

5. Formation of a Road Development Corporation in the State, its role and accountability.

Assignments under taken by PWD

1. Preparation of Detailed Project Reports/Detailed Estimates for Administrative Approval and Expenditure Sanction related to construction and maintenance of roads, bridges and buildings.
2. Tender invitation, award of tenders for execution of sanctioned works, and subsequent contract management including quality control of works.
3. Construction repair and maintenance of roads, bridges and state-owned buildings.
4. Construction and repair roads and buildings for other government Departments as deposit works.
5. Construction repair and renewal works of National Highways, PMGSY Roads.
6. Construction and maintenance under Externally Aided Projects.
7. Technical guidance to various Departments regarding rates and specifications for roads, bridges and buildings.
8. Carry out research activities for building, roads and bridges.
9. Execution of temporary and emergency works like erecting barricades, constructing rostrum, Helipads etc. on VIP visits.
10. Running and maintenance of circuit Houses, Inspection Houses, realisation of rent of Government Building under PWD.
11. Assessment of rent and valuation of private building acquired by the government on hire or purchase.
12. Maintain and upkeep residences of Governor, Chief Minister, Ministers, Judges, MLAs, MLC's, Senior Government Officials and Office bearers nominated by Government.
13. Condemnation report of unserviceable Government Buildings.
14. Giving permission to various agencies for laying OFC, Establishing Petrol Pumps and other community properties within the building control line under road side control act.
15. Maintaining record of road assets, buildings, bridges under control of PWD.
16. Monitor encroachments along the road side and carry out drives for their removal.
17. Works related to establishment of employees' including payments of salaries and other benefits within the jurisdiction.
18. All financial matters related to payments of bills, maintenance of records of financial matters, Audits and Audit paras.
19. Complaints, their monitoring and subsequent action, handling litigations etc.
20. Follow up and response to various committees constituted by the Government and subsequent actions.
21. Other assigned works by district administration at district level including facilitation of parliamentary, legislative and local elections.

Present Scenario

The Uttar Pradesh Public Works Department has huge network of roads comprising of 3670 km National Highways, 4807 km State Highways, 7050 km Major District Roads, 48730 km of Other District Roads and 173364 km of Rural Roads totalling to 233951 km.

For Administrative control the Department is divided into 18 Zones headed by Chief Engineer, 70 Circles headed by Superintending Engineer and 313 Divisions headed by Executive Engineer.

There are 03 Engineer in Chief, 41 Chief Engineers, 01 Chief Architect, 91 Superintending Engineers, 394 Executive Engineers, 1384 Assistant Engineers, 17 Assistant Architects, 91 Architect Assistants, 5350 Junior Engineers and 40336 other supporting employees in Uttar Pradesh Public Works Department.

The total budget of Uttar Pradesh Public Works Department in the Financial Year 2019-20 is Rs 23330 Crore.

Work Flow Pattern

State of Uttar Pradesh is fourth largest State in the country in terms of geographical area, but has the highest population. Strategic planning for development, maintenance and management of road network and bridges is basic need for sustainable socio-economic development of the State.

UPPWD has stated a Road Development Policy for sustainable development of road network commensurate with the requirement of socio-economic development, keeping in view present context and forecasted growth, incorporating new concepts and technologies.

State has also formulated a Road Maintenance Policy for Rural Roads, for systemic improvement of maintenance of rural roads constructed and under maintenance by different road engineering departments and agencies in the State.

Due to constrained financial resources, State has not been able to cater the expectations of public. It has become unavoidable to attract financing from Public, Institutions and International agencies in order to develop mechanism to cater the needs of development of road sector. Road projects are delayed due to financial constraints, causing consequential loss to socio-economic development of the State.

Reasons attributable to the need for a Road Development Corporation

- Management and maintenance of important State roads to international standards.
- Development of model to attract financing from Public, Institutions and International agencies.