

PREPARATION/UPDATION OF DRRP

**FORMS**

## THE HON'BLE FINANCE MINISTER IN HIS BUDGET SPEECH FOR THE YEAR 2018-19 ANNOUNCED

*Task of connecting all eligible habitations with an all-weather road has been substantially completed with the target date forward to March, 2019 from March, 2022. It is now time to strengthen and widen its ambit further to include major link routes which connect habitations to agricultural and rural markets (GrAMs), higher secondary schools and hospitals. Prime Minister Gram Sadak Yojana Phase-III will include such linkages.*

## THE 13<sup>TH</sup> FINANCE COMMISSION HAD REITERATED THAT:

*There is evidence to show that road networks lend to, among other things, improved teacher attendance, quicker medical assistance and a greater number of institutional deliveries. We hope that the enhanced provisioning for maintenance including the focus on the newly created Pradhan Mantri Gram Sadak Yojana (PMGSY) roads will help in sustaining road connectivity.*



## WHAT IS NEW

- **INCLUSION OF NATIONAL HIGHWAYS, STATE HIGHWAYS AND MAJOR DISTRICT ROADS.**
- **MORE IMPETUS ON CONNECTING AGRICULTURE AND RURAL MARKETS, HIGHER SECONDARY SCHOOLS AND HOSPITALS.**
- **THROUGH ROUTES AND LINK ROADS WHICH HAVE BEEN COVERED UNDER PMGSY AND HAVE CROSSED THE PAVEMENT DESIGN LIFE OF 10 YEARS IN MARCH 2017 CAN BE TAKEN IF THEY SATISFIED THE MATRIX SUGGESTED IN TABLE-4.**
- **POLULATION OF 2011 CENSUS TO BE TAKEN.**
- **THE EXISTING SINGLE LANE THROUGH ROUTES MAY ALSO REQUIRE WIDENING TO INTERMEDIATE-LANE OR TWO-LANE WHERE TRAFFIC GROWTH HAS BEEN HIGH DUE TO SOCIO-ECONOMIC AND AGRICULTURAL/INDUSTRIAL GROWTH.**
- **MORE STRESS ON CONSTRUCTION OF BRIDGES.**
- **RECTIFICATION OF GEOMETRIC DEFICIENCIES.**

# TABLE- 3: COMPONENTS PROPOSED FOR PMGSY-III

<b>Sr. No.</b>	<b>Particulars</b>	<b>Financial investments (Rs. crore)</b>
<b>1</b>	<b>Upgradation of through routes comprising major link routes</b> <b>(i) Widening and strengthening from single-lane to intermediate-lane width</b> <b>(ii) Strengthening of pavement which have crossed the threshold of 10-year design life:</b> <b>(a) Single lane width</b> <b>(b) Intermediate/two lane width</b>	<b>72,000</b>
<b>2</b>	<b>Construction of bridges</b> <b>(i) Bridges required to open up backward areas</b> <b>(ii) Replacing weak/dilapidated bridges</b> <b>(iii) Ropeway/suspension bridges in hill areas</b>	<b>10,000</b>
<b>3</b>	<b>Rectification of geometric deficiencies and treatment of hazardous locations (Black spots) with priority to Through Routes under PMGSY</b>	<b>6,000</b>
<b>4</b>	<b>Improving riding quality on selected Through Routes to enhance energy efficiency and reducing pollution and carbon footprint (Renewal of road surface post 5-year construction)</b>	<b>8,000</b>
<b>Total</b>		<b>96,000</b>



## TABLE- 4: SUGGESTIVE MATRIX FOR PMGSY-III

Sr. No.	Parameter	Category weight	Sub-category weights
1	<b>Population (Census 2011) of the Habitation/village connected by the Through Route</b> <ul style="list-style-type: none"> <li>• 3000 and above</li> <li>• 1000 to 2999</li> <li>• Less than 1000</li> </ul>	30	30 20 10
2	<b>Market facilities (cumulative score)</b> <ul style="list-style-type: none"> <li>• Mandi (Min Turn over...) Rurban growth cluster</li> <li>• Warehouse, cold storage</li> </ul>	30	20 10
3	<b>Educational facilities (score of the highest category)</b> <ul style="list-style-type: none"> <li>• High School</li> <li>• Higher secondary school, ITIs</li> <li>• Degree college</li> </ul>	15	10 12 15
4	<b>Medical facilities (score of the highest category)</b> <ul style="list-style-type: none"> <li>• Primary health centre, ANM Centre, Veterinary hospital</li> <li>• Bedded hospital, community health centre</li> </ul>	15	10 15
5	<b>Transport infrastructure (cumulative score)</b> <ul style="list-style-type: none"> <li>• Bus stand</li> <li>• Administrative centre (Block, Panchayat Hqr)</li> <li>• Bank, fuel station</li> </ul>	10	4 4 2

## **WHAT IS REQUIRED TO BE DONE**

- **DISTRICT RURAL ROAD PLANS (DRRP) TO BE UPDATED KEEPING IN VIEW 2011 CENSUS DATA.**
- **THOUGH ONLY ODRs AND VILLAGE LINK ROADS SHALL BE ELIGIBLE UNDER THE SCHEME, HOWEVER ALL ROADS i.e. NH, SH, MDR, ODR, VILLAGE LINK ROADS ARE TO BE INCLUDED IN THE DRRPs.**
- **AGRICULTURE & RURAL MARKET CENTRES, HIGHER SECONDARY SCHOOLS & HOSPITALS ETC. ARE TO BE MARKED ON THE ROADS.**
- **BLOCK MAPS AND DISTRICT MAPS ARE TO BE DRAWN AFRESH.**
- **THE ROAD INFORMATION PERTAINING TO CORE NETWORK AND DRRP IS TO BE UPDATED ON THE PUNJAB ROADS GIS PORTAL (<http://punjabroadsgis.gov.in>)**



## **STEPS INVOLVED IN PREPARATION OF DRRP**

- **CONSTITUTION OF THE TEAM.**
- **PREPARATION OF DATABASE:**

**HABITATION LEVEL DATA (FORMAT-I).**

**ROAD INVENTORY (FORMAT-II).**

**PRIMARY AND SECONDARY ROAD DATA (FORMAT-III).**

**CONDITION SURVEY OF EXISTING RURAL ROADS NETWORK (PCI REGISTER).**

- **MAP PREPARATION.**
- **SELECTION OF OPTIMAL ROAD LINKS.**
- **CONSIDERATION AND APPROVAL BY PANCHAYAT AND ZILA PARISHADS.**
- **CONSULTATION WITH ELECTED REPRESENTATIVES AND APPROVAL OF DRRP.**
- **FORWARDING OF DRRP TO SLSC THROUGH SRRDA.**



# CODING OF HABITATIONS

R J 0 9 1 5 0 2 3



This is the serial number of the habitation in the Block. There can be maximum of 999 habitations in the block as three digits are allocated.

This is the serial number of the Block in a district. This shows that a maximum of 99 Blocks can be identified in a District.

This is the serial number of the District in the state. There can be maximum of 99 districts in the state as two digits are provided.

This is two-letter code for the State and this is to be same as that indicated for the package prepared under PMGSY as listed below:

## STATE/ UNION TERRITORY CODES

Name of State	Code	Name of State	Code
Andhra Pradesh	AP	Nagaland	NG
Arunachal Pradesh	AR	Orissa	OR
Assam	AS	Punjab	PB
Bihar	BR	Rajasthan	RJ
Chattisgarh	CG	Sikkim	SK
Goa	GA	Tamilnadu	TN
Gujarat	GJ	Tripura	TR
Haryana	HR	Uttaranchal	UT
Himachal Pradesh	HP	Uttar Pradesh	UP
Jammu & Kashmir	JK	West Bengal	WB
Jharkhand	JH	<b>Name of Union Territory</b>	
Karnataka	KN	Andaman & Nicobar Islands	AN
Kerala	KR	Chandigarh	CH
Madhya Pradesh	MP	Dadra & Nagar Haveli	DN
Maharashtra	MH	Daman & Diu	DD
Manipur	MN	Delhi	DL
Meghalaya	MG	Lakshadweep	LK
Mizoram	MZ	Pondicherry	PD

# HABITATION LEVEL DATA (FORMAT-I)

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

Annexure-3.2  
(See Para 3.1.6)

HABITATION DATA																							FORMAT-I			
A : REFERENCE DATA																										
STATE :			CODE			DISTRICT :			CODE			BLOCK :			CODE:											
B : DEMOGRAPHIC & INFRASTRUCTURE DATA (FOR ALL HABITATIONS) :																										
Provide the following information for each Habitation in the block (Available facilities may be indicated by number of units)																										
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Name of Revenue/Census Villages	Sl. No. of Habitations in the Block	Name of the Habitation	Total Population	SC/ST Population	Primary School	Middle School	High School	Intermediate Schools (Plus Two)	Degree College/ Vocational School	Health Service	Dispensary	MCW Centres	PHCs	Veterinary Hospital	Commercial Establishment	No. of days Market held per week	Post, Telegraph Office	Telephone Booth	Bus Services (Y/N)	Railway Station (Y/N)	Electrified (Y/N)	Panchayat HQ (Y/N)	Hilly (H)/ Coastal(C)/ Plain Areas (P) (H/C/P)	Name of MLA/MP Constituency	List of Roads Connecting the Habitations (give code)	Type of the Road (AWR/FWR)
																							MLA :	L1 :		
																							MP :	L2 :		
																								L3 :		
																							MLA :	L1 :		
																							MP :	L2 :		
																								L3 :		
																							MLA :	L1 :		
																							MP :	L2 :		
																								L3 :		
																							MLA :	L1 :		
																							MP :	L2 :		
																								L3 :		

Note: Please see the instruction sheet for detail

Certification: certified that the above information is correct :	Name :	Designation :	Signature :
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# ROAD INVENTORY (FORMAT-II)

Annexure-3.3  
(See Para 3.1.6)

PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)

INVENTORY OF RURAL ROADS															FORMAT-II						
A : REFERENCE DATA																					
STATE :			CODE			DISTRICT :				CODE			BLOCK :			CODE					
B : Provide the following details of all types of Rural Roads in the Block																					
Sl. No.	Name of Road	Road Code	Category of Road (ODR/R/Others)	Length (Km) (Ex. 12.935)	Predominant Soil Type	Terrain Type	Width (m)			Length (Km) with Surface Type				All-weather Road (AWR) or Fair-weather road (FWR)	Condition Rating (PCI)	Existing CD Works				List of Habitations on the Road	
							Road Land Width	Formation Width	Carrageway Width	BT	WBM/ Metal	Earthen	Gravel			Number	Type	Total Length	(waterway span) Width (m)	Habitation Code	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
																CD1				H1	
																CD2				H2	
																CD3				H3	
																CD1				H1	
																CD2				H2	
																CD3				H3	
																CD1				H1	
																CD2				H2	
																CD3				H3	
																CD1				H1	
																CD2				H2	
																CD3				H3	

Note: Please see the instruction sheet for detail

Certification: certified that the above information is correct :	Name:	Designation:	Signature:
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# CONDITION SURVEY OF EXISTING RURAL ROADS NETWORK (PCI REGISTER)

Annexure 14.8  
(See Para 14.9)

**PRADHAN MANTRI GRAM SADAK YOJANA (PMGSY)**  
Proforma of Output of PCI Data for Each Road on OMMS

Name of Road	TR/LR/MRL*	Code# in CN	Length	Name of the habitations connected	Population served	Year of Construction	Year of last periodic renewal (PR)	Amount spent on routine maintenance since PR	Type of pavement	Km#	AADT**	PCI	Date of PCI

\* MRL-Main Rural Link (In case TR is not a rural road)

\*\* If already done(can be done separately)

# METHODOLOGY FOR DETERMINING PCI

## i. *Measurement based on Visual Inspection only*

Measurement based on Visual Inspection only

### **Description of Surface Condition**

Very Good

Good

Fair

Poor

Very Poor

PCI

5

4

3

2

1

## ii. Based on Riding Comfort

A jeep or car is driven at 50 km/hr. and the riding comfort noted for each kilometre. Based on 'Riding Comfort' while driving at the design speed of 50 km/hr, the PCI is assessed as under:

### **Riding Comfort @ 50 km/hr.**

Smooth and Pleasant Ride

Comfortable

Slightly Uncomfortable

Rough and Bumpy

Dangerous

PCI

5

4

3

2

1

## iii. Based on comfortable Driving Speed possible

The driver is instructed to drive at the most comfortable and safe speed possible on the road. The PCI then assessed for each kilometre based on the Normal Driving Speed, as under

### **Normal Driving Speed**

Over 40 km/hr

30 to 40 km/hr

20 to 30 km/hr

10 to 20 km/hr

Less than 10 km/hr

PCI

5

4

3

2

1

















## **SELECTION OF ROADS IN PMGSY-III**

- **Identification of growth centers/growth points on the Through Routes (TRs) and Major Rural Links (MRLs).**
- **A Through Routes may be of 10 kms having population of approx. 5000.**
- **A Major Rural Links may be of 5 to 6 kms having population of 2000-3000.**
- **Growth scores of TRs and MRLs as per the matrix developed.**
- **Identification and ranking of roads on the basis of Utility value per unit length.**



**THANK YOU**