

Annexure-I

**Policy on
Maintenance of Rural Roads in
Karnataka-2017**

Government of Karnataka
Panchayat Raj Engineering Department

Notification

No.RDP:142:RRC:16

Date:

Government of Karnataka has constituted a committee under the Chairmanship of Sri. Eshwar Khandre, Hon'ble MLA, Bhalki to propose specific recommendations to formulate the Rural Road Maintenance Policy. Based on the recommendations of the Committee the Government of Karnataka is pleased to laid down the policy on maintenance of rural roads by the Panchayat Raj Engineering Department as under:

Government commitment

1.0 The Rural Roads play an important role in the development of Rural Sector. Better connectivity in the rural sector helps to improve social status and economic potential of village based business/ commercial establishments. Better connected rural road network helps in facilitating growth of rural market centres and rural hubs, production, transportation and selling of agricultural products to suitable market which in turn encourages development of the small scale industries in the rural sector which helps in reducing migration of rural people to the cities/ towns. Overall it encourages economic activities in rural areas.

1.1 To achieve connectivity to the remotest villages in the state the Government has been relentless in its efforts to construct rural roads, their by contributing to a huge network of rural roads. Impact of poor maintenance of Rural roads may lead to loss of assets, loss of agriculture output, loss of time, heavy rehabilitation costs, loss of image etc.,

1.2 Any inadequacy in funding and implementation on the ground will result in the erosion of the asset base. The state is committed towards ensuring adequate

funds for maintenance of the entire rural road network within its jurisdiction. Under no circumstances shall maintenance be regarded as a secondary issue.

Policy for maintenance of rural roads :

2.0 For optimum utilization of road assets timely maintenance is essential. It hardly needs to be stressed that regular and timely maintenance helps in sustaining the life of the road by delaying the date at which it needs to be reconstructed and as such provides higher rate of return on the initial investments. Further, it postpones the date when large investments are required for reconstruction of road.

2.1 The principal objectives of road maintenance are to keep roads in motorable condition throughout the year, reduce rate of deterioration and extend life of the road network. This would improve the speed and frequency of public transport services. Maintenance of rural roads also generates local employment opportunities and additional market prospects for the local construction industry.

2.2 Formulation of Action plan for time bound maintenance of the rural road network is necessary, so that the road network is brought to an acceptable level of service.

2.3 Currently improvements of Rural roads are being under taken through various line departments like KRRDA, PRED, KRIDL, GPs , TPs etc ., and as such it is becoming difficult to keep a track of a comprehensive planning, need based selection, updating and compiling, funding and its accountability which is resulting in duplications and non standardized mode of construction. With a view to stream lining the construction and maintenance of rural roads, it is required to be brought under one umbrella i.e., Panchayat Raj Engineering Department. So that an unified and systematic approach towards development of rural roads can be established. (1)

(1) As recommended in the interim report (page no 5) submitted to the Government on the Draft Policy and action plan formulation of Rural road committee headed by Sri. Eshwar Khandre, M.LA Bhalki constituency Karnataka State.

2.4. The Government of Karnataka intends to adopt a rural roads maintenance policy for the planning & execution of maintenance of rural roads under its jurisdiction and shall be called as "Karnataka Rural Roads Maintenance Policy 2017".

Empowered Committee

3.0 Government shall constitute a *Standing Empowered Committee* under the Chairmanship of Additional Chief Secretary to decide on the following aspects of maintenance of Rural roads

- a. To decide on annual allocation of funds for maintenance of different categories of roads with reasonable share for rural roads based on the percentage of rural roads with respect to the total road network.
- b. Explore avenues for mobilizing of *additional funds* for reducing the gap between the funds required and those made available for maintenance of rural roads.
- c. Formulate an *Action Plan* for time bound maintenance of the rural road network so that the entire road network is fit for offering an acceptable level of service and to formulate necessary guidelines.
- d. Details of roads are displayed in the Departmental Website and to develop a system for regular updating.

Planning and Implementation:

4.0 The Road maintenance policy (takes) ensures the Government's commitment to adequate funding and also ensuring transparency in its working, e-tendering, contract management and implementation. Efficiency in the rural road maintenance is through the following:

- a) Introduce a system of working out present asset value of the road network at the end of each financial year.
- b) Constitute a state level committee to work out realistic norms for selection of rural roads for maintenance. The maintenance norms shall cover requirements
 - Periodic maintenance
 - Emergency maintenance and
 - Special repair

- c) Routine maintenance which is the need for every year and every road shall be looked in to by Panchayat Raj Engineering Department.

Road Maintenance Policy shall take into consideration different terrain and domestic conditions relevant to the State of Karnataka. The norms should also consider the frequency of maintenance tasks required.

4.1 Formulate guidelines for efficient planning management and delivery of maintenance of rural roads. Creation of dedicated Planning, Budgeting and Monitoring (PBM) Unit shall be looked into.

4.2 The principle for utilization of available funds should rely on preservation and protection of investment of plan funds for development and expansion of the rural roads. The maintenance cycle should be in harmony with the design life of the road. There is need to strike a balance between;

- Expansion of existing road network,
- Up-gradation of existing roads including those being added to the network,
- Maintenance of existing roads including those being added to the network
- Strengthening of pavement of roads required at the end of their design life.

Consideration should be given to allocating funds for road maintenance in accordance with the itemized priorities as far as possible.

4.3 The rural road network across the State need to be considered for maintenance on percentage basis based on the funds made available by the Government. Rural roads for maintenance shall be taken up based on their **Read Condition Index (RCI) scientific survey data and Road Priority Index (RPI)**. It should be displayed in the Departmental Website.

Rural road shall be graded as:-

Sl.No	Condition of the road	Grading
1.	Very Good	5
2.	Good	4
3.	Average	3
4.	Poor	2
5.	Very poor	1

4.4 RDPR shall institute an annual performance evaluation system to inform the government about the delivery of maintenance and condition of the rural road network as a result of funds allocated for the purpose.

4.5. RDPR shall simplify the existing Rural road Maintenance & Management System (RMMS), to prepare Annual Maintenance Plans (AMP) for each PRED division in PRED, based on scientific condition assessment of the road network.

4.6 The field units of RDPR shall collect/outsource the collection of road condition data and inventory data and capture the condition of roads through photographs/videography (having longitude and latitude) of location and such details shall be uploaded suitably on the department website.

4.7. Maintenance of rural roads, shall be undertaken on a pilot basis to move towards devolving maintenance responsibility in respect of rural roads to Panchayat Raj Institutions. In such project involvement of local community participation, for off carriage way shall be encouraged.

4.8 Every division, would be required to undertake the condition survey of roads and bridges/culverts and would send the proposals for routine Maintenance works, preferably by October each year. This would form the basis of working out AMP for each division. While working out the requirement the division should follow the norms laid down by the Guidelines / Reports already available in respect of rural roads. Any such norms would also need take into the maintenance of weak culverts and bridges until they are replaced with regular culverts or bridges. Also roads safety improvements and signage are also to be part of the programme.

4.9. Asset Management System (AMS) for the State rural road network will be a part of inventory and condition survey of roads and bridges shall become a regular activity. The Asset Management System (AMS) shall cover maintenance of all **aspects of road network**. Suggestions made in IRC:SP: 20 "Rural Road Manual" shall be adopted while formulating Asset Management System (AMS).

4.10 Detailed Project Reports (DPR) included in the Annual maintenance plan

(AMP) shall be prepared by the Executive Engineer and sanctioned by Competent authorities subjected to financial provisioning.

4.11 Well established procedure of e-tendering shall be followed for all the works, related to maintenance of Rural roads.

4.12 After completion of all contractual formalities the repair works may start immediately and completed before completion financial year / or before on set of Monsoon on priority basis. Agency entrusted with the work of road maintenance is to be based on Performance Based Maintenance System (PBMS).

4.13 A system of Annual Performance Evaluation (APE) and its reporting on the use of maintenance funds is to be established. Ranking of Zilla Panchyaths of the State and ranking of Grama Panchyaths of each ZP shall be published to encourage better maintenance standards.

4.14 Prevailing system of financial audit and technical audit shall be maintained.

Financing:

5.0 Government may allocate separate provision for maintenance of rural roads in its annual budget.

5.1 The allocation of funds by the State Government for maintenance of Rural roads shall be adequate enough to ensure the road is in motor able condition throughout the year thus reduce the rate of deterioration and extend the life of road network.

5.2 Additional revenue as required for the rural road maintenance shall be made available through suitable cess, collection of fees etc.,

5.3 The State Government may explore utilization of part of fund under MGNREGS for off carriage way maintenance of road network.

5.4 Allocation of adequate and timely availability of funds needed for maintenance of rural roads as per Annual Maintenance Plan (AMP) is to be ensured. Also creation of a dedicated fund for maintenance of rural road, (on the basis of funds already created for maintenance of PMGSY roads) with a supportive decision by the Government for the budgetary allocation in this regard shall be formed.

5.5 Adjacent to the carriage way of the Rural roads, Electric poles, Electric cables, OFC cables are already exist. In addition Electric poles, Electric cables are to be erected. Suitable amount to be collected during shifting of these Utilities / Erection of these utilities and it will be part of funding to the Maintenance of the Rural roads.

5.6 Road side advertisement boards to be permitted, which does not distract drivers. Also issue of generating additional revenue to be looked in to.

Institutional Reforms and I.E.C Components :

6.0 Training shall form an integral part of Institutional strengthening of the RDPR. For this RDPR shall formulate a calendar of training programme for its technical officers at various levels. Training programme shall also include study tours aimed at exposing officials to national/ international best practices.

6.1 RDPR shall extend support in providing outreach programme in enhancing the training facilities for class 3 contractors in implementation of maintenance works.

6.2 The RDPR shall identify maintenance modules and its technologies based on geographical, climatic, responsive delivery system for maintenance of rural roads. Adoption of **Performance Based Maintenance Contracting**, (PBMC), Community Contracting or a hybrid system involving combination of PBMC and conventional **Engineering, Procurement and Construction** (EPC), shall be looked into.

6.3 The thrust on innovative technologies shall be on materials that can be used in all weather conditions, reduce time and manpower required for repairs, thereby improving productivity. The technology shall be cost effective, easy to

manage, off the shelf material for patch / pothole repair and application with simple tools with all maintenance items being accommodated in a small vehicle for speedy execution. Possibility of adopting new techniques for pothole repairs such as first time permanent repairs shall also be explored. Effort shall be on environment friendly technologies.

6.4 The RDPR shall undertake road user satisfaction surveys every three years on its rural road network and put the result on the Website. Procedures and norms for road user satisfaction survey shall be worked out.

6.5 Detailed guidelines for execution of maintenance policy will be finalized by RDPR.


Governance:

7.0 Government of Karnataka shall put up rural road maintenance policy on its website.

7.1 The results of the road user satisfaction surveys would also be put up on the State departmental website.

Amendment to the policy:

8.0 This policy is a dynamic document that would evolve over time to address new challenges effectively and adequately. It shall therefore be updated and reworked on the basis of good practices and experiences gained during its implementation.


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Principal Secretary

Rural Development & Panchayat Raj Department.

Annexure - II

Details of funds required for maintenance and renewal of asphalt roads for further 10 years

Sl No.	Year	Renewals			Maintenance		
		Road length (in kms)	Cost per km (Rs. In lakhs)	Total amount (Rs. In crores)	Road length (kms in lakhs)	Cost per km (Rs. In lakhs)	Total amount (Rs. In crores)
1	2017-18	8000	10.00	800.00	1.12	0.60	672.00
2	2018-19	8000	10.50	840.00	1.12	0.63	705.60
3	2019-20	8000	11.03	882.40	1.12	0.66	739.20
4	2020-21	8000	11.58	926.40	1.12	0.69	772.80
5	2021-22	8000	12.16	972.80	1.12	0.72	806.40
6	2022-23	8000	12.77	1021.60	1.14	0.76	866.40
7	2023-24	8000+8000	13.41	2145.60	1.04	0.79	821.60
8	2024-25	8000+9000	14.08	1196.80	1.03	0.83	854.90
9	2025-26	8000+9000	14.78	1256.30	1.03	0.87	896.10
10	2026-27	8000+9000	15.52	1319.20	1.03	0.92	947.60
	Total			11361.10			8082.60

* An additional of 5% amount is increased per year.

* 1,12,000 km of roads are rural roads of primary importance. (Asphalt road + WBM road + Gravel road)

The remaining earthen roads are to be maintained by Grama Panchayaths/Taluk Panchayaths. The required funds for this can be met 50 % from Government and remaining 50 % from Grama Panchayaths/Taluk Panchayaths under MGNREGA. For maintenance of 65,542 km earthen road at the rate of Rs.15,000 per km an amount of Rs 98.31 crores is required. Out of this 50 % can be borne by State Government and 50 % from consolidated funds of local bodies.

