MORD specifications.
4. C.D. works should be provided in the estimate as per site requirements.
5. Protection work like drainage, retaining wall, slope pitching, etc. should also be taken in the estimate as per site requirement.
6. Cement Concrete road portion may be taken in village portion as per site requirement.

These estimates should be prepared with the labour and material component as 60 and 40 and these estimates should be submitted to the District Collectors upto 30th January, 2008.

The estimate already should be modified with the above points and resubmitted to the District Collectors up to 30th January, 2008.

Chief Engineer (R-II)
राजस्थान सरकार
ग्रामीण विकास एवं पंचायती राज विभाग
(अनुभाग-3)

क्रमांक-एफ-4(5)आरडी/आरडी/जनरेगा / 06
जिला कलेक्टर एवं जिला कार्यक्रम समन्वयक,
राजस्थान ग्रामीण रोजगार गर्लोटी स्कीम राजस्थान,
समस्त (राजस्थान).

जयपुर, दिनांक:
26 MARCH 2009

विषय :-राजस्थान ग्रामीण रोजगार गर्लोटी योजना के अंतर्गत सार्वजनिक निर्माण विभाग के कार्यों के कियावयन बाबत।

महोदय,

राजस्थान ग्रामीण रोजगार गर्लोटी योजना के अंतर्गत सार्वजनिक निर्माण विभाग द्वारा विभिन्न कार्यों का कियावयन करवाया जा रहा है। सार्वजनिक निर्माण विभाग द्वारा विभाजित कार्यों के यथावत जिलों एवं यथा समय विभाजित सुचिकृत करने की दृष्टि से विभाग द्वारा तैयार किए जा रहे तक्कलों में 2 प्रतिशत कदाचित शामिल करने के निर्देश दिये जाते हैं, जिससे उनके द्वारा अपेक्षित आकस्मिक व्ययों का अतिरिक्त किया जा सके। सार्वजनिक निर्माण विभाग द्वारा प्रस्तुत तक्कलों में इसे अनूठा मानते हुए स्वीकृति प्रदान की जाएँ।

विभाग द्वारा विभिन्ता की जा रही राज्यों में प्रेवल की सन्दर्भ एवं उसका परिवहन निविदा के माध्यम से करवाया जा सकता है, उसे सामग्री मद का भाग माना जायेगा।

(विनेश कुमार गोयल)
प्रमुख शासन सचिव
सार्वजनिक निर्माण विभाग

(भी. एस. संधू)
प्रमुख शासन सचिव
ग्रामीण विकास एवं पेशावर विभाग

प्रतिलिपि निम्न को आवश्यक कार्यवाही हेतु प्रशिक्षित है:-
1. प्रमुख शासन सचिव, सार्वजनिक निर्माण विभाग को भेजकर अनुरोध है कि उपरोक्तानुसार कार्यवाही करने हेतु अपेक्षित निर्देश प्रसारित करने का काम करें।
2. समस्त मुख्य कार्यकारी अधिकारी एवं अतिरिक्त जिला कार्यक्रम समन्वयक,, जिला परिषद, (राजस्थान)।
3. रक्षित पत्रावली।

पूर. निदेश. एवं उप सचिव (ग्रामो)
महोदय,

प्रसंगित नत्र के अनुसार, जिसकी प्रति संलग्न कर लेकर है कि सार्वजनिक निर्माण विभाग द्वारा निर्माणित नरेगा कार्यों के लिए यथा निर्देश एवं यथा समय निम्नान्त्रित सुनिश्चित करने की दृष्टि से सार्वजनिक निर्माण कार्यों में अपेक्षित आकस्मिक घातों के निष्कर्ष हेतु तकमीलों में 2 प्रतिशत कोरेजनस् शामिल करने के निर्देश प्रदान किए हैं तथा विभाग द्वारा निम्नान्त्रित की जा रही सड़कों में ग्रेवल की सज्जा एवं उसके परिवहन को सामान्य मद में मानने हुये निविदा के माध्यम से करवाये जाने के निर्देश प्रदान किये हैं।

उद्योग अभियंता कार्यवाही करते हुये कार्यों को औपचारिक पूर्ण कराने का श्रम करें।

संलग्न—उपरोक्तानुसार।

भवदीय,

[Sign]

मुख्य अभियंता (एस.एस.)
सार्वजनिक निर्माण विभाग, राजस्थान, जयपुर।

प्रतिलिपि निम्नान्त्रित को आवश्यक कार्यवाही हेतु प्रस्तुत है—

1.जिला कलकटर एवं जिला कार्यक्रम समवेतक, राष्ट्रीय ग्रामीण रोजगार गारणी रिपोर्ट, राजस्थान, (समस्त)
2.मुख्य कार्यकारी अधिकारी एवं अतिरिक्त जिला कार्यक्रम समवेतक जिला परिषद् (समस्त)
3.अधिशासी अभियंता, सार्वजनिक निर्माण विभाग, खण्ड— (समस्त)

[Sign]

मुख्य अभियंता (एस.एस.)