

(d) fresh steps taken by Government to handover these stretches of National Highways to the Madhya Pradesh Government in order to ensure their proper maintenance?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) and (b) Yes Sir, State Government of Madhya Pradesh had requested for denotification of ten stretches of National Highways (NHs) in Madhya Pradesh on account of their bad condition. Development and maintenance of NHs in the country is responsibility of the Ministry. The NHs in the country including Madhya Pradesh state are being maintained in traffic worthy condition depending upon the inter-se priority of works and availability of funds.

(c) and (d) Ministry has not decided to denotify any NHs in Madhya Pradesh. However, it has been agreed in-principal to entrust some stretches of NHs to State Government for its development and maintenance.

Construction of green field expressway

1802. SHRI B.S. GNANADESIKAN: Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has any proposal for construction of green field expressways with cement concrete in our country;

(b) if so, whether this concrete roads are environment friendly and have 50 per cent more longevity than the ordinary roads;

(c) if so, the details thereof and total length of NH proposed under this category; and

(d) the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The choice of cement concrete pavement over bituminous pavement depend upon various factors, such as subgrade soil, rainfall, traffic volume, availability of construction materials, besides costs, etc. Accordingly, the choice of pavement type for development of green field expressways may vary from project to project.

(b) Cement concrete roads have more life span compared to bituminous pavement; but the same could not be quantified. However, the concrete roads also have their inherent limitations, such

as higher initial cost, poorer riding quality at joints and more noise due to traffic as compared to bituminous pavements. Further, stage construction is not possible in case of concrete roads.

(c) and (d) The Government has approved construction of 1,000 km of Expressways under the National Highways Development Project (NHDP) Phase-VI. The following stretches have been identified under NHDP-Phase-VI:

Sl. No.	Section	Length (km)
1	Vadodara-Mumbai	400
2	Bangalore-Chennai	334
3	Delhi-Meerut	66
4	Kolkata-Dhanbad	277

Expansion Scheme of NH-6

†1803. SHRI BHARATSINH PRABHATSINH PARMAR:

SHRI PARSHOTTAM KHODABHAI RUPALA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the progress of the work under the expansion scheme of National Highway 6 is very slow which is decreasing the speed of the vehicles and increasing pollution; and

(b) the details of the steps being taken by the Ministry to complete this project at the earliest?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA): (a) The stretches of National Highway no. 6 connecting Hazira in Gujarat to Kolkata in West Bengal forms the part of various phases of National Highways Development Project (NHDP). Expansion/widening of existing carriageway has been taken up in various stretches as per traffic condition. There has been delay in completion of work in two stretches namely Nagpur to Kondhali and Aurang to Raipur.

(b) In order to expedite implementation of projects, Regional Offices, headed by Chief General Managers have been set up by National Highways Authority of India (NHAI) for close

†Original notice of the question was received in Hindi.