

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
STARRED QUESTION NO. 23
TO BE ANSWERED ON 19TH JULY, 2018

CEMENTED ROADS

*23. SHRI PRAHLAD SINGH PATEL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) whether it is a fact that the construction cost and maintenance expenses of cemented roads are less than that of tar roads;
- (b) if so, the details thereof;
- (c) whether the Government is contemplating to prioritize the construction of cement roads instead of tar roads in future; and
- (d) if so, the details thereof?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS
(SHRI NITIN JAIRAM GADKARI)

(a) to (d) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PART (a) TO (d) OF THE LOK SABHA STARRED QUESTION NO 23 ASKED BY SHRI PRAHLAD SINGH PATEL ANSWERED ON 19.07.2018 REGARDING 'CEMENTED ROADS'

(a) to (d) The construction cost of Cemented Road (Rigid Pavement) and Tar Road (Flexible pavement) depends upon the price of ingredients such as cement, sand, aggregate, bitumen etc. The price of these ingredients varies widely in different parts of the country depending upon the lead from the production centers/refineries/quarries etc. As such the construction cost of rigid pavements and flexible pavements may be higher or lower in different parts of the country. However, in general the initial construction cost of rigid pavement is higher than that of the flexible pavement whereas the maintenance cost of rigid pavement is lower than that of flexible pavement.

The mode of selection of type of pavement is decided on the basis of Cost benefit analysis of rigid pavement vis-à-vis flexible pavement for each project during preparation of detailed project report. Considering the issues related to longer service life, fuel consumption, resistance to extreme weather conditions, saving of natural resources and maintenance etc. the rigid pavements may be more advantageous.

However, if price comparison between the rigid pavement and flexible pavement is not within an acceptable limit of 20%, the use of flexible pavements are continued.
