

**Gandhi setu bridge**

†1026. SHRI PARVEZ HASHMI :

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

- (a) whether it is a fact that Gandhi Setu bridge connecting Patna and Hazipur is in a very dilapidated state at present;
- (b) whether due to improper maintenance of the above bridge, its condition has gone worse;
- (c) the reflection of assessment report of the bridge currently; and
- (d) whether any proposal is being considered regarding repair of bridge and making its structure strong, if so the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) Mahatma Gandhi Bridge connecting Patna and Hazipur has suffered distresses such as loss of pre-stressing force over time and consequent failure of Central Hinge Bearings and expansion joints.

(b) No, Sir. The design of the bridge components conformed with the standards and technology prevailing at that time, which has not proved successful today. Other bridges constructed with same technology have also given problem.

(c) As per the assessment report, the losses occurred in the pre-stressing force has caused excessive deflection in most of the spans. Damages in Central Hinge Bearings and expansion joint have also been observed.

(d) The work of repair and rehabilitation was taken up after the distresses in the bridge were noticed. The provisions and methodology were adopted on the basis of suggestions made by the expert and consultant. The bridge has been entrusted to NHAI on 28.09.2011. NHAI has appointed consultant for suggesting permanent rehabilitation measures for the bridge on BOT (Toll) basis. The consultants have submitted their preliminary report recently.

**Target fixed and achievements for construction of roads**

1027. DR. JANARDHAN WAGHMARE :

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

- (a) whether Government has accorded priority status to development of roads and highways in the country;
- (b) if so, the details thereof;

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† Original notice of the question was received in Hindi

(c) the details of targets fixed and achievements for construction of roads during 2010-11 and 2011-12; and

(d) the steps taken by Government to speed up the process?

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI JITIN PRASADA) : (a) and (b) Yes, Sir. This Ministry is primarily responsible for development of National Highways (NHs). In order to accord priority, the Government has launched various programmes for the development of NHs in the country as per details given below :

- (i) National Highways Development Project (NHDP) consisting of Phases-I to VII;
- (ii) Special Accelerated Road Development Programme in North East (SARDP-NE) including Arunachal Pradesh Package of roads and highways for the development of State roads and NHs in North Eastern region;
- (iii) Development of State roads and NHs under Left Wing Extremism (LWE) affected areas;
- (iv) Development of NHs through Annual Plans under NH (Original) works.

(c) The details of targets fixed and achievements for construction of NHs during 2010-11 and 2011-12 (upto January, 2012) are as under :

(Length in kms)

Year	NHDP		Non-NHDP	
	Target	Achievement	Target	Achievement
2010-11	2500.00	1780.00	2467.93	2156.74
2011-12	2500.00	1514.62	2254.00	1022.12

(d) Progress in implementation has been affected due to poor performance of contractors, delays in obtaining forest / wild life / railway clearances, law & order problems in some States, delay in land acquisition etc.

The steps taken by the Government to minimize the delays in completion of all its projects include setting up of Regional Offices by National Highways Authority of India (NHAI) headed by Chief General Managers with adequate delegation of powers, setting up of special land acquisition units, setting up of High Powered Committees under the Chairmanship of Chief Secretaries of State Governments to resolve the bottlenecks relating to shifting of utilities, land acquisition issues, etc. Further, the delayed projects are closely monitored and periodically reviewed at the Headquarter as well as in the field units for expeditious completion.