

**GOVERNMENT OF INDIA
MINISTRY OF RURAL DEVELOPMENT
DEPARTMENT OF RURAL DEVELOPMENT**

**LOK SABHA
STARRED QUESTION NO. 321
ANSWERED ON 12/08/2025**

BUDGET ALLOCATION UNDER PMGSY

***321. Shri Bajrang Manohar Sonwane:**

Will the Minister of RURAL DEVELOPMENT be pleased to state:

- (a) whether the Government has increased the Budget allocated for road construction under Pradhan Mantri Gram Sadak Yojana (PMGSY) in rural areas for the Financial Year 2025-26, if so, the details thereof;**
- (b) the details of the roads and places identified during the year 2025-26 including Beed Lok Sabha Constituency of Maharashtra;**
- (c) whether the Government proposes to monitor the quality of rural roads, if so, the details thereof;**
- (d) whether the Government is monitoring the progress of road projects using digital technologies, if so, the details thereof;**
- (e) whether the Government has made any provision to employ local people in road construction work in rural areas; and**
- (f) the manner in which the interests of remote and rural areas have been taken care of in the said road construction activities?**

**ANSWER
MINISTER OF RURAL DEVELOPMENT
(SHRI SHIVRAJ SINGH CHOUHAN)**

(a) to (f): A statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) to (f) OF LOK SABHA STARRED QUESTION NO. *321 TO BE ANSWERED ON 12.08.2025 REGARDING “BUDGET ALLOCATION UNDER PMGSY”

(a): The budget allocation for the Pradhan Mantri Gram Sadak Yojana (PMGSY) was enhanced from ₹ 15,000 Crore in the financial year (FY) 2021-22 to ₹ 19000 Crore from FY 2022-23 onwards. The Budget allocation for the current financial year 2025-26 is ₹ 19000 Crore.

(b): A total of 34,476.158 km of road length have been sanctioned under various verticals of PMGSY, since its inception, in the State of Maharashtra, out of which 31,889.802 km has been completed, as on 7-8-2025. The status of ongoing PMGSY works, State/UT-wise, is available at program website link: [https://omms.nic.in/progress monitoring/Monthly Progress Report \(MPR\)/State-Abstract-Report](https://omms.nic.in/progress monitoring/Monthly Progress Report (MPR)/State-Abstract-Report).

As reported by the State, the details of road works which are in progress in Maharashtra under PMGSY in the current financial year 2025-26 are given below:

Verticals	Balance works		
	Road	Length (km)	Bridges
PMGSY-I	8	38.76	3
PMGSY-III	469	1835.54	213
RCPLWEA	7	72.15	11
PM-JANMAN	27	50.14	0
Total	511	1996.59	227

In Beed district, 15 roads measuring a length of 84.75 km and 3 bridges are under various stages of execution. District-wise status of PMGSY projects in the State of Maharashtra is at Annexure. Parliamentary Constituency wise details are not maintained in the Ministry.

Further, the PMGSY-IV has been launched in 2024 for construction of 62,500 km of all-weather roads (single lane) to provide connectivity to about 25,000 unconnected habitations of population size 500+ in plains, 250+ in North East & Hill States/UTs, special category areas (Tribal Schedule V, Aspirational Districts/ Blocks, Desert areas) and 100+ in Left Wing Extremism (LWE) affected districts, as per Census 2011. The survey of the unconnected habitations under PMGSY-IV has been completed by States/UTs using the "Gram Sadak survey (GSS)" App. The Ministry

has started sanctioning the projects under PMGSY-IV. The Ministry is working in close coordination with States/UTs, including Maharashtra, to fulfil all necessary compliance as per the guidelines of the programme for submission of proposals under the scheme. A total of 205 unconnected habitations have been tentatively identified by the State of Maharashtra during the survey for proposing under PMGSY IV.

(c): Under the PMGSY, to bring execution of the programme to the desired quality standards, a three-tier quality management mechanism has been institutionalised, which ensures the durability of road assets under PMGSY. Under the first tier, the Programme Implementation Units (PIUs) are required to ensure process control through mandatory tests on material and workmanship at the field laboratory. The second tier is a structured independent quality monitoring at the State level through State Quality Monitors (SQMs) to ensure that every work is inspected at the initial stage, middle stage and final stage of the construction. Under the third tier, independent National Quality Monitors (NQMs) are deployed by NRIDA for inspection of road works on a random sample basis, not only to monitor quality but also to provide guidance by senior professionals to the field functionaries. The observations of NQMs are sent for action to the State Governments, and Action Taken Reports (ATRs) are monitored at the technical arm of the Ministry viz. NRIDA. Based on the periodic monitoring of the quality of roads under the 3-tier mechanism, corrective measures, wherever necessary, are taken by the State Governments.

(d): The Government is monitoring the progress of road projects under PMGSY through various digital technologies and online platforms. The Online Management, Monitoring and Accounting System (OMMAS) is used for monitoring the physical and financial progress of the projects. Additionally, the e-MARG (electronic Maintenance of Rural Roads under PMGSY) platform is being implemented for monitoring the routine and periodic maintenance of roads. Further, the use of Geo-tagging through a mobile application enables real-time monitoring and verification of assets created under the scheme. All PMGSY roads and bridges are geo-tagged with photographs at different stages of construction. The implementation is also supported by GIS-based planning tools and dashboards for better decision-making and transparency. These digital interventions ensure timely execution, quality assurance, and effective maintenance of rural roads under PMGSY. In addition, maintenance of PMGSY roads is also regularly reviewed by the Ministry by way of Regional Review Meetings (RRMs), Performance Review Committee

(PRC) Meetings, Pre-Empowered/ Empowered Committee Meetings with the States. Besides above, special review meetings/monthly review meetings are also held by the Secretary/ Additional Secretary/Joint Secretary, Ministry of Rural Development, with Chief Secretaries/Principal Secretaries of the States to take stock of the progress of the scheme, including maintenance aspects.

(e) & (f): The PMGSY is being implemented since the year 2000 to provide rural connectivity, by way of a single all-weather road, to the eligible unconnected habitations of population size 500+ in plains, 250+ in NE & Hill States/UTs, special category areas (Tribal Schedule V, Aspirational Districts/Blocks, Desert areas) and 100+ in Left Wing Extremism Affected (LWE) affected districts, as per Census 2001. For the new vertical PMGSY-IV, the population criteria is as per Census 2011.

The scheme guidelines have in-built consultation with the public representatives for the selection of roads. The roads are approved at the Block and District level as per the scheme guidelines. While commencing with the preparation of the Detailed Project Report (DPR), the PIU will hold a consultation with the local community through the mechanism of the gram Panchayat in order to determine the most suitable alignment, sort out issues of land availability (including forest land) especially due to road widening / minor change in alignment etc., proposed tree plantation, moderate any adverse and environmental impact and elicit necessary community participation in the programme. For this purpose, the PIU organizes a formal "Transect Walk" with all concerned stakeholders including local Panchayat members and local members of the Intermediate and District Panchayat.

PMGSY works are awarded on the basis of competitive bidding on Government- eProcurement platform. Road works, including PMGSY roads, are labour intensive and lead to engagement of locally available manpower.

Annexure

Annexure referred to in part (b) of the reply of Lok Sabha Starred Question No. 321 to be answered on 12.08.2025.

District-wise cumulative progress status under PMGSY for the State of Maharashtra, including Beed District:

Sr.No.	District Name	No of Roadwork Sanctioned	Road Length Sanctioned	No of Bridge Work Sanctioned	No of Road Work Completed	No of Bridge Works Completed	Road Length Completed
1	Ahmednagar	281	1,818.185	22	245	18	1,639.118
2	Akola	140	782.200	20	140	20	767.100
3	Amrawati	160	838.255	50	159	28	818.151
4	Aurangabad	213	960.666	63	203	48	908.265
5	Beed	272	1,180.270	43	257	40	1,082.534
6	Bhandara	171	717.470	9	169	8	710.702
7	Buldhana	158	711.220	25	152	16	697.190
8	Chandrapur	166	1,037.826	65	163	47	1,010.346
9	Dhule	188	969.930	63	176	56	891.425
10	Gadchiroli	341	1,923.936	120	312	111	1,689.374
11	Gondia	285	1,126.412	16	284	14	1,090.311
12	Hingoli	192	633.150	24	192	21	629.070
13	Jalgaon	219	1,100.500	21	197	19	1,006.515
14	Jalna	210	1,017.175	89	205	69	995.475
15	Kolhapur	191	851.725	10	180	9	815.900
16	Latur	228	854.635	69	218	60	821.993
17	Nagpur	196	967.355	33	190	15	930.149
18	Nanded	164	966.060	28	148	25	837.809
19	Nandurbar	220	1,387.585	29	206	29	1,326.185
20	Nashik	303	1,783.597	41	265	30	1,501.095
21	Osmanabad	166	700.760	61	155	53	657.987
22	Parbhani	188	638.340	26	174	24	516.747
23	Pune	325	1,875.655	17	286	16	1,679.688
24	Raigad	125	471.949	2	104	2	422.355
25	Ratnagiri	207	809.949	7	177	7	679.765
26	Sangali	251	948.573	8	236	8	860.427
27	Satara	211	1,240.320	2	171	2	1,087.047
28	Sindhudurg	189	722.800	10	150	10	581.623
29	Solapur	348	1,678.740	21	337	19	1,622.915
30	Thane	65	235.379	0	52	0	201.683
31	Wardha	159	1,123.026	28	159	11	1,103.585
32	Washim	127	623.065	18	120	10	598.395
33	Yavatmal	190	1,236.940	68	188	42	1,236.094
34	Palghar	209	542.510	2	196	2	472.784
	Total	7,058	34,476.158	1,110	6,566	889	31,889.802
