

GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT

LOK SABHA
UNSTARRED QUESTION NO. 384
ANSWERED ON 19/07/2022

CONCRETE ROADS UNDER PMGSY-I AND II

384. SHRI GOPAL JEE THAKUR:

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether rural roads have been converted into concrete roads under Pradhan Mantri Gram Sadak Yojana (PMGSY) Phase-I and II which has resulted in better road connectivity in rural areas;
- (b) whether no bridge was provided in the path designing work of the Detailed Project Report (DPR) of the said road project despite Darbhanga being a flood affected areas and if so, the details thereof;
- (c) whether Darbhanga was not included even in the list of missing bridges proposed by the Government in view of the above and the said list is also given on Omus, if so, the details thereof; and
- (d) whether any departmental action has been taken against the guilty officers for not constructing bridges at the places mentioned in this list in Darbhanga region and if so, the details thereof?

ANSWER

MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT
(SADHVI NIRANJAN JYOTI)

(a) Rural Roads are constructed under Pradhan Mantri Gram Sadak Yojana (PMGSY) as per the technical specifications and geometric design standards given in the MoRD's Specifications for Rural Roads, Rural Roads Manual of the IRC (IRC:SP20:2002) and also, where required, the Hill Road Manual (IRC:SP:48-1998), which are updated from time to time as per requirement. The choice of design and surface for the road is determined, inter alia, by factors like traffic, soil type and rainfall. Entire stretch of road length has not been taken up as concrete road under PMGSY-I & II. However, PMGSY guidelines provide that, where the road passes through a habitation, the road in the built up area and for 50 m on either side of habitation should be constructed as a cement road or with paved stones besides being provided with the side drains. Accordingly such stretches of road length have been constructed as concrete roads.

(b) & (c) As per PMGSY guidelines, only minor bridge(s) (of single lane specifications) are included in road DPRs. For bridge(s) having more than 15 m length on the same road, separate DPRs have to be prepared. Under PMGSY-I & II, a total of 1215 and 103 bridges respectively with more than 15 m length were originally sanctioned to the State of Bihar, out of which 31 bridges of PMGSY-I have been sanctioned for Darbhanga district.

At the time of proposing roads for sanction under PMGSY-I & PMGSY-II, DPRs for many bridge works falling on the alignment of those roads were not prepared by the State of Bihar. Hence, many bridges were left out, which were termed as missing bridges. Later, on the request of the State Government of Bihar, as a special case, approval of the Ministry was conveyed to 166 left out bridges under PMGSY-I on 03.12.2020 and 97 left out bridges under PMGSY-II on 15.12.2020. Out of the 166 sanctioned left out bridges of PMGSY- I, 3 bridges are of Darbhanga district. The details of the same are as under:

Name of Bridge	Block	Length (in m)	Current status
RCC BRIDGE INL075-R.E.O ROAD TO BIHARAUNA, YADAV TOL (VR75) Over Kamla Nadi	Baheri	26.44	In progress
RCC Bridge in L027-P.W.D. TRIMUHANI TO KOPI (VR27) Near Trimuhani Village	Baheri	59.42	Completed
L071- P.W.D. TO GOBRAHI (VR71) over Kamla nadi	Baheri	24.34	In progress

Since timeline for completion of PMGSY-I & II is September, 2022, no fresh works are being taken up under these verticals.

(d) State Governments are the implementing authorities of the scheme and the responsibility of taking action against state officials/contractors lies with the State Governments.
