



Alka Upadhyaya
Joint Secretary (RC)
& DG, NRRDA
Tel No: 23384707
Fax No: 23386173



ग्रामीण विकास मंत्रालय
ग्रामीण विकास विभाग
भारत सरकार
कृषि भवन, नई दिल्ली-110114
Ministry of Rural Development
Deptt. of Rural Development
Government of India
Krishi Bhavan, New Delhi-110114

DO# P-10021/2/2007-Tech.

05th November, 2018

Dear Sir / Madam,

The 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 may be appropriately designed preferably as a Cement concrete road or with Paved Stones, besides being provided with side drains. Appropriate side drains and cross drainage will be provided, so that improper drainage does not damage the road or the dwellings alongside'*.

Cement concrete roads are provided only in habitation area, where houses are existing on both sides of roads, raising of road formation is not possible due to land constraints and effective drainage is difficult. Also, in water logged / flood prone areas.

Though the initial cost of CC pavement is much higher than the Bituminous surfacing, the intention is to create better and hygienic standard in the habitation areas by utilizing the inherent advantages of CC pavements, which include low maintenance requirements, long life and better performance under repeated wear and tear. These are the overriding factors in spite of the comparative higher initial cost.

However, it has been observed during the field visits by Secretary, MoRD, Joint Secretary (RC) & DG, NRIDA and Directors of NRIDA, that the shoulders, along the Cement concrete pavements, have not been constructed properly. This leads to poor undrained and slushy shoulders thus causing inconvenience to the inhabitants during rainy season. In certain places, it was noticed that there is no bond between Cement concrete pavement and shoulders and the level of shoulders are much below the Cement Concrete pavement which raises concerns about safety of road users especially two wheeler users. This may also lead to breaking away of edges, unhygienic conditions within the habitation etc and finally negating the entire purpose of providing CC pavement.

In order to avoid such issues, the following instructions are issued.

- i. Cement concrete pavement may be laid edge to edge of the houses (upto building line) with adequate side drains, where the width of the road is less than 6 m. Only closed drains are to be provided within habitations with necessary perforations for rain water entry.
- ii. In case of roads more than 6m, both sides of cement concrete pavement should be filled up with well compacted unscreened gravel equal to CC pavement thickness or minimum 200 mm for 1 m width from the edge of the carriageway on either side to serve as hard shoulders for better shoulder management with smooth traffic mobilization.
- iii. Interlocking concrete block pavements of suitable thickness may be provided as shoulders along the CC pavement, wherever adequate drainage is not provided or the soil is clayey in nature.
- iv. Shoulders should never be allowed to be higher than the road pavement.
- v. Required camber may be provided as per specification so that the water will drain easily.

....2

.. 2 ..

I, therefore, request you to send suitable instructions to the filed officers and supervising authorities to adhere to the above instructions scrupulously and it must also be ensured that necessary provisions for hard shoulders are made in the DPR stage itself.

Further, I also request you to verify the quality of shoulders constructed in PMGSY roads during the course of your inspections.

with Best wishes

Yours sincerely

Alka

(Alka Upadhyaya)

To,
All Principal Secretaries/ Secretaries I/c of PMGSY