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

No. SE/PMGSY/IDRRN/2004/D. 1559

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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 features 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-017/3/2002-RC

dated 7th August, 2003 will continue to apply for prioritization of the new connectivity in terms of habitation size. The upgradation 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 DO 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.

