

**GOVERNMENT OF INDIA
RURAL DEVELOPMENT
LOK SABHA**

UNSTARRED QUESTION NO:4064
ANSWERED ON:13.08.2015
Provisions Regarding PMGSY
Birla Shri Om

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) the provisions regarding the thickness and width of roads being constructed in rural areas under the Pradhan Mantri Gram Sadak Yojana along with the norms under which funds are allocated to States;
- (b) whether the Government proposes to make any changes in this regard, if so, the details thereof;
- (c) whether the Government has received any complaints including detailed project report presented by the State Government under the said scheme, if so, the details thereof, State/UT-wise; and
- (d) the remedial measures taken / being taken by the Government in this regard ?

Answer

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SHRI SUDARSHAN BHAGAT)

(a) to (b): Rural Roads' is a State subject and Pradhan Mantri Gram Sadak Yojana (PMGSY) is a one-time special intervention to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations in the core network. The rural roads under PMGSY are planned according to Rural Roads Manual, IRC SP: 20 and based on recommendations of Expert Committee under PMGSY. Guidelines for the Design of Flexible Pavements for Low Volume Rural Roads IRC SP: 72-2015 and Cement Concrete Pavements for Rural Roads IRC SP: 62-2004 published by the Indian Roads Congress (IRC) are being followed for thickness of flexible pavements and rigid pavement respectively.

The road way width prescribed for Plain and Rolling area is 7.50 m for Through Roads and 6.00 m for Link roads. The carriageway width for Through road is 3.75 m and Link road is 3.00 m. If a link road carries traffic more than 100 motorized vehicles per day, the carriageway width will be 3.75 m. In respect of Mountainous and steep area, the roadway width is 6.00 m for both Through road and Link road and carriageway width is 3.75 m for Through roads and 3.00 m for Link roads. If a link road carries traffic more than 100 motorized vehicles per day, the carriageway width will be 3.75 m. PMGSY II guidelines has permitted carriageway width upto 5.50 m and Roadway width 9 m based on the traffic intensity of roads and growth potential.

Out of the total budget allocation for the Scheme, the Ministry makes annual allocation to the States proportionately based on the balance value of works in hand, unspent balance available with the States and funds available with the Ministry.

(c) to (d): Complaints about various irregularities in the construction of road works under PMGSY are received from time to time including complaints about Detailed Project Reports. Statements containing State-wise and year-wise details of such complaints received during the last financial year 2014-15 and the current financial year 2015-16 (upto July 2015) is enclosed as Annexure.

As per the programme Guidelines, ensuring quality of road works under PMGSY is the responsibility of implementing State Governments. PMGSY envisages a three tier Quality Assurance Mechanism to ensure quality of road works during construction. First-tier of this mechanism is in-house quality control at Programme Implementation Unit (PIU) level. Second-tier is structured as an independent quality monitoring at State level through State Quality Monitors (SQMs) in which provision of regular inspection of PMGSY works has been envisaged. The third-tier is an independent monitoring mechanism at the Central level. Under this tier, independent National Quality Monitors (NQMs) are engaged by National Rural Roads Development Agency (NRRDA) for inspections of PMGSY roads, selected at random. To promote transparency in the Scheme, it is being ensured that independent monitors at the second and the third tier take atleast 10 digital photographs at the work site including one of the field laboratories, for each road work inspected and upload the inspection reports on PMGSY programme management & monitoring website i.e. OMMAS, to facilitate public viewing of quality of road works being executed under the programme. Also the abstract of the said Inspection Report is also uploaded on website.

Whenever quality of any road work is graded as "Unsatisfactory" the State Government is to ensure that the contractor replaces the material or rectifies the workmanship (as the case may be) within a reasonable time period. Action Taken Reports of the road works graded as Satisfactory Requiring Improvement (SRI) and Unsatisfactory by the SQMs are monitored by the respective State Governments. For road works graded as Satisfactory Requiring Improvement (SRI) and Unsatisfactory on the basis of observations of NQMs, Action Taken Reports submitted by the States are monitored and processed by NRRDA.
