

**MINUTES OF THE MEETING HELD ON 27-11-2019 AT BOARD ROOM IDRB, BY THE TECHNICAL
COMMITTEE FOR DESILTATION OF MANGALAM DAM**

The meeting started at 12.00 P.M.

The field Officers presented the detailed transportation plan prepared for removing the sediments of Mangalam Dam .

It was explained that two yards has been identified for stacking silt for transportation. The area of 1 yard is 50 cents while that of the second yard is 150 cents. These yards are located on either side of the dam junction around 2 km from the dam. The trucks converge at these junctions and travel 13 kms further.

Assistant Engineer in his report has mentioned that there are four hazard points where the width of the road is narrow for passage of two trucks in a two way traffic system. It was informed that the road leading from dam junction and yards 2, vary in width from 4 to 6meters. (Only 4.0m at the mouth portion for 100m length)

The committee instructed to verify whether widening can be done at that chainages. It was informed that there is a bridge by PWD and a culvert on way, which cannot be widened within this short time span and the process requires land acquisition and construction of Bridge. It was decided to provide four flags man at these points for controlling vehicular traffic. It was also decided to engage local people for this duty.

The committee was presented with the transportation plan as per the survey conducted. It has been concluded that around 335 loaded trucks should ply from the yard on 24 hour basis. The details have been included in the transportation plan attached.

It was informed that 2 quarries have been functioning in the area nearby and further permission for more quarries is pending. The committee decided to inform government not for sanctioning further quarries in the vicinity of dam and reservoir till desiltation process is completed.

The committee also decided to take the matter regarding waving royalty charges to Mining and Geology department for transportation with government and for inclusion in the tender document.

As per SOP the EMD @ 2.5% of probable amount of contract is to be furnished along with the bid document. But in the Tender Document 2.50% of local rate is proposed which seems too high. To get more response from bidders it is suggested to fix EMD at 2.5% of Estimate value based on DSR. The same may be included in the Bid document also.

It was decided that the contractors shall make their own arrangements at their own cost if the available yard is found insufficient. Also, sufficient road width is to be provided for the free movement of two way traffic by making available land by their own cost/ lease. This clause is also to be included in the bid document.

The District Level monitoring committee is to be convened within 2 weeks and discuss the various issues with the stake holders.

After discussion the committee decided to accord Technical Sanction for the process and methodology for desilting of Mangalam Dam

Chief Engineer
Irrgn & Admn

Chief Engineer
Projects-I

Chief Engineer
(I&D)

Chief Engineer
Mechanical