OFFICE OF THE CHIEF ENGINEER, P.W.D., RAJASTHAN, JAIPUR.

No.SF/PMGSY/IDRRN/2004/01 559  Date: 16/9/2004

The Addl. Chief Engineers/
Incharge PIU/
Superintending Engineer/
Executive Engineers/
P.W.D.

(All)

Sub: Integrated Development of Rural Road Network under PMGSY.

Sir,

Ministry of Rural Development has given the guidelines for preparing the PMGSY proposals with the primary objectives of providing New Connectivity of all eligible unconnected habitations of designated size. The core network classifies the rural roads into Link Road connected to the habitations and Through Routes which connects the link roads and lead to the market centres.

The purpose of the PMGSY is to provide access to market, employment opportunities and economic and social services, provision of an all-weather connectivity from habitations to the market is the basic feature of the PMGSY and the New Connectivity was to be aimed at ensuring this facility.

The matter, therefore, has been considered in depth and it has been decided that to achieve the intended purpose, PMGSY should be aimed at providing assured and sustained all-weather connectivity from habitation to the market centre, by constructing new links wherever necessary and upgrading/renewing existing links upto the market centre, as required. In other words, what was earlier called 'new connectivity' and which is more appropriately 'new construction' would be one part of the project proposal for the complete connectivity, with the other part being an upgradation component which may be required in order to assure all connectivity upto the market centre.

Proposals and DPRs for new connectivity for 2004-05 may therefore be prepared keeping in view the above. The existing Comprehensive New Connectivity Priority List (CNCPL) determined as per procedure given in DO letter no. P-0173/2002-RC
dated 7th August, 2003 will continue to apply for prioritisation of the
new connectivity in terms of habitation size. The upgrading part of
the proposal will be Through Road(s) of the rural Core Network to
which the proposed new link joins and which leads to the market
centre, and will be included only if it is required to be upgraded. In
order to optimize on the construction effort if there is any other
proposed PMGSY new link on the same Through Route, it may also be
taken up simultaneously, notwithstanding the fact that its normal
priority would be lower down compared to other PMGSY roads as per
CNCPL. This will ensure geographically compact and complete
packages for tendering purposes. For this purpose, Major Rural Links
or RML will also be treated in a manner similar to Through Routes.

To assess eligibility for upgradation of the Through Route, Pavement Condition Survey, as described in DD letter no. P-
14012/58/2004-NRRDA dated 30th April, 2004 will be done and
provided the Through Route in question is not a recently constructed
road (i.e., it should have been constructed over 6 years ago), and the
Pavement Condition is 3 or less, the road can be taken up for
upgradation. A road can also be taken up for specific upgradation if
there are structural/geometrical/drainage deficiencies.

The procedure will therefore be as follows:

Step 1  Select the New Connectivity Link as per CNCPL in order
        of priority.

Step 2  Identify the rural roads (through routes) from which the
        new link is taken off till such road reaches the nearest
        market centre.

Step 3  Find out the Pavement Condition of the rural roads
        identified in Step 2.

Step 4  Decide the type of intervention required based on the PCI.
        This implies a decision whether the roads leading to the
        market centre require Upgradation or Surface Renewal or
        Routine Maintenance. Such roads having PCI 3 and below
        and 6 years or more old, can be taken up for Upgradation.
        For the roads with PCI above 3, or whose age is less than
        6 years, Routine Maintenance or Renewal will be
        adequate, unless there are structural / geometrical/
        drainage deficiencies which need to be improved through
        Upgradation.
Step 5 Prepare the project with appropriate intervention as in Step 4, duly integrating with the link proposed for new construction.

Step 6 Include all other eligible new links as per Comprehensive New Connectivity Priority List (CNCP) coming on to the Through Route even though such links are lower down the Priority.

Step 7 Each project will thus comprise of a sub-network of a primary new connectivity link, the associated Through Route(s) and subsidiary new connectivity (falling on the associated Through Routes). The project proposals will include new construction for the new links and upgradation/renewal of the Through Routes based on age and PCI. Generally each such project would form a package for tendering purposes (all the packages of a particular year would form a Batch for future maintenance purposes).

Step 8 The proposal will be divided into two parts as hitherto. The construction/upgradation part will be funded out of PMGSY. There will be a maintenance part, consisting of routine maintenance of the sub network for a 5-year period to be contracted out as hitherto, along with the construction part. At the end of this period, a Zonal Contract will be entered into, covering all the Through Routes in the District which have received PMGSY investment in that Batch. The Batch Zonal Contract would comprise an initial surface renewal on the Through Routes followed by 5 years of routine maintenance. The funding of the maintenance part will continue to be the responsibility of the State Government.

A copy of letter issued from MoRD is also enclosed for guidelines for preparation of proposal.

Yours faithfully,

[Signature]

Chief Engineer

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