



## KONDAGAON - A THEME OF GROWING UP

### KEYWORDS

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**ABSTRACT** *Roads are the conduit of life's activities. Roads are mainly used for the purpose of transportation. Transport infrastructure is critical in enabling and securing sustainable economic growth. Thus, for this the planning commission has introduced **Pradhan Mantri Gram Sadak Yojna** for developing rural road networks which plays a pivotal role in developing the country. The road networks plays in supporting economic growth, timely and effective maintenance is essential.*

### Introduction

Indian Government always tries to upgrade the development of rural areas and the whole rural community because 72 % of India's population lives in rural areas. So, the rural development is the first step to make India a developed country. One of the most effective rural planning is **Pradhan Mantri Gram Sadak Yojna**.

This scheme was declared on 15<sup>th</sup> August 2000 but the substructure was kept on 25<sup>th</sup> December 2000.

**The Pradhan Mantri Gram Sadak Yojna** the nationwide plan in India, is to provide all-weather road connectivity to villages. This scheme has started to change the life style of many villages as it has resulted in new roads and upgrade of certain inter-village route

**Aim** - The aim was to provide roads to all villages

1. With a population of 1000 persons and above. The project was set to achieve the target by 2003
2. With a population of 500 persons and above. The project was set to achieve the target by 2007
3. In hill states, tribal and desert area villages with the population of 500 persons and above. The project was set to achieve the target by 2003
4. In hill states, tribal and desert area villages with the population of 250 persons and above by 2007

**Purpose**- The **Pradhan Mantri Gram Sadak Yojna** permits the up gradation (to prescribed standards) of the existing roads in those district where all the eligible habitation of the designated population size have been provided all weather road connectivity. However, it must be noted that up gradation is not central programme and cannot exceed 20% of the states allocation as long as eligible unconnected habitations in the states still exist. In up gradation works, priority is given to Through Routes of the Rural Core Network, which carry more traffic.

**Mission**- There are a number of drivers influenced by road access which includes:

1. Business efficiency, arising from time saving and journey time reliability for business travels and freight.
2. Increased business investment supported by economies of scale
3. More efficient functioning of the labour market
4. Establishment of socio-economic activities

**Area of Research** - Kondagaon city is separated from Bastar district on 24<sup>th</sup> January, 2012. Kondagaon city is a municipality area which is about 230 kilometers from Raipur which is the capital of Chhattisgarh state. Kondagaon is located at coordinates 19.6 north to 18.67 east. It has an average elevation of 593 meters (1945 feet) As of 2011 India census Kondagaon has a population of 30921. Males constitute 50% of the population and females 50%. Kondagaon has an average literacy rate of 64 %, higher than the national average of 59.5% Male literacy is 73 %, and female literacy is 55%. In Kondagaon 14% of the population in under 6 year of age Kondagaon lies on NH30 and can be reached from Raipur to Jagdalpur. The town is quaint and one of the fastest developing district headquarters in the Chhattisgarh states. Here the major part is hill, which is turned into recreational zone. Kondagaon is the hub of various handicrafts, renowned over the world as Bastar handicrafts.

### Research objective

1. The study is designed to give better usage of current network assets.
2. Study on the effective maintenance of road.
3. Contribution in supporting economic growth and life style of rural areas.
4. Elevate through the most atrocious ballgame i.e. Naxalism.

### Meri sadak Android App

Meri sadak is a mobile app to enable users to give their feedback regarding pace of works, quality of works etc. of **Pradhan Mantri Gram Sadak Yojna** roads to the Nodal Departments in the state Governments/ National Rural Roads Development Agency (NRRDA). The user can take photographs at the site and submit along with feedback. After submission of feedback, the user can monitor the redressal of his/her feedback through this app. The respective State Quality Coordinator (SQCs) of the Nodal Department implementing **Pradhan Mantri Gram Sadak Yojna** will provide an interim response to the user. It is hoped that this application will make the system of implementation of **Pradhan Mantri Gram Sadak Yojna** more transparent and accountable to the benefit of all.

### Study Mode

The present study contains both primary and secondary data for observation. All the information, data and opinion are collected which have a direct and indirect association to the information. The primary data are collected through questionnaire and direct interview with 30 members per block and the total members are 150

people. Secondary data is collected through journals, websites and District Statistical Department. The data is analyzed area wise and presented through miscellaneous chart and tables for easy allusion.

**Research Hypothesis**

1. Through **Pradhan Mantri Gram Sadak Yojna**, the communion between the rural area to urban area has been increased which has boosted the literacy rate.

2. Through **Pradhan Mantri Gram Sadak Yojna** the transportation, medical and education facility also enhanced.

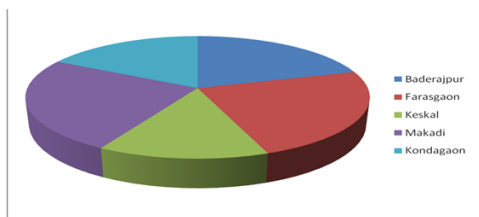
3. Through **Pradhan Mantri Gram Sadak Yojna** there is eggravate in the various dimensions of rural areas of Kondagaon

Table No.01

The Block wise details of development of roads under **Pradhan Mantri Gram Sadak Yojna** district Kondagaon

S no	Block	Road in KM
1	Baderajpur	133.75
2	Farasgaon	155.5
3	Keskal	91.33
4	Makadi	161.00
5	Kondagaon	112.35
	Total	638.09

Source:- www.pmsgy.nic.in & www.cgrda.gov.in



By the help of Table no 01 it is interpreted that the highest road construction was done in makadi block i.e. 161.00 km. Whereas lowest road construction took place in keskal i.e. 91.33 km because here major part consist of hill and it consumes more duration to accomplish this work.

Table No.02

Details of the work done (No. of complete and incomplete roads) by **Pradhan Mantri Gram Sadak Yojna**.

Block	No of works Complete	No. of works Incomplete	Total	Percentage
Baderajpur	26	07	33	78%
Farasgaon	29	15	44	65%
Keskal	19	24	43	44 %
Makadi	38	07	45	84%
Kondagaon	29	28	57	50%
Total	141	81	222	

Source:- www.pmsgy.nic.in & www.cgrda.gov.in

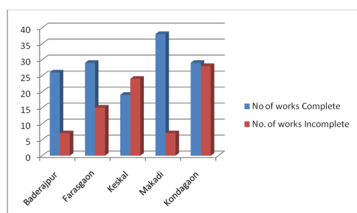


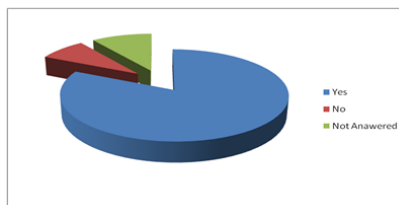
Table no. 02 gives the information that with the help of **Pradhan Mantri Gram Sadak Yojna**, Makadi has shown higher percentage of work completed i.e. 84% which is more than the expectation and rest

shows average progress which is like this kondagaon 50 %, baderajpur 78%, farsgaon 65%,

Table 03

Details of Transportation, Medical and Education facilities between various district and tehsils.

Yes	No	Not Answered
82%	8%	10%



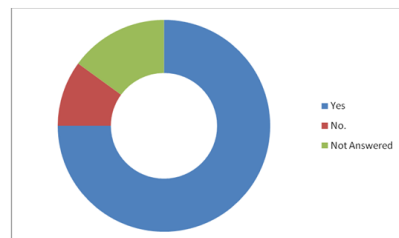
Source:- Questionnaires & Interviews from rural people.

Table no. 03 With the help of Questionnaires & interviews from villagers, we get the details of transportation, medical, education facilities between various district and tehsils and it reveals that there are only 82% people who say yes and 8% people say no and rest 10% have not answered about this questions. So, by analyzing this data we get the information that the all facilities is good in Kondagaon district.

Table 04

Details of Connecting rural area to district headquarters.

Yes	No.	Not Answered
75%	10%	15%



Source:- Questionnaires & Interviews from rural people.

By analyzing the data of table no 04 we get the information that the connection facility is good in kondagaon district. This data was gathered with the help of questionnaires and Interviews from villagers, which shows that there are only 75% people who has given positive response and 10% people who has given negative response but there are 15 % of the people who do not turned up for answering this question.

**Problem in Development**

The main problem for the development of Kondagaon is Naxalism and because of this the progress of the area is detained. These are the platoon, who do violent activities in order to threaten the government as well as the road contractors.

Another major constraint with the developing and maintaining rural roads is the fact that they are unfortunately rural. The areas where roads are actually needed are often difficult to access, logistics become complicated, local contracting capability is limited, engineers are few and far between, and younger engineers especially, are not keen to leave the urban environment.

**Conclusion**

The study found that **Pradhan Mantri Gram Sadak Yojna** envisages connecting all habitations, with the different population. It gives the major connectivity for the rural areas to connect block headquarters for year long. This scheme also provides an App for getting the

feedback of construction and maintenance of road There is sustainable and inclusive growth of rural Kondagaon through all-weather road access to rural habitation to improve their livelihood opportunities including farm to market connectivity and quality of life bringing them in the main stream of socio-economic activities. Although, there is so many obstacles to be faced but at the last opportunities appear brighter. Likewise here also government is making various tactics to minimize and to abolish this problem. So, by concluding this, we can say that kondagaon is in the way of growing up