

## Rural Road Development

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**Abstract** - Rural road are the tertiary road system in total. Road network which provides connectivity for the rural population to market and other cilities centers. In India rural road are being planned and programmed in the favors of overall rural development and tried to provide all weather connectivity with some level of achievement. The main aim is to balance the connection and provide good facilities of roads as it's the key component of development. This paper contends that these rural roadways funding subsidies could be allocated in a manner that is more economically equitable across geographic region.

**Keywords** - Rural Road, PMGSY, Highway Road, Agricultural, Construction.

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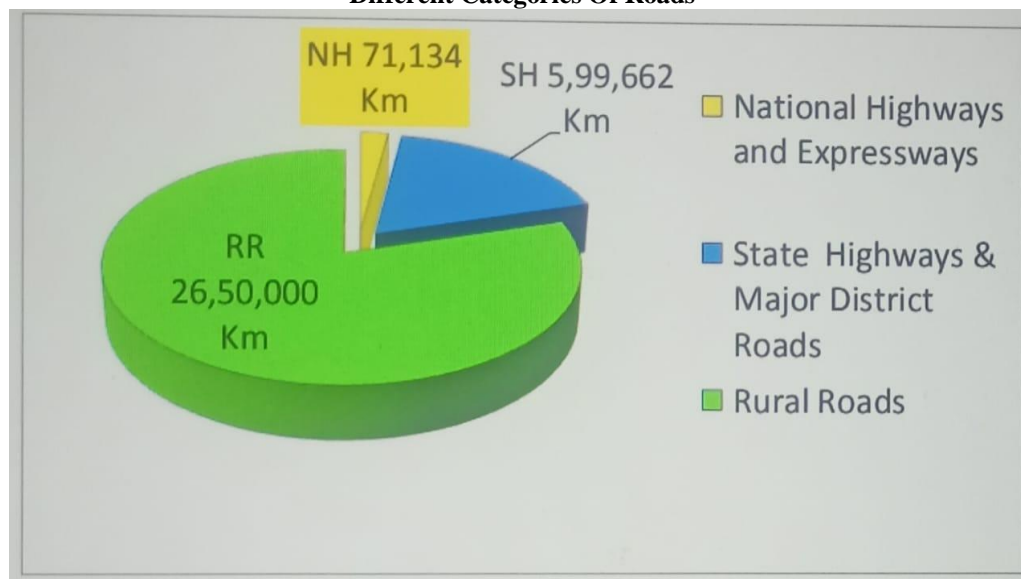
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### I. INTODUCTION

Rural road is the tertiary road system which provides connectivity for rural population to market and other facility Centre. In India rural roads are being planned and programmed in favors of overall Rural road development. And tried to provide all weather connectivity with same level of achievement.

For the construction of Rural Roads, Indian Roads Congress has brought out Rural Road Manual IRCSP:20-2002 for design and construction. The design is based on the CBRvalue of the soil sub-gradeand the 10 years projected cumulative traffic with an assumed 6% traffic growth per year. Based onthis concept, normally two layers of WBM with 75 mm thickness is laid over the granular sub-basewith suitable material having minimum 15% CBR. And for the Rural Roads Connectivity CC road iswidely use in the India. And for the construction of the CC road main ingredient is the aggregate,sand, and water. But for increase the Strength and lifespan we are add some other material. For thatwe can use the locally available materials, including marginal and industrial waste materials areutilized, it could be possible to reduce the cost of road construction. Several types of new materialsare tried to establish the efficacy of new materials in road construction. However, the use of new materials and technologies is not becoming popular owing to certain procedural constraints as well aslack of awareness and therefore appropriate steps may have to be taken for popularizing the new technologies for building better rural roads with less cost. Adoption of such technique may also resultin the conservation of natural resources, energy environment.

**Different Categories Of Roads**



**Government has organized so many plans like :-**

- 1) 2nd 20 year Development plan (1961-1981)
- 2) 3rd 20 year Development plan ( 1981-2001)
- 3) 4th 20 year Development plan (2001-2021)
- 4) Rural road Development plan ( 2005-2025)

**Network Planning for Rural Roads**

Rural roads are part of total road network system and basically consist of various categories such as National Highways, State Highways, Major District Roads, Other District Roads and Village Roads. As per the definition of Indian Roads Congress (IRC:SP:20:2002) rural roads includes Other District Roads (ODR) and Village Roads as tertiary system for providing accessibility in rural areas. Rural roads, therefore, become links of a network, which facilitate the movements of persons and goods in an area. There are several other interconnecting routes also exist in rural areas. A road network, therefore, needs to be developed in such a way that the travel needs of the people in an area are met to the maximum extent in a collective way at the lowest cost of development. In rural areas major part of travel needs comprises of travel to market place, education and health centres. Planning of road system should always focus on spatial aspect of planning and should be integrated with other non-spatial socio-economic activities. Roads have to be planned and programmed in such a way that all villages/habitations are connected in an optimal way to achieve efficient flow of traffic and accessibility. The National Transport Policy Committee (NTPC, 1978) also proposed a network approach for planning and development of rural roads.

**Pradhan Mantri Gram Sadak Yojana (PMGSY)**

**1. Pradhan Mantri Gram Sadak Yojana (PMGSY):-** On the recommendations of the National Rural Road Development Committee, Government of India has launched a nation-wide program called 'Pradhan Mantri Gram Sadak Yojana' (PMGSY) on the 25 December 2000. For the first time the focus is directly on the rural connectivity under dedicated road fund. The objective of the program is to provide road connectivity, through good all-weather roads to all rural habitations of targeted population.

**2. Initiatives for Structured Development:-** The programme is being coordinated at Central level by the National Rural Development Agency (NRRDA) through Ministry of Rural Development, Government of India. At State level the programme is executed through agency known as State Rural Road Development Agency 26 (SRRDA). At the District level, the programme is planned, co-ordinated, and implemented through the executing agencies known as Programme Implementation Unit (PIU).

**3. Assessment of Connectivity Requirements:-** When the PMGSY was launched in 2000, it was estimated that about 3,30,000 habitations out of a total of 8,25,000 habitations were without any all-weather access. As per the initial estimates at the time of launching PMGSY, about 1,60,000 habitations were expected to be covered under the program with an anticipated investment of Rs.60,000 crore. New Connectivity: According to latest figures made available by the State Governments, after a detailed survey undertaken to identify core networks (based on DRRP) there are about 1.73 lacs unconnected habitations and about 3.65 lacs km new road connectivity are required to be taken up under the PMGSY program as per the norms. The total estimated habitations according to population size, and the road length and cost of construction

**4. Upgradation:-** The requirement of fund and length in km were estimated for the upgradation of the existing roads as per the guidelines. The total upgradation requirement is about 3.73 lac km of rural roads with an estimated cost about Rs.590330 million as per PMGSY norms.

**II. CONCLUSIONS**

- 1) A stand survey in village has been proposed for the road and transportation sector.
- 2) Basic need: -medical facility in the village, food supply, education facility and living life style of the village.
- 3) Social needs: -Transportation facility will reduce time travelled required for traveling purpose. enhance the agriculture as well as the industrialization hence the financial ability of the village.
- 4) Economy needs: -The construction cost is reduced by facility using naturally available materials.
- 5) Improving rural road reduces transport cost and stimulates marketing this results in increased productive and profitability

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