O.I.H.

GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT

LOK SABHA
UNSTARRED QUESTION NO. 2722
ANSWERED ON 16/12/2025

ALL-WEATHER ROADS UNDER PMGSY

2722. Smt. Krishna Devi Shivshankar Patel:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

(a) whether many Gram Panchayats in Banda, Chitrakoot, Manikpur and surrounding rural areas are yet to be connected with all-weather roads under the Pradhan Mantri Gram Sadak Yojana (PMGSY);
(b) if so, the details of the number of roads sanctioned under PMGSY, status of roads under construction and projects completed in these districts during the last five years;
(c) whether it is also a fact that the quality of many rural roads is poor and they often develop problems like potholes, breakages or waterlogging soon after construction; and
(d) if so, the action taken against the erring construction agencies/contractors and the guidelines issued by the Government to ensure quality?

ANSWER
MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI KAMLESH PASWAN)

(a) & (b): The Ministry of Rural Development, through the Pradhan Mantri Gram Sadak Yojana (PMGSY), maintains a sustained focus on achieving universal all-weather road connectivity for all eligible habitations in the rural areas of the country, including the districts of Banda, Chitrakoot, and the surrounding regions of Uttar Pradesh.

While PMGSY-I successfully connected the vast majority of eligible habitations as per the population norms of Census 2001, the Government has executed PMGSY-III to consolidate the existing rural road network. This involved upgrading important *Through Routes* and *Major Rural Links* that connect habitations to key socio-economic

hubs like Gramin Agricultural Markets (GrAMs), higher secondary schools, and hospitals, thereby, further enhancing the all-weather access for the populace.

To give fillip to the ongoing process, the Government has launched PMGSY-IV, which is specifically designed to provide new connectivity to the balance unconnected eligible habitations as per the population norms of the Census 2011. This forward-looking phase ensures that any few residual eligible habitations, or those newly eligible under revised norms, will be covered to achieve the complete saturation of rural road connectivity as per the population norms of PMGSY.

Details of works sanctioned and completed in Banda and Chitrakoot districts during the last five years is given as under :-

District	Sanctioned		Completed		Balance		Habitation benefitted
	No. of roads	Length (in Km)	No. of roads	Length (in Km)	No. of roads	Length (in Km)	
Banda	21	163.37	21	162.38	0	0	124
Chitrakoot	13	93.99	9	66.73	*4	27.26	66
Total	34	257.36	30	229.11	4	27.26	

***The status of 04 roads is given in Annexure.**

(c) & (d): While the Government strives for good quality in all executed works, however, instances have come to notice that some road infrastructure, occasionally face maintenance issues like potholes or surface wear due to factors such as heavy, unanticipated traffic loads or extreme weather variations. To proactively address any such occurrences and safeguard the significant investment made in rural connectivity, the Government has established a robust, institutionalized framework focusing on both quality control during construction and accountability after completion.

To guarantee the longevity and quality of rural roads, the Government has institutionalized a rigorous Three-Tier Quality Management Mechanism under PMGSY, along with strict enforcement measures against any deviation.

(i) All PMGSY roads are covered by a mandatory five-year maintenance contract with the construction agency/contractor. The contractor is contractually obliged to rectify any defects (like potholes or breakages) that arise during this maintenance period at their own cost.

(ii) Payments are strictly linked to quality. If a road work is graded as 'Unsatisfactory' by independent quality monitors, payments, including the security deposit, are withheld until all defects are fully rectified and certified by quality monitors.

(iii) The State Governments are mandated to initiate strong punitive actions against defaulting contractors/construction agencies. This includes forfeiture of security deposits, imposition of Liquidated Damages (LD), and debarment of the agency from participating in future works, thereby establishing a high degree of accountability across the supply chain.

(iv) The Ministry has also implemented advanced guidelines and systems to ensure construction quality:

(a) Three-Tier Quality Mechanism: This robust mechanism ensures independent checks at every stage:

- **Tier I: Mandatory Process Control and Testing by the Contractor and the Project Implementation Unit (PIU) through dedicated field laboratories. The PIU Head is responsible for mandatory site inspections.**
- **Tier II: State Quality Monitors (SQMs) conduct systematic and periodic independent inspections of works at the Initial, Middle, and Final stages of construction.**
- **Tier III: National Quality Monitors (NQMs) deployed by the National Rural Infrastructure Development Agency (NRIDA) perform a crucial oversight role through independent random inspection of works across the country.**

(b): Technology Integration: The Online Management, Monitoring and Accounting System (OMMAS) and the Quality Monitoring System (QMS) App are utilized to capture geo-tagged photographs and real-time inspection reports. This ensures transparency and enables the Ministry to issue prompt directives for corrective action.

(c): Citizen Engagement: The 'Meri Sadak' Mobile App provides an effective channel for citizens to provide feedback and register quality concerns, which are then escalated to the concerned authorities for time-bound resolution.

This comprehensive approach ensures that PMGSY roads are built to last and provides reliable, durable connectivity for the overall development of rural India.

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Annexure

Annexure referred to in reply to parts (a) & (b) of Lok Sabha Unstarred Question No. 2722 dated 16.12.2025

Sr. No.	Block Name	Package No.	Sanctioned Year	Road Name / Bridge Name	Connectivity (New / Upgrade)	Sanction Cost	State Cost	Road Length (Kms)	Expenditure Till Date	Stage of Progress
1	Manikpur	UP1995	2021 - 2022	MRL08-Khoh Manikpur road to Rampuriya Link Road	Upgarde	703.68	284.83	7.200	0.00	Progress
2	Mau	UP1984	2021 - 2022	MRL14-Bargarh madha Road to Dubi Link Road	Upgarde	932.19	377.73	8.238	0.00	Progress
3	Pahari	UP1986	2021 - 2022	MRL15-Rajapur Kamasin Road to Bhagat Purwa Link Road	Upgarde	681.42	276.10	6.375	363.82	Progress
4	Pahari	UP1987	2021 - 2022	MRL12-Archha Barethi-Kamsin Road to Dobin Purwa Link Road	Upgarde	639.58	259.07	5.400	236.99	Progress
Total						2,956.87	1,197.73	27.213	600.81	

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