

Rural Infrastructure Development Fund (RIDF)

I. Genesis:

Infrastructure is a broad term encompassing investments, which create the base for direct economic activities and generation of income. Rural infrastructure comprises all activities and facilities, which help to sustain the growth in production and income generation in rest of the economy rather than production and income generation within the infrastructure enterprises themselves. Infrastructure development in the form of transport and communication - rural roads and bridges, irrigation structures, flood control, power, education, health, agriculture research, extension services, rural market yards, rural sanitation, information technology etc., are therefore an essential prerequisite for accelerated economic development of any economy and is regarded as important non-credit inputs. Investment in rural infrastructure, creates new economic opportunities and activities, generates additional employment and income, facilitates and improves delivery of other rural services and enhances democratic processes and skills among the rural poor.

The liberalisation / globalisation policies adopted by the Govt. of India since early nineties have helped attract direct foreign investments in the infrastructure sector. But such investments are flowing into the core sectors like ports, power, highways etc., leaving the rural infrastructure entirely to be taken care of by the State Governments. There are many infrastructure projects, which have been started but are lying incomplete for want of resources. Even though there is an urgent need for creating adequate employment opportunities in rural areas through development of infrastructure, there had been virtually no institutional arrangements for financing rural infrastructure.

In this background, the Hon'ble Finance Minister in the Union Budget Speech 1995-96 announced that " Inadequacies of public investment in agriculture is today a matter of general concern. This is an area, which is the responsibility of States. But many States have neglected investment in infrastructure for agriculture. There are many rural infrastructure projects, which have been started but are lying incomplete

for want of resources. They represent a major loss of potential income and employment to rural population”

The Government of India announced in the Budget of 1995-1996, the scheme for setting up of Rural Infrastructure Development Fund (RIDF) to be operationalised by NABARD for financing of on-going as also the new infrastructure projects.

a) Corpus Fund:

The corpus of RIDF started with an initial amount of Rs. 2000 crore in 1995-96 has continued on a year-to-year basis as under

Year	Tranche of RIDF	Corpus (Rs. In Crore)
1995-96	I	2000
1996-97	II	2500
1997-98	III	2500
1998-99	IV	3000
1999-2000	V	3500
2000-2001	VI	4500
2001-2002	VII	5000
2002-2003	VIII	5500
2003-2004	IX	5500
2004-2005	X	8000
2005-2006	XI	8000
2006-2007	XII	10000
2007-2008	XIII	12000
		72000

b) Principal Borrowers:

RIDF is being utilised for providing financial assistance to the State Government for completing / taking up new infrastructure projects in the rural areas. Under the I to IV tranches of RIDF, loans were sanctioned to State Government and Government owned corporations. From the V tranche of RIDF, the scope of the fund is also

extended to cover PRIs, Self Help Groups (SHGs) and Non-Governmental Organisations (NGOs)

c) Other features of RIDF projects:

- Project Approach: The project proposals received from the State Government are appraised for technical feasibility, financial viability and economic benefits.
- The projects are sanctioned by the Project Sanctioning Committee (PSC) which is a sub-committee of the Board of Directors of NABARD.

d) Criteria for selection of projects:

- ✓ Project should be of high priority to the State Government.
- ✓ Priority would be given to ongoing projects
- ✓ New project should be such that it could be completed within a maximum period of two to three years i.e. shorter gestation projects preferred.
- ✓ Economic Rate of Returns (ERR) of the project should not be below 15%.
- ✓ Priority to be given for projects in distressed districts
- ✓ Bridges exceeding span length of 25 m under PMGSY, the pro-rata costs to be borne by the State Govt. can be considered under RIDF.

e) Cut-Off Date :

Expenditure incurred on or after 01 April 2007 only would be eligible for reimbursement under RIDF-XIII. However, pre-appraisal expenses such as expenses incurred on project preparation and cost of detailed technical surveys, incurred prior to cut-off date, may be reimbursed subject to a ceiling of 0.50 % of RIDF loan sanctioned, provided such work has been outsourced.

f) Benefits of RIDF projects:

NABARD's intervention of funding through RIDF projects has resulted in considerable benefits.

- Introduction of project approach, in place of the programme approach, which was being followed by the States for development of rural infrastructure.

- Assurance that funds are fully committed and available for completion of sanctioned projects. This has enabled the Government departments to take up the implementation more seriously.
- Rationalization of tendering procedure and administrative approval have led to reduction in delays/time lags for implementation of the projects.
- Financing of incomplete projects has resulted in unlocking of sunken investments already made by the State Governments, thus realizing the full benefits of the projects.
- Creation of additional irrigation potential, generation of non-recurring employment and creation of jobs.
- Monitoring of the projects has resulted in better implementation of the projects and has reduced the possibility of time and cost overruns.

g) Shortfall in utilisation of RIDF:

- ❖ Delay in release of funds to line departments by the Finance Department on account of procedural constraints.
- ❖ Inadequate budgetary provisions made by State Government for making available the funds for sanctioned projects..
- ❖ Changes made by the implementing agency in Project design after sanction.
- ❖ Some projects have also been deleted by implementing depts. after sanction.

II. TERMS AND CONDITIONS:

a) Nodal Department:

Finance Department of the State Governments would be the Nodal department for submission of projects, scrutiny of the document and also drawal of funds, although projects are implemented by different departments. Coordination with the implementing departments will be the responsibility of the Finance Department of the State Governments. However, all projects submitted to NABARD must be with the approval of Planning Department of respective State Government.

b) Mode of Funding:

NABARD would release the sanctioned amount on reimbursement basis for which expenditure statements will have to be submitted by the Finance Department. NABARD may consider releasing start-up / mobilisation advance such amounts as per the norms applicable from time to time, so as to enable State Government to commence implementation of the project without any delay. Presently, it is 20 % of the total RIDF loan sanctioned.

c) Phasing (Period of Completion) :

The maximum phasing period of three years is allowed for projects sanctioned under RIDF. From 01 July 2007, a project will be considered non-starter, if it is not grounded within one year from the date of sanction letter irrespective of the fact that whether the mobilisation advance has been availed or not by the State Govt.

Further, from 01 July 2007, the sanctions would lapse, if the State Govt. fails to ground the projects within a period of 2 years from the date of sanction letter. If the projects are not grounded, even after one year from the date of sanction letter, mobilisation advances disbursed if any would be recalled. If needed, mobilisation advance would be adjusted against future release of loans to other projects.

d) Eligible Activities:

1. Minor Irrigation Projects/Micro Irrigation
2. Medium Irrigation Projects
3. Major Irrigation Project (only those projects already sanctioned and under execution}
4. Community Irrigation wells of irrigation purposes for the village as a whole
5. Drainage
6. Soil Conservation
7. Flood Protection
8. Watershed Development/Reclamation of Waterlogged areas
9. Seed/Agriculture/Horticulture Farms
10. Plantation and Horticulture

11. Forest Development
12. Fishing Harbour/Jetties
13. Riverine Fisheries
14. Animal Husbandry
15. Modern Abattoir
16. Market Yard/Godown, Apna Mandi, Rural hats and other marketing infrastructure
17. Cold Storage, Public or Joint Sector cold storage at various exit points
18. Grading and certifying mechanisms such as testing and certifying laboratories
etc.
19. Mini Hydel Projects/Small Hydel Projects (upto 10 MW)
20. Rural Roads
21. Rural Bridges
22. Drinking Water
23. Infrastructure for Rural Education Institutions
24. Public Health Institutions
25. Construction of toilet blocks in existing schools, where necessary, specially for
girl students, so as to improve the amenities available in schools
26. "Pay and use" toilets in rural areas
27. Village Knowledge Centres
28. Desalination plants in coastal areas
29. Infrastructure for Information Technology in rural areas
30. Construction of Anganawadi Centres
31. Setting up of KVIC industrial estates/ centres

e) Quantum of Loan:

Loans would be available as per the following norms for sectors covered under RIDF-XIII.

Sl. No.	Sector / Activity	RIDF loan eligible as percentage of eligible project cost
1	Agriculture and related activities - Minor Irrigation Projects/Micro Irrigation, Soil Conservation, Flood Protection, Watershed Development/Reclamation of water logged areas, Drainage, Forest Development, Market Yard/ Godown, Apna Mandi, Rural hats and other marketing infrastructure, Cold Storage, public or Joint sector cold storage at various exit points, Seed/Agriculture/Horticulture Farms, Plantation and Horticulture, Grading & Certifying mechanisms such as testing and certifying laboratories etc. , community irrigation wells of irrigation purposes for the village as a whole, Fishing harbour/Jetties, Riverine Fisheries, Animal Husbandry, Modern Abattoir, Medium Irrigation Projects, Mini Hydel Projects/Small Hydel Projects, Major Irrigation project, Village Knowledge Centres, Desalination plants in coastal areas, infrastructure for information technology in rural areas	95 %
2	Social Sector projects- Drinking water, Infrastructure for Rural Education Institutions, Public Health Institutions, construction of Toilet blocks in existing schools, where necessary, specially for girl students so as to improve the amenities available in schools, Pay and use toilets in rural area, Construction of Anganwadi Centres, Setting up of KVIC industrial estates/centres	85 %
3	Rural Connectivity (Rural Roads, Rural Bridges)	80 %

f) Repayment:

Each drawal by the State Govt. would be treated as separate loan and would be repayable in 7 years including grace period of 2 years. During the grace period, only interest is payable. The interest on loans outstanding would be paid at quarterly rests i.e. 31 March, 30 June, 30 September and 31 December. Repayment of principal would commence from 36th month in 5 equal installments.

III. STEPS INVOLVED IN SANCTIONING OF RIDF PROJECTS

Step - 1 - Submission of proposals

Respective line departments submit project proposals under RIDF to Finance Department of the State Government.

Step - 2 - Approval by Finance Department

The Finance Department finalises and approves the proposals which would be covered under RIDF and submit the list to NABARD, RO for consideration of RIDF assistance.

Step - 3 Field Visits

The estimates in respect of the approved proposals by the Finance Department are received from the line departments. On receipt of the estimates, desk scrutiny is undertaken. Apart from this, field visits are undertaken by NABARD in association with the consultants engaged for the purpose.

Step - 4 - Appraisal

Based on the field visits, the consultant submits the appraisal report clearly indicating the projects recommended and not recommended. NABARD RO prepares the Draft Memorandum of Sanction (MOS) based on the appraisal report of the Consultant. The main aspects seen while appraising a project in general are

- Whether the project is technically feasible, financially and economically viable, etc?

- whether the State has the required machinery to execute the project within a short and stipulated period ?

For the purpose of working out the viability, discounted cash flow technique is adopted and project yielding an ERR of at least 15% is considered. The following benefits are taken into account for working out ERR of Roads and Bridges projects.

- Increase in production due to increased and timely availability of inputs both in farm and non-farm sectors, savings in wastage of marketed farm produce, savings in vehicle operating cost, better price realisation to producers (both farm and non-farm) through better access to marketing centres etc.

After finalisation of draft MOS, the same is considered for placing before the Project Sanctioning Committee for sanction. If necessary, the State Government is requested to depute an official from the line department to attend the PSC meeting.

Step - 5 - Sanction

On sanction of the projects by the PSC, sanction letters are issued by Head Office of NABARD along with terms and conditions of the sanction, and sent to the Finance Department, Planning Department, Line Departments, etc.

Step - 6 - Acceptance of terms and conditions

On acceptance of the terms and conditions of the sanction letter by the State Government, Finance Department returns a copy of the sanction letter, duly signed and sealed by the authorised nodal officer.

IV. MOBILISATION FUND

After the acceptance of the terms and conditions, State Government can make a request for advance release of fund, which is called Mobilisation Fund / start-up fund.

- Quantum of mobilisation fund is 20% of the loan sanctioned.

V. DRAWAL APPLICATION

Drawal applications for reimbursement, submitted by the State Governments, should contain the following

Drawal application with certificate as under:

- ✓ Implementing Agency has obtained Administrative Approval of the competent authority for the cost of the project as sanctioned by NABARD
- ✓ Tender Committee(s) has/have been constituted by the Government to finalise the tender document(s) relating to the project for which assistance has been sought for from NABARD.
- ✓ Claims under drawal application have not been made from any other agency under any other scheme.
- ✓ The amount claimed together with earlier drawals is within the limit fixed by the State Legislature under Article 293(1) of the Constitution of India and also aggregate amount of drawals during the current financial year are within the amount for which consent has been granted by Gol under article 293(3) of the Constitution of India.
- ✓ Execution and completion of the projects are in progress in accordance with the CPM / PERT Chart
- ✓ Separate accounts of expenditure (project wise) are being, maintained by the Implementing Department.
- ✓ Government will repay the principal amount and interest as per NABARD repayment schedule.
- ✓ The expenditure reported has actually been incurred and recorded in the books of accounts of the concerned line dept.

VI. MONITORING OF RIDF PROJECTS

"Project Approach" has been adopted for financing infrastructure projects under RIDF. As monitoring is one of the essential components in a project cycle, it is imperative that projects financed under RIDF are monitored regularly by the implementing dept. as per the Bar/PERT/CPM chart.

Guidelines for Preparation of Detailed Project Report (DPR) of Roads and Bridges Projects

1. Project Location:

- ❖ Road/Bridge name with total length proposed to be developed, Panchayat, Mandal, MLA and MP constituency, Circle/Division/Sub-Division and Section, name of Dept. and District.
- ❖ Name of project is to be indicated with starting and ending point, nearest village on either end e.g. (Road from 2.5 km point to 3.5 km point of PWD road from Pakala to Ramapa road between Ramapur and Haripur village or Bridge across river Musi on road from 2.675 km point to 3.00 km point between Ramapur and Haripur villages).

2. Cost Estimate:

- ❖ The detailed estimate of road / bridge should be submitted.
- ❖ The estimates should be prepared based on the current SSR applicable for the year of project formulation.
- ❖ The estimate should normally be prepared based on the actual survey, investigation and design for the particular road or bridge project.
- ❖ Contingency expenditure may be permitted upto a maximum limit of 3 per cent of the civil works under the project.
- ❖ As per PMGSY guidelines, in case of bridges whose span length exceeds 25 m, the pro rata costs beyond 25 m is required to be borne by the State Govts. Such projects, if submitted by the State Govt. will be treated as any other RIDF project and considered for financial assistance, if all other stipulations of RIDF are met. Since detailed appraisal reports are prepared by the Government for these projects and are technically vetted by the Empowered committee for sanction under PMGSY projects, no separate detailed technical appraisal will be carried out for these projects.

3. **Criteria for Selection:**

- ❖ Why the road/bridge was selected?
- ❖ What is the need?
- ❖ What way the project would benefit the area?
- ❖ Is there any synergy with other programmes like PMGSY, MP/MLA fund, other programmes of the State Govt?
- ❖ Whether the project proposed is as per the Master Plan of the State ?

4. **General features of the project:**

- ❖ Whether it is ongoing or new project? If ongoing, how much expenditure incurred before the cut-off date for RIDF-XIII i.e. **01 April 2007**
- ❖ Particular type of the road (type of road i.e. VR, ODR, MDR, Link road). Who is the owner of the road or bridge (Panchayat Raj Department or R & B Department)?
- ❖ Whether the road is to be developed to full length or partly, existing status of road development.
- ❖ Details of the connectivity of the road with other roads, connectivity with PMGSY roads in the Mandal.
- ❖ Proposed road development (whether widening/ strengthening or only black topping), Soil type, materials to be collected from with quarry map/chart.
- ❖ Pre-development photographs of the road are to be furnished.
- ❖ The implementing dept. should furnish a separate certificate indicating that the project was not earlier submitted under any other tranches of RIDF and also not supported by PMGSY or any other programme of the State Govt.

5. **Design and Technical Aspects:**

- ❖ The existing surface details of the road with C/S and L/S at different stretches to be provided in the DPR.
- ❖ The details of proposed work to be done in the entire stretch or part with C/S and L/S at different stretches.
- ❖ The details of different types of CD works to be done with design details to be provided.

- ❖ CBR Test results and CBR curve chart duly marking the CBR of soil, traffic intensity in (CVPD) should be provided. Availability of materials, labour etc. for timely execution of the project should be specified.
- ❖ The project should be executed as per the IRC/MOST/MORTH standards regarding geometric design, pavement design as also the quality of materials to be used in order to serve the design life period.
- ❖ The project should also be designed as per earthquake zonal regulation stipulated in the BIS code. A certificate to this effect from the competent authority should be furnished at the time of drawal.

6. Land Acquisition:

- ❖ Whether sufficient land is available for widening / development of the road / bridge?
- ❖ Whether land acquisition is required for widening the road, if so what steps taken?
- ❖ Extent of land acquisition and in which stretch to be acquired?
- ❖ Who will acquire the land?
- ❖ How much time it will take etc.?
- ❖ Whether the cost of land acquisition is considered in the project proposal?

7. Traffic Survey:

- ❖ Presently and anticipated traffic survey data indicating the no. of different type of vehicles i.e. Cycle, Cycle rickshaw, Hand cart, Horse drawn vehicle, Bullock cart, Motor cycle/Scooter, Passenger car/Pickup van/Auto rickshaw, Agricultural Tractor/LCV, Truck/Bus, Truck-Trailor, Agricultural Tractor-Trailor already plying and expected to ply daily with the development of road or bridge is to be indicated in DPR.

8. Benefits:

- ❖ Details of the villages to be connected with the road, population to be benefited, marketing centres/growth centres to be connected, access to schools/colleges, pilgrimage centres, mandal or district head quarters to be connected should be mentioned.

- ❖ The details of crops grown in the command area of the villages to be benefited from the road/bridge development. The details of area, production and productivity of the crops of the command area to be benefited from the road and bridges project to be indicated.
- ❖ The details of non-farm sector activities being taken up in the area may be indicated.

9. Project Implementation:

- ❖ The projects proposed should be planned for quick implementation in shorter period i.e. 1 or 2 years but in no case not more than 3 years.
- ❖ The DPR should contain detailed information on technical manpower available with the dept for execution of the project, completion period with BAR/PERT /CPM chart.
- ❖ Supervision and quality control mechanism to be adopted for execution of the project should be clearly spelled out in DPR.
- ❖ Availability and adequacy of the technical manpower and laboratory facilities as well as the system and procedures of check and counter checks including vigilance angle for quality control and their work plan for the same may be indicated.
- ❖ Potential risk factors in timely implementation of the project, availability of risk mitigants and ability of implementing depts. to address the risk factors in the project proposal itself.
- ❖ DPR should contain the implementation schedule including all the important activities such as LA, design and construction works etc. indicating month wise physical programme, clearly showing the month of start and month of completion and excluding the off-season monsoon months.

10. Status of Approvals/Clearances:

- ❖ The DPR should clearly indicate details of various approvals i.e. AA, TS obtained. If not obtained, what is the strategy or how much time it would take?
- ❖ Any other field problem anticipated in execution of the project.
- ❖ Forest/Environmental Clearance- Whether the road passes through any forest area, if so, permission obtained or not. Any other clearance from the other authorities such as Irrigation dept. for canal crossing, Railways etc. While

submitting the proposal, the State Govt. is required to give a certificate that the concerned project/s has/have been approved by the Empowered Committee.

- ❖ The detailed district road plans and core networks are finalised under PMGSY and these may be provided by the dept. for screening of various road proposals.
- ❖ The details of budgetary support made/planned for speedy execution of the project may be indicated.
- ❖ Arrangement for operation and maintenance of the project may be indicated.

11. **Other aspects:**

- ❖ Items of work in the nature of maintenance are not eligible for RIDF loan. The proposed projects shall conform to the IRC standards.
- ❖ Care should be taken that the existing black-topped roads with an additional layer of black topping are not encouraged as this amounts to maintenance activity. A certificate to this effect may be given by the concerned State Govt. department.
- ❖ A typical cross section of road may be prepared and duly attached indicating pre and post development situations.
- ❖ Road projects shall include the status of road network in the State. State master plan for road network shall be referred in the road projects and the proposed road project shall be part of the Master Plan.
- ❖ Synergy with other Govt, sponsored projects/programmes.
- ❖ Quantifiable details about monitoring and quality control mechanism in the implementing department should be mentioned in the project proposal
- ❖ The items to be borne by the State Govt. are as under :
 - Establishment charges
 - Purchase of vehicles
 - Residential colonies and rest houses
 - Audit charges
 - Insurance premium for machinery and equipment

- ❖ In the cost estimate some items are included on percentage basis. This should be reasonable as also adequate to cover the expenditure there on. The norms normally considered is Contingency - a provision of upto 3 % of the project cost on possible expenditure due to increase in physical quantity of work on account of unforeseen reasons can be considered.

MODEL FORMAT OF DPR

GOVERNMENT OF ANDHRA PRADESH

_____DEPT.

HYDERABAD

NABARD ASSISTANCE UNDER RIDF- _____

Total Length of Road / Bridge :

Length of Road/Bridge proposed for
development :

Estimated Amount :

Circle :

Division :

Sub-Division :

Section :

Mandal :

District :

Parliamentary Constituency :

Assembly Constituency :

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CHAPTER-I

Check list for preparation of Detailed Project Report (DPR) to be submitted for sanction of loans for Road & Bridge projects under RIDF

- i. Name of Project :
 ii. Districts covered :
 iii. Project outlay (Rs. in Lakh) :

Sl. No.	Particulars	Remarks	Furnished (Yes/No/NA)
1.	General		
i	Whether the project is prioritised by the State Govt.		
ii	Whether the project submitted through the Nodal Dept.		
iii	Whether the project included in the State Plan		
2.	Clearances from (Wherever applicable)		
i	Ministry of Environment and Forests		
ii	Ministry of Railways		
iii	Irrigation Dept		
iv	Administrative Approval		
v	Technical Sanction		
vi	Land Acquisition-Extent, status and time frame		
3.	Technical Aspects		
i	General		
a.	Whether Master Plan prepared by the State Govt. and proposed projects are as per Master Plan		
b.	Whether proposed projects are new or strengthening of existing roads		
c.	Whether proposed projects have been designed as per IRC standards, Reasons for deviation, if any should be spelt out		
d.	Type of road projects–Village Roads, Other District Roads, Major District Roads		
e.	Whether fair weather connectivity is proposed, reasons for the same to be elucidated		

ii.	Road Project		
a.	Details of roadway, carriage way, pavement thickness (formation, sub-base, base courses, black topping), culverts and small bridges in existing and proposed conditions to be furnished in relevant Annexures		
b.	Extent of Cement Concrete sections, wherever provided to be detailed		
c.	Justifications for widening/strengthening should be supported by relevant data along with year of construction		
iii.	Bridge Project		
i.	Hydraulic data, geo-technical details of foundations, design details and drawings be furnished		
ii.	Bridge projects with detailed investigations should only be posed		
4.	Financial Aspects		
i.	Schedule of rates adopted (Whether updated to current costs)	Year	
ii.	If not, whether cost proposed will be sufficient to create the assets		
iii.	Cost Estimate		
a.	Item-wise cost of project	Total Physical quantity already completed and balance to be completed for each item of development should be detailed with unit cost analysis	
b.	Item wise expenditure incurred		
c.	Item wise cost of balance works		
d.	Item wise RIDF loan		
e.	Item wise State Govt. contribution		
f.	Year wise phasing of RIDF loan and State Govt. contribution (2 year phasing allowed, reasons for 3 year phasing wherever required)		
g.	Bar/PERT/CPM chart for project execution		
h.	Specific justifications for high cost of development		
5.	Benefits and Justification		
	Overall impact of the project	➤ Potential (road in km and	

	need to be assessed and detailed	bridge in m span) ➤ Reduction in distance (km) ➤ Population benefited ➤ Access to Marketing/Tourist/Pilgrimage centres (numbers to be furnished) ➤ PCU data with likely savings in VOC etc. Non-recurring and recurring employment generation	
6.	Operation and Maintenance		
i.	Arrangements for O/M of projects after completion		
7.	Infrastructure Facilities		
i.	Organisational structure of the Implementing Dept.		
ii.	Capacity and preparedness of the Implementing Dept. and status of implementation of earlier sanctioned projects		
iii.	Quality control infrastructure and mechanism		
iv.	Availability of labour		
8.	Project Risks		
i.	Land acquisition		
ii.	Forest clearance		
iii.	Railway/road crossings		
iv.	Construction hazards		
v.	Any other risk		
9.	Convergence with any other programme		

NA : Not Applicable

CHAPTER-II

- ❖ Key Map/Plan showing the proposed road reach and existing roads/surrounding area roads.

- ❖ Index map showing the location of road in District/Mandal Map.

CHAPTER-III

Basic Data Sheet for Roads and Bridges Projects under RIDF

Sl. No.	Particulars	Details
1	Name of project (indicate with chainage and nearest starting and ending village - road) (Across river / vagu etc with road chainage – bridge)	
2	Name of Mandal	
3	Name of MLA / MP constituency	
4	Circle	
5	Division	
6	Sub Division	
7	Mandal / District	
8	Potential (Length in km)	
9	Class of Road/Type of Bridge	
10	Type of Bridge	
i	Proposed total span length (m)	
ii	Width (m)	
iii	No. of spans	
iv	Type of Foundation (Open/Raft/Well/Pile)	
v	Type of Super Structure	
vi	Substructure	
11	Land width available	
12	Proposed length for development	
13	No. of CD works proposed	
14	Cost of CD works proposed	
15	Total cost of the project (Rs. in lakh)	
16	Existing status of road (Give chainage details)	
i	Earthen/Gravel/WBM	
ii	CD works	
iii	Roadway width in meters	
iv	Carriageway width in meters	
v	Pavement thickness in mm	
17	Proposed status of road (Give chainage details)	
i	Roadway width	
ii	Carriage way width	
iii	Pavement thickness in mm	
18	Earthwork	
i	Quantity	
ii	Cost (Rs. in lakh)	
19	Benefits	
i	Population benefited	
ii	No. of villages benefited	
iii	No. of market yards connected	
iv	Distance reduction, if any	
v	No. of school/colleges	

vi	Hospitals	
20	Traffic Details	
i	Cycles	
ii	Cycle rickshaws	
iii	Hand carts	
iv	Horse drawn vehicle	
v	Bullock carts	
vi	Motor cycle/scooters	
vii	Passenger car/Pick up van /Auto rickshaws	
viii	Bus	
ix	Truck/Tractor	
x	Trailer	
21	Other benefits	

CHAPTER-IV

Project specific Information

Sl. No.	Particulars	Details
1	Specific details of projects on hand with the implementing division and /or sub-division under earlier tranches of RIDF or any other programme	
2	Availability and adequacy of staff in the Division/Sub division to execute the project proposed for sanction	
3	Full details of similar projects being implemented by the Department with loan assistance from Domestic and International Funding Agencies	
4	Data/Information on major crops cultivated in the project area, surplus produce that are available for transporting and marketing as also the non farm activities and products made in the project area	
5	Monitoring and quality control mechanism existing in the department	
6	Status of road network in the district (No of habitations connected/unconnected, total length of earthen / WBM/ Black topped/CC road etc)	
7	Whether the proposed road is part of the State Master plan for road development? if so all relevant details	
8	No. of tourist spots and Pilgrim centres connected	

CHAPTER-V

Executive Summary

This chapter should mention following aspects in brief.

- Introduction
- Criteria for selection of road/bridge
- Ownership of the road/bridge (Panchayati Raj / R &B / TWED etc) and type of road
- Ongoing/new work
- Land acquisition requirement for widening of road, approach to the bridge
- Salient features of road/bridge—necessity/importance of the road, existing road condition details at various stretches, soil profile and CBR, substructure (including foundation, piers, abutments) and superstructure, water way & HFL for bridge projects
- Traffic Intensity (Nos. and types of vehicles)
- Proposed improvements
- Connectivity- villages and population, market yards/growth centres/industries, schools/colleges, hospitals, tourist centres, mandal head quarters
- Type of crops grown and area (ha)
- Non farm activities (Processing units, industries, business etc)
- Year of SSR adopted in the estimate
- Technical specifications adopted
- Project implementation period
- Availability of technical manpower, labour, employment generation
- Quality Control system and mechanism
- Index Map/District Map/ Typical cross sections

CHAPTER-VI

Specification Report

Name of work :

Estimated amount :

To contain information/details about

- Necessity of road/bridge development
- Design Standards {roadway, land width, carriageway width, camber, pavement materials, CBR, soil type, traffic intensity, required crust (mm), existing crust (mm), balance crust required (mm)}
- Hydraulic details (width of water course at MFL, bed width, discharge, bed level, FSL, FSD, bed fall, side slope, clearance over FSL)
- Design particulars of approaches of Bridges
- Condition of the road on which bridge is proposed and its connectivity
- Proposed improvements details {Gravel base, WBM with different grades and thickness, black top details, formation (if proposed along with the stretches), etc}
- CD works details (Types, Numbers, chainage etc)
- CC Pavement (Need, chainage, length etc)
- Revetment
- Retaining wall
- Raising of embankment
- Re grading of existing road
- Other provisions
- Other provisions (Quality control charges, Technical personnel, Insurance premium etc)
- Rates (Year of SSR)
- Estimated amount

CHAPTER-VII

General Abstract

Sl. No.	Particulars	Amount in Rs.
Name of Project-		
1	Road /Bridge works	
2	Approaches for Bridge	
3	CD works in the road	
4	Road furnitures – sign boards, guide boards, caution boards, KM/HM stones etc	
5	Sub Total (1+2+3+4)	
6	Provision for Quality control	
7	Provision for Insurance premium	
8	Provision for employing Technical personnel	
9	Provision for Tender publication	
10	Provision for e-procurement	
11	Survey, investigation, preparation of project report	
12	Other provisions (give details)	
13	Contingency items @ 3% of Sl. No. 5	
14	Grand Total (Sl. No. 5 to Sl. No. 13)	

CHAPTER-VIII

Item wise Break up of Cost of Road / Bridge

Name of project ;

Sl. No.	Items of work	Unit	Estimated Quantity	Estimated Cost
1	Land Acquisition			
2	Formation with side earth			
3	Formation with carted earth			
4	Granular Base			
5	Granular Sub Base			
6	WBM Grade I			
7	WBM Grade II			
8	WBM Grade III			
9	Single Coat surface Dressing			
10	Tack coat			
11	Semi-dense Bituminous Concrete			
12	Bridge			
i	Earth work			
ii	Approaches			
iii	Foundation			
iv	Substructure			
v	Superstructure			
vi	Steel			
vii	Others (Specify)			
13	River Training works			
14	CD Works			
i	Pipe culverts			
ii	Slab culvert			
iii	Road Dams			
iv	Others CD works (specify)			
15	Concrete Cement road			
16	Others			
i	Technical personnel			
ii	e-procurement charges			
iii	Insurance			
iv	Road furnitures (Traffic signs, village name boards, guide posts, caution boards, HM & KM stones etc.)			
v	Contingencies			
vi	Quality Control charges			
vii	Survey and Investigation charges, preparation of project reports			
viii	Provision for Tender publications			
Total				

CHAPTER-XIII

Abstract of Earthwork Calculation

CHAPTER-XIV

BAR/PERT/CPM Chart

CHAPTER-XV

Aneexures- I to IX

CHAPTER-XVI

Certificates

CHAPTER-XVII

Pre-development photographs of road/ existing bridge

Project Completion Report (PCR)

PCR is required to be submitted immediately after completion of projects as one of the conditions of sanction of the project by NABARD. PCR contains information with regard to cost and time taken in completion of the project, potential generated, employment generated and other tangible/intangible benefits etc.

The information contained in PCR is necessary for chalking out the strategy for funding such projects in future as also in making an overall assessment about the potential created for generation of income and employment in rural sector, which is required for apprising on a regular basis to the GoI, RBI and Board of Directors of NABARD. The information is also required for drawing a programme of impact evaluation studies of the projects.

Status of receipt of PCRs of Roads, Bridges under various tranches of RIDF is indicated below.

Tranche	Road & Bridge projects		
	Sanctioned	Completed	PCRs received
II	337	337	337
III	237	237	237
IV	336	336	336
V	192	191	191
VI	155	155	155
VII	270	267	263
VIII	326	317	313
IX	90	51	49
X	906	369	360
XI	884	35	35
XII	509	0	0
Total	4242	2295	2276

General Deficiencies of PCRs of Road/Bridge projects submitted are indicated below.

- Pre and post development photos of the road **at same milestones** are not submitted.

- Certificate in PCR at column 18 indicating that " **Certified that the above mentioned works were commenced on (_____) that I have inspected them personally and that the works have been carried out satisfactorily in accordance with the approved designs. The project will be able to realise the objectives as laid down during the sanction "** not furnished.
- Date of commencement of work and date of actual completion (**critical information gap**) are not indicated.
- Annexure-II & III indicating the technical details (length of road, class of road, roadway and carriage-way width, thickness of pavement, materials for pavement, connecting roads, no. of spans, span length, type of foundation and super structure) of pre-development, sanctioned and post development stage of work are not submitted.
- Location map of road in the Mandal map is not submitted.
- Other critical information i.e. population benefited, marketing centres connected, villages connected, **non-recurring employment generated** etc are not indicated.
- The PCR is not submitted in prescribed format and all columns are **not** filled up.
- Length of road developed and expenditure incurred indicated is **not same** in different places of PCR.

PROJECT COMPLETION REPORT (RIDF-)
RURAL ROAD & BRIDGE PROJECTS

1. State :
2. Name of the Project :
3. Project Location
 - a. District :
 - b. Mandal :
 - c. Chainage (Km)
 - i) From :
 - ii) To :
 - iii) Length :
 - d. Other relevant details as per Annexure-I may be furnished :
4. Type of Project
 - a) New/Ongoing :
 - b) Black topping/Strengthening/Widening :
5. Implementing Dept. :
6. Project Design/Brief Technical Details as per Annexures-II & III :
7. Details of administrative Approval :
 - a) Date of approval :
 - b) Amount approved (Rs. in lakh) :
8. Date of commencement of Project :
9. Schedule of completion as per sanction :
10. Date of actual completion of works in all respects (in case of time overrun, the reasons for delay to be indicated) :
11. Date of RIDF loan sanction :
12. RIDF Sanction details (Rs. in lakh)

- a) Total cost of the project :
 - b) Expenditure incurred before RIDF loan sanction :
 - c) Balance cost :
 - d) RIDF loan :
 - e) State Govt. contribution :
13. RIDF loan released (Rs. in lakh) :

14. Uptodate expenditure Statement:
(Year wise from inception)

Financial Year	Amount (Rs. in Lakh)
----------------	----------------------

 Total

15. Tolls proposed to be collected :

16. a) Details of Expenditure incurred :

(Rs. in

Lakh)

Sl. No.	Items of Work	Expenditure Incurred											
		Before RIDF loan sanction	After RIDF Loan sanction									Differences	
			As per sanction			Actual			Excess			Saving	
			Quantity	Rate	Amount	Quantity	Rate	Amount	Quantity	Rate	Amount	Quantity	
1	2	3	4	5	6	7	8	9	10	11	12	13	

b) Abstract :

- i) Project cost as per sanction :
- ii) Actual expenditure on completion :
- iii) Excess/Savings :

17. Reasons for excess/savings :

18. CERTIFICATE ;

Certified that the abovementioned works were commenced on (indicate the date) that I have inspected them personally and that the works have been carried out satisfactorily in accordance with the approved design. The project will be able to realise the objectives as laid down during the time of sanction.

Chief Engineer

Annexure -I

1. Brief Details of the road/bridge project indicating the location, villages to be benefited with the connectivity etc. :
2. Location map of the road/bridge project in the Block map :
3. Relevant information to be furnished in brief :
 - a) Non-recurring Employment generated (in Lakh mandays) :
 - b) No. of villages connected :
 - c) No. of marketing centres connected & their names ;
 - d) Distance reduction details :
(Pre development position vis-à-vis Post development)
 - e) Any other relevant information :
4. Arrangements for maintenance :
 - a) Amount required for annual maintenance of the project :
 - b) Source of funds :
 - c) Agency to handle maintenance :
 - d) Annual allocation for maintenance by the State Govt.
(if already made)
5. Constraints, if any faced in implementation of the project :
6. Views of the beneficiaries under the road/bridge project :
7. Whether photograph in colour of the project (Road/Bridge) enclosed (Yes/No) :
8. Any other relevant information :
9. Safety measures/Quality standards undertaken :

Annexure-II

Rural Road Projects- Technical Details-RIDF

Sl. No.	Status	Length of Road (Km)	Class of Road	Road way width (M)	Carria ge way width (m)	Lane (Singl e/Inter media te/Do uble	Pavement					
							Thickness (mm)				M	
							Sub-Base	Base	Surfac ing	Total	S	
1	2	3	4	5	6	7	8	9	10	11	12	
1	Pre-Developm ent (Existing)											
2	As per Sanction											
3	Post-Developm ent (Final)											
4	As per IRC Standard											

Note : In case the project is being proposed in different sections, the above details may be furnished for each section of the road.

Annexure -III

Rural Bridge projects- Technical Details -RIDF

Sl. No.	Status	Connecting Roads		Length (m)	Width (m)	No. of spans	Span Length (m)	T
		Class	Roadway width (m)					F
1	2	3	4	5	6	7	8	9
1	Pre-Development (Existing)							
2	As per Sanction							
3	Post-Development (Final)							
4	As per IRC Standard							

RIDF-Savings in Project Cost-Benefits Enhancement Scheme

Sometimes the projects under RIDF assistance have been completed in less than the cost sanctioned under the project. This may be due to better project management by the implementing departments, active participation by the users/beneficiaries resulted into a social audit. In order to encourage these positive aspects and to motivate the stakeholders to have further involvement in the project, particularly on its operation and maintenance aspects, an amount upto 10 per cent of total project cost out of the balance unspent cost for additional useful project related items can be sanctioned after successful completion of the project.

Salient features of the scheme

- ❖ If the implementing dept. or agency is able to complete a project at a lesser cost than what was originally sanctioned to them by NABARD, they shall be allowed to utilise the remaining sanction to draw funds from NABARD for additional items that would be required for achieving the overall project benefits, subject to a maximum of 10 % of the total project cost.
- ❖ The additional items shall be an adjunct to the original project and shall need prior approval from NABARD.
- ❖ The additional works shall be treated as a part of the original project and shall be considered as part of the same tranche.
- ❖ There shall be no extension of the completion period due to the additional works
- ❖ The additional item shall not be taken up in exchange for or in place of any item of work already proposed and sanctioned under the project.
- ❖ All other terms and conditions mentioned in the sanction letter for the project shall remain unchanged.

ANNEXURE- I**Rural Road and Bridge Projects -Financial Details- RIDF**

STATE:ANDHRA PRADESH

Rs . in Lakh

Sl. No.	Name of the Road/Bridge Project	District	Length (Kms/m)	Updated project cost		Balance cost	Cost per Km/m		Cost of CD works
				Including C.D works	Excluding C.D works		Including C.D works	Excluding C.D works	
1	2	3	4	5	6	7	8	9	10
	I. ROADS								
1									
2									
3									
	Sub Total								
	II. BRIDGES								
1									
2									
	Sub Total								
	Grand Total								

ANNEXURE- II

**Rural Road Projects - Technical Details- Roads- RIDF-
STATE:ANDHRA PRADESH**

Sl. No.	Name of the Project	District	Class of road	Existing				Proposed				Increased			Number of CD works
				Road way width (m)	Carriage Way width (m)	Pavement thickness (mm)	Status	Road way width (m)	Carriage Way width (m)	Pavement thickness (mm)	Status	Road way width (m)	Carriage Way width (m)	Pavement thickness (mm)	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
DEPT:															
1															
2															
3															
4															
5															
	Total														

ANNEXURE- III**Rural Bridge Projects - Technical Details RIDF-**

STATE:ANDHRA PRADESH

Sl. No.	Name of the Project	District	Class of connecting roads	Existing		Proposed				Type of	
				Length (m)	Width (m)	Length (m)	Width (m)	No.of Spans	Span length (m)	Foundation	Super Structure
1	2	3	4	5	6	7	8	9	10	11	12
DEPT:											
1											
2											
3											
4											
5											
	Total										

ANNEXURE- IV**Rural Road & Bridge Projects - Salient features - RIDF-**

STATE:ANDHRA PRADESH

SI .No	NAME OF THE PROJECTS	DISTRICT	NO OF VILLAGES TO BE CONNECTED	NO OF MARKET CENTRES TO BE CONNECTED	NO. OF PILGRIMAGE CENTRES TO BE CONNECTED	NO. OF TOURIST CENTRES TO BE CONNECTED	NON RECURRING EMPLOYMENT GENERATION (in Lakh Mandays)	DISTANCE REDUCTION (KM)
1	2	3	4	5	6	7	8	9
DEPT:								
	I-ROADS							
1								
2								
3								
4								
	Sub Total							
	II. BRIDGES							
1								
2								
	Sub Total							
	Grand Total							

ANNEXURE V
RURAL ROAD AND BRIDGE PROJECTS - ECONOMIC DETAILS - RIDF-
 STATE:ANDHRA PRADESH

SI.No.	Name of project	District	Population of the villages benefitted	Other connectivities (Hospitals/ School/Rly. Station/ Highway etc.)			'Quantifiable Farm & Non farm benefits per annum								Savings in VOC (Rs in lakhs)
				Schools / Colleges	Hospitals	Rly Stations	Agricultural output of villages benefitted		Marketable surplus		Non-farm activities		Value addition due to price effect	Savings in wastages	
							Quantity	Value (Rs in lakhs)	Quantity	Value (Rs in lakhs)	Activity Name	Value (Rs in lakhs)	Value (Rs in lakhs)	Value (Rs in lakhs)	
1	2	3	4	5a	5b	5c	6a	6b	7a	7b	8a	8b	9	10	11
DEPT:															
	I-ROADS														
1															
2															
3															
3															
	Sub Total														
	II. BRIDGES														
1															
2															
	Sub Total														
	Grand Total														

ANNEXURE- VI
RURAL ROAD AND BRIDGE PROJECTS - ECONOMIC DETAILS - RIDF-
 STATE:ANDHRA PRADESH

SI. No.	Name of project	District	Vehicular Traffic/day										Actual	Material transported per day (output/input in MT)	Savings in Distance (km)
			Cycle (No)	Cycle Rickshaw (No.)	Handcart (No.)	Horse drawn vehicle (No.)	Bullock cart (No.)	Motor cycle/ Scooter (No.)	Passenger Car/Pick-up Van/Autorickshaw (No.)	Agricultural Tractor/Tractor/LCV (No)	Truck/Bus (No.)	Truck Tractor/Agri cultural Tractor- Tractor (No.)			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
DEPT:	ROADS AND BUILDINGS DEPARTMENT														
	I-ROADS														
1															
2															
3															
4															
	Sub Total														
	II. BRIDGES														
1															
2															
3															
4															
5															
6															
	Sub Total														
	Grand Total														

ANNEXURE- VII

RURAL ROAD AND BRIDGE PROJECTS - PROVISIONS DETAILS - RIDF-

STATE:ANDHRA PRADESH

Rs in Lakh

Sl.No	Name of the Road / Bridge Project	District	Total Cost	Cost of Road work	Cost of CD work	Total cost of Road (5+6)	Provision for QC & Contings. (upto 3% of 7)	Tech. Personnel	e - procurement	Insurance	Other Provisions
1	2	3	4	5	6	7	8	9	10	11	12
DEPT:											
	I-ROADS										
1											
2											
3											
4											
5											
	Sub Total										
	II. BRIDGES										
1											
2											
3											
4											
5											
6											
	Sub Total										
	Grand Total										

ANNEXURE- VIII
RURAL ROAD PROJECTS - COST BREAKUP - RIDF-
STATE:ANDHRA PRADESH

Sl. No	Name of the Road Project	District	Break up of cost of Road Projects- Only amount to be given Rs in Lakhs											Details of CD Works						GRAND TOTAL		
			Land Acquisition	Side earth work	Carted earth work	Granular base	Gravel shouldering	WBM-I	WBM-II	WBM-III	Surface dressing	Tack coat	Black topping SDBC	Sub total	Row pipe		Slab Culverts		Revetments		Sub total	
														Amount Rs in lakhs	No	Amount Rs in lakhs	No	Amount Rs in lakhs	No		Amount Rs in lakhs	Amount Rs in lakhs
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
DEPT:																						
1																						
2																						
	Total																					

ANNEXURE- VII
RURAL BRIDGE PROJECTS - COST BREAKUP - RIDF-
STATE:ANDHRA PRADESH

BREAK UP OF COST ESTIMATES IN RESPECT OF BRIDGE PROJECTS (Rs in Lakhs)													
DEPT:													
Sl.No	Name of the Project	Land Acquisition	Earth work for foundation	Foundation concrete	Substructure of abutments and wings	Substructure of Piers	Superstructure including Hand rails , Joints Neoprene Rubber bearings etc.,	HYSD Steel wrought and Put up	Pre survey soil investigation and presurvey estimates	Provision for variation in foundation levels	Approach road for bridge	Others	TOTAL
1	2	3	4	5	6	7	8	9	10	11	12	13	14
Dept.													
1													
2													