

**GOVERNMENT OF INDIA  
RURAL DEVELOPMENT  
LOK SABHA**

UNSTARRED QUESTION NO:1518  
ANSWERED ON:24.11.2016  
Construction Cost of Roads under PMGSY  
Singh Shri Bhola

**Will the Minister of RURAL DEVELOPMENT be pleased to state:**

- (a) whether the Government has formulated any scheme to connect every small and big villages of Bihar and Jharkhand with roads by 2019 and if so, the details thereof;
- (b) the target fixed in terms of kilometers for construction of road everyday, State/UT-wise;
- (c) the per kilometer total cost of construction of road in Bihar and Jharkhand under PMGSY at present;
- (d) the details of width, length and other norms in respect of roads; and
- (e) whether the Government proposes to bring down the construction cost of road by adopting new technology and if so, the details thereof?

**Answer**

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT  
(SHRI RAM KRIPAL YADAV)

(a) : '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 with a population of 500 persons (as per 2001 Census) and above in plain areas. In respect of 'Special Category States' (North-East, Himachal Pradesh, Jammu & Kashmir and Uttarakhand), the Desert areas, the Tribal (Schedule V) areas and Selected Tribal and Backward districts as identified by the Ministry of Home Affairs/Planning Commission, the objective is to connect eligible unconnected habitations as per Core-Network with a population of 250 persons and above (Census 2001). In the critical LWE affected blocks (as identified by MHA), additional relaxation has been given to connect habitations with population of 100 persons and above.

As per the PMGSY Guidelines, unit of implementation is a Habitation and the basis for determining the population size of the habitation is the population, as recorded in the Census 2001. For accelerated execution of PMGSY in the States, the Ministry of Rural Development in consultation with the Ministry of Finance and the States has formulated an Action Plan to advance the completion target of the Programme from 2022 to 2019. The fund sharing pattern under PMGSY has been changed to 60:40 ratio between the Centre and State (except for 8 North Eastern and 3 Himalayan States for which it is 90:10) for all the ongoing as well as outstanding works with effect from 2015-16.

(b) : During 2016-17, under PMGSY the target per day length in km. to be constructed State/UT-wise are given at Annexure.

(c) : During 2016-17, the average cost of construction of PMGSY roads is Rs. 62.35 lakh per km.in Bihar and Rs. 51.50 lakhs per Km in Jharkhand.

(d) : According to the Rural Roads Manual, IRC SP: 20 and based on recommendations of Expert Committee, 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. 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. Under PMGSY-II, launched in 2013 for consolidation of existing rural road network, States have been permitted to upgrade roads with carriageway width upto 5.50 m and Roadway width of 9 m based on the traffic intensity and growth potential.

(e) : To promote cost-effective, environment friendly and fast construction technologies and non-conventional materials in the construction of rural roads, Ministry is encouraging use of Indian Road Congress (IRC) accredited technologies & non conventional materials, including jute and coir Geo-Textiles, Waste Plastic, Cold Mix, Flyash, Copper and iron slag etc. in PMGSY roads. In this regard necessary guidelines for new technology initiatives have been issued to the State Governments.

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