

Report of the Concurrent Evaluation study of RLTAAP in KBK Districts



RURAL CONNECTIVITY



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Abbreviation

ADAPT	:	Area Development Approach for Poverty Termination
AIBP	:	Accelerated Irrigation Benefit Programme
BPL	:	Below Poverty Line
CDB	:	Community Development Block
CSP	:	Centrally Sponsored Plan
FR	:	Forest Roads
GC	:	General Caste
GoO	:	Government of Orissa
GPR	:	Gram Panchayat Road
GP	:	Gram Panchayat
HPVC	:	High Power vented Causeway
KBK	:	Kalahandi Bolangir Koraput
LTAP	:	Long Term Action Plan
MDR	:	Major District Roads
NTFP	:	Non-Timber Forest Produce
NGO	:	Non-Government Organisation
NH	:	National Highway
OBC	:	Other Backward Class
ODR	:	Other District Roads
PTG	:	Primitive Tribal Groups
PSR	:	Panchayat Samiti Roads
RR	:	Rural Roads
RW	:	Rural Works
R & B	:	Roads and Bridges
RSVY	:	Rastriya Sam Vikas Yojana
RLTAP	:	Revised Long Term Action Plan
SC	:	Scheduled Caste
ST	:	Scheduled Tribe
SHG	:	Self Help Group
SH	:	State Highway
ToR	:	Terms of References
TSP	:	Tribal Sub Plan
VSS	:	Vana Samrakshana Samiti

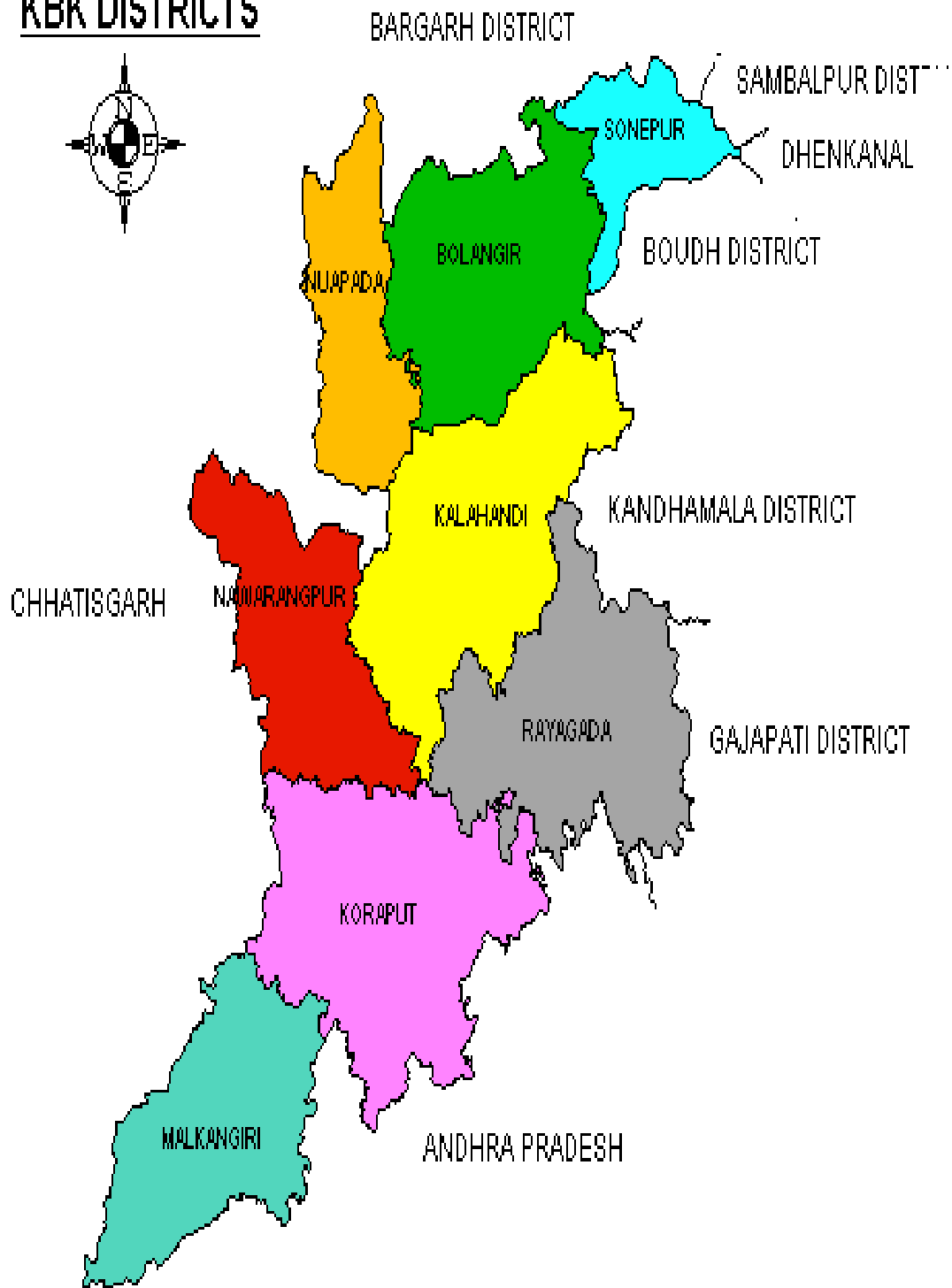
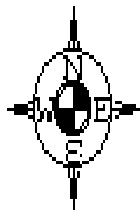
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KBK DISTRICTS



EXECUTIVE SUMMERY

1. The undivided districts of Koraput, Bolangir and Kalahandi (popularly know as KBK districts) have since 1992-93 been divided into 8 districts; viz, Kalahandi, Nuapada, Bolangir, Sonapur, Koraput, Malkangiri, Nawarangpur and Rayagada. These 8 districts comprise of 14 Sub-divisions, 37 Tahsils, 80 Community Development Blocks (CDBs), 1,437 Gram Panchayats (GPs) and 12,293 villages. The KBK districts account for 19.79 per cent population over 30.59 per cent geographical area of the state. A proportion of 90 percent of people of this region still live in villages. This region is one of the poorest regions in the country. As per an estimate (based on 1999-2000 NSS data), 87.14 percent people in this region are Below Poverty Line (BPL).

2. Removal of regional disparities constituted one of the important tasks of the Govt. of India as well as State Govt. Therefore, in consultation with Govt. of India, State Govt. has adopted a Special Area Development approach for KBK region to accelerate all round development and named it – Long Term Action Plan (LTAP). The main objectives of the plan were; providing employment to the poverty stricken people and creating durable, drought proofing activities. However even after the expiry of 5 years plan period the socio-economic conditions of the people were far from satisfactory.

3. Hence a Revised Long Term Action Plan (RLTAP) was prepared and implemented in 1998. The specific objectives were drought proofing, poverty alleviation and improved quality of life. RLTAP envisaged a total outlay of Rs. 6251.06 crore over a period of 9 years from 1998-99 to 2006-07.

4. In order to assess the impact of various schemes and programmes, Govt. of Orissa entrusted NABCONS to carryout a detailed concurrent evaluation study of RLTAP in KBK districts. In this context an evaluation study on Rural Connectivity programme was undertaken by the NABCONS during January 2007. The study revealed the following.

5. Rural connectivity was one of the development initiatives carefully conceived under RLTAP. The project rural connectivity, right from the inception could develop 745 projects, mobilizing local resource, skill & man power. The new infrastructure has enabled the traders and other service providers to offer

their services. It has attracted cable T.V. operators, Doctors and traders. Rural connectivity has helped the local public in earning more income from their traditional occupation by taking up additional investment activities under farm sector. They were also benefited from the infrastructure by taking up investment under service sector. Rural connectivity has also made a new push to education and to access health facilities. RLAP on Rural Connectivity has deep impact on social status, educational status, changes in average income, expenditure and investment in agriculture, animal husbandry, farm services and non farm services. It has increased additional activities of the people of the locality. The value of family property has appreciated over a period of time.

6. The team studied 17 projects of 8 KBK districts covering 27 villages and 24 blocks and 120 beneficiaries for in depth study. Among 120 beneficiaries 38 belonged to the category of OBC, 35 to SC, 33 to ST, 12 to GC and 2 other category. The samples have a better spread among various communities in KBK region. It was observed from the respondents that out of 120 beneficiaries covered, 104 gave positive response to increase their income under main occupation. The increase in income averaged Rs.1095/- for the sample as a whole. Among the districts the highest increase in annual income was realized by the respondents in Bolangir district at Rs.3843/-. It is interesting to note that all the 15 respondents in Bolangir districts reported that there was an increase in annual income as a result of the infrastructure made available. Out of total sample size 55 reported improvement in trade volume averaging Rs.735/- per annum. Reduction in input cost, travel cost and transportation cost was additional three tangible benefits under the project realized by the villagers. Value appreciation in family property was also realized by the beneficiaries averaging Rs.799/-. The infrastructure enabled 69 out of 120 respondents to take additional income generating activities as a result of the new infrastructure. From the additional activity took up by 69 respondents added to family income on an average Rs.4545 per annum. Among the 8 districts, in Kalahandi, Sonapur, Malkangiri and Nawarangpur districts majority of the respondents could take up new income generating activity with the help of improved infrastructure. In Kalahandi district 14 respondents took up new activities and their net income per annum averaged at Rs.6642/-. In addition to direct benefits on income a variety of

benefits under education, health and time saving were also realized by the end users.

7. More than one-third of respondents are directly benefited from the infrastructure in education. Similar to education, under health sector also facilities improved as a result of new infrastructure. Rural connectivity helped the public to save the travel time averaging 25 minutes per day.

The whole scenario highlight that the rural connectivity has helped the local public in earning more income from their traditional occupations by taking up investment under service sector. The new infrastructure has also enabled traders and other service providers to frequent the villagers and offer their services.

8. The changes slowly happening in the project sites are building new hopes and requirements. People have become more conscious on future ahead and they require basic infrastructure like better roads, transport facilities, drinking water, and regular supply of electricity, better schools and health care centers. A feeling of impatience is also observed in the field. A few of the villagers were critical on the urban-rural divide on basic facilities. They felt that the slow response from various Govt. and apathy of the Govt. administration at Panchayat, Block & at District level had adversely affected the development process in villages.

9. Investment in RLTA projects through Rural connectivity has impressed the infrastructure of the region. It needs further investment in future to generate sustainable development.

10. Large level resource requirement is essential to achieve desired results in future. For selection & development of rural connectivity, an area approach may be adopted. The implementing agency can also prioritize the work based on the resource availability. Maintenance of roads is a subject which currently attracts very less attention by all concerned. A suitable system has to be evolved for regular maintenance of roads. The Panchayat appear to be one of the suitable agencies. They should have adequate resources, skill, power and responsibility. There is need for empowering the Panchayat on the subject.

11. When the works are awarded a minimum guarantee period and maintenance of roads are to be insisted. When public money is spent, the people

have all the right to know the details of fund utilization. The implementing body should put signboard on all the work sites indicating physical & financial details of the project.

12. Scientifically prepared road development plans should be discussed for a specific area in detail with local people and implementing body.

13. Assigning the work to a competent national level contractor may be tried. A large number of small contractors create a variety of problems both for the Govt. and the public. The objectives of RLTA can be more focused for developing infrastructure than assigning the work to an army of small and non-professional contractors.

14. Regular maintenance of roads may be given to large private sector on annual maintenance contract for healthy maintenance system; local people are to be trained. Indigenous technology developed by specialized agencies & NGOs for the development of village roads using locally available materials & skills may be studied and suitably adopted.

15. Following suggestions may be considered

- i) To bring out proper coordination between R& B and RW Department, Priority should be given to connect remote area with district head quarters.
- ii) More fund may be sanctioned in Nuapada, Nabarangpur and Sonapur district
- iii) Construction of Bridges & submersible bridge may be considered to bring effective rural connectivity.

CHAPTER – I

INTRODUCTION

1.1 Orissa is rich in her natural resources. Large tracts of evergreen forests, wide varieties of flora and fauna, plenty of water availability, rich deposits of minerals and above all amenable, God fearing and cultured people make the state rich.

1.2 However it had at low pace of economic growth for last few centuries. Even during the invasion time of the great Mughals and the Colonial period, a large track of Orissa was left neglected. The timely felt changes in the socio-economic set up are yet to penetrate hinterland of Orissa. Compared to the coastal Orissa, the hinterland of Orissa is dominated by the aboriginals, currently categorized under (ST) Scheduled Tribes and Schedule Castes (SC). Majority of them are left behind even during the last 5 decades of planned socio-economic change process. An interior large area, generally known as KBK, the undivided three districts, viz. Kalahandi, Bolangir and Koraput attracted the attention of policy makers, development planners and the poverty critics due to its persistent underdevelopment, often even starvation deaths.

1.3 Addressing a development programme for removing the poverty and to bring them to the mainstream of life was felt as a challenging task by the leaders, policy planners and the administrators. A lot of thinking process, action initiatives, assessments, criticisms and even the revision of the developmental projects with different strategy were experimented. However, the problem continue to persist challenging the skill and the commitment of the planners and the programme implementing agencies.

1.4 A perusal of the current status and the initiatives taken up in the region for alleviating poverty and to bring the people to the mainstream of economic

activities and to bring in accelerated growth, social welfare and justice, throw light on following facts.

- In spite of the rich natural resources and amenable setup of aboriginals the desired economic development is yet to take place in KBK, presently the 8 districts.
- A majority of KBK region's people continue to remain under poverty with illiteracy, poor infrastructure, poor connectivity and very poor exposure to rest of the world.
- They are poor in terms of per capita income, in terms of indices generally used to classify people Below Poverty Line such as Inadequate Calories intake, poor housing and sanitation facilities, very poor access to education, health, electricity, drinking water, transport and communication.
- The whole system puts limiting factors to the people for accessing the main economic system. They are cut off from the rest of the world. The globalization and the changes happening in the States and Indian economy are yet to be felt by the majority in KBK.
- The socio-economic backwardness and the poor infrastructure facilities along with the Govt. restrictions on tribal land acquisition limit the opportunity of the outsiders to avail of the potentials. The local people because of their peculiar living habit and lack of exposure to outside world are also unable to address the change process for an accelerated economic growth.
- The change agents deputed by the Government and even Non- Government agencies try to spend minimum possible time in KBK region. Often, such placement by the majority is considered as a punishment. Their mind set is to go back and not to address the local issues. Thus, in spite of the 50 long years of efforts and large resource deployment, the basic issues of empowering the local people remain as a challenge to be tackled.
- Often, plans and programmes are conceived by the executives and it is implemented without much thinking process, people's participation and

even administrator's proper involvement. The target led programmes often minimized the end result and the sustainability. This led to continuation of status quo. Poverty persisted; and , alienations continued.

1.5 Geographically, KBK region is heterogeneous; and culturally as well as linguistically these are more or less homogenous. It is dominated by tribes like Khondas, Paroja, Koyas and Saoras. The undivided Kalahandi has two distinct Physiographic regions - the hilly tracts and plain lands. The plain area covers Nuapada district and runs upto Bhawanipatna. The hill region covers dense forest with bamboos and timbers. The forest of the district generates income from Kendu Leaf, Sabai grass and Mahua flower. Nuapada district possesses large tract of dense Teak forest. The undivided Bolangir district has Gandhamardan hill ranges as a natural boundary to north western side of the district. The soil is mostly light and sandy. Sonepur has large plain land and is agriculturally better off.

1.6 The undivided Koraput was geographically the largest district which was divided into 4 districts at present i.e Rayagada , Malkangiri, Nabarangapur and Koraput. Nabarangapur is considered as principal granary of Koraput district. It's land is fertile and suitable for paddy, wheat, sugarcane and vegetable. Koraput district is also rich in mineral deposits.

1.7 The KBK districts are historically rich in forest resources. Nearly one third People depend on forest for their livelihood support, including their needs for timber, firewood, other Non-Timber Forest Products (NTFP) and fodder for cattle. Forests of this region thus, are intensively used.

1.8 About half of KBK people depend on agriculture. Agriculture is mostly Paddy crop oriented. Loss of Paddy crop often has severe adverse effect; occasionally on unemployment and migration; and sometime even starvation. The districts Kalahandi, Koraput and Bolangir had faced drought, famines and food scarcity in the past. There was also severe floods affected the districts of Koraput, Bolangir and Kalahandi. The Entire KBK districts were also affected badly by a severe drought in 1987-88 and late Prime Minister Sri Rajiv Gandhi visited these

districts to have a real picture of the area and to know ground reality leading to starvation. Again rain failed. In subsequent years severe floods damaged reservoirs and embankment badly. There was consequential loss of crops leading to distress conditions labour migration. Ten out of 12 lakh rural families below the poverty line in these districts reeled under scarcity condition and deprivation of basic needs. At that time it was estimated that a minimum of 6 lakh persons need work continuously for 300 days. This worked out to 1800 lakh mandays. As against this need, the state Govt. could generate 600 lakh mandays through emergency programmes. Thus rests were left out due to limited resources and time. A few migrated and remaining suffered and survived.

1.9 In 1988, Prime Minister, Late Sri Rajiv Gandhi formulated a special programme ADAPT (Area Development Approach for Poverty Termination) and implemented the project in 15 blocks in two districts; Kalahandi (8 blocks) and Koraput (7 blocks). The main objective of ADAPT was to ensure employment opportunities round the year to the rural poor, to change agricultural strategy and to impart new dimension to the lives of the poverty stricken people of Koraput and Kalahandi.

1.10 The main components of ADAPT, was to provide additional irrigation facility, to adopt a crop strategy to divert land reform, to take measures for restoring ecological balance to the optimal level and to provide social infrastructure. The strategy focused on Construction of Water Harvesting Structures, Completion of Incomplete MI Projects, Constructions of LI points, Diversion of Cropping Pattern, Implementation of Dairy and Fishery development schemes, Afforestation, Construction of village roads, Building of Road Network, Providing Nutritional Food to the children and Distribution System. Funds for ADAPT came from Govt. of India. With change in Govt. the programme was discontinued after Dec, 1989.

1.11 In 1992-93, it was realized that there was no short term solution to the acute poverty of the area. A short term relief action plan was prepared in March 1993 for labour intensive works, drinking water supply, feeding programme and health

measures. It was suggested by Govt. of India that the drought action plan should actually be a drought mitigation and development saturation plan instead of merely providing funds for generating employment.

1.12 A drought mitigation and development saturation action plan for 1993 –94 and 1994-95 for the undivided KBK districts was prepared by GoO and sent to Govt. of India on 20th March, 1993. This plan analysed the causes of poverty and distress. The drought proofing measures suggested included water supply, minor irrigation, lift irrigation, afforestation, rural roads, water harvesting structures, horticulture, deep tube well for drinking water, health services and feeding programme with a total outlay of Rs. 397.49 Crore and an assistance of Rs. 270 Crore was sought from Govt.of India.

1.13 The undivided districts of Koraput, Bolangir and Kalahandi (popularly known as KBK districts) have since 1992-93 been divided into 8 districts; viz., Kalahandi, Nuapada, Bolangir, Sonapur, Koraput, Malkangiri, Nawarangpur and Rayagada. These 8 districts comprise of 14 Sub-divisions, 37 Tahsils, 80 Community Development Blocks (CDBs), 1,437 Gram Panchayats (GPs) and 12,293 villages as presented in Table: 1.1

Table 1.1: Administrative set up of KBK Districts

Sl. No.	District	Area (Sq.km)	% share in state	Number of				
				Blocks	TSP	Sub-div	Tahsils	Villages
1	Kalahandi	7,920	5.09	13	2	2	7	2236
2	Nuapada	3,852	2.47	5	-	1	2	663
3	Bolangir	6,575	4.22	14	-	3	6	1794
4	Sonapur	2,337	1.50	6	-	2	4	959
5	Koraput	8,807	5.66	14	14	2	7	2028
6	Malkangiri	5,791	3.72	7	7	1	3	1045

7	Nawarangpur	5,291	3.40	10	10	1	4	901
8	Rayagada	7,073	4.54	11	11	2	4	2667
Total		47,646	30.59	80	44	14	37	12293

- ☞ The KBK districts account for 19.79 per cent population over 30.59 per cent geographical area of the state. A proportion of 90 per cent of people of this region still live in villages.
- ☞ KBK districts share 25 per cent of total CD blocks , 24 per cent of subdivision and 24 per cent of total villages in the state.
- ☞ Several socio-economic indicators highlight the backwardness of this region as given below.
 - This region is one of the poorest regions in the country. As per an estimate (based on 1999-2000 NSS data), 87.14 per cent people in Southern Orissa are Below Poverty Line (BPL).
 - The literacy rate at 36.58 per cent is much lower than the State average of 63.08 per cent. The female literacy rate at 24.72 per cent also compares unfavorably with the State average of 50.51 per cent.
 - The population suffers from high morbidity on account of under-nutrition as well as endemic malaria and other localized diseases.
- ☞ Road connectivity is a major constraint in the region. Missing links pose significant challenges to the people to access market places, educational institutions and health services.
- ☞ Rainfall is generally erratic and unevenly distributed. Irrigation facilities (both surface and lift) are inadequate. Thus, the region often experiences problems of moisture stress.

- ☞ At present all the 8 KBK districts are ecologically disturbed. More than 50 per cent of forest of these districts is degraded. This aggravates the problem of poverty in the region.
- ☞ Problems of soil erosion and land degradation are common. Water retention Capacity of soils is generally poor. These factors, among others, significantly contribute to low land productivity. Per hectare yield of rice in the KBK district is substantially low.
- ☞ Tribal communities dominate this region. As per 2001 census, about 38.72 per cent people of KBK districts belong to the Scheduled Tribes (ST) including 4 Primitive Tribal Groups (PTG) like Bondas, Didai, Langia Sauras and Dangaria Kandhas. In these districts 44 CD blocks are included in Tribal Sub Plan (TSP).

1.14 The Socio – Economic Profile in presented in Table : 1.2

Table 1.2 – Socio – Economic Profiles of KBK Districts

As per 2001 census

Sr.No.	Particulars	Kalahandi	Nuapada	Bolangir	Sonepur	Koraput	Malkangiri	Nabarangapur	Rayagada	KBK districts	Orissa
1	Total Population	1335494	530690	1337194	541835	1180637	504198	1025766	831109	7241000	36804660
2	Sex Ratio	1001	1007	984	966	999	997	991	1028	997	972
3	Rural Population (%)	92.49	94.33	88.45	92.60	83.19	93.13	94.22	86.11	89.89	85.00
4	SC Population (%)	17.67	13.62	16.92	23.62	13.02	21.35	14.10	13.42	16.78	16.53
5	ST Population (%)	28.65	34.71	20.63	9.78	49.62	57.43	55.03	55.76	38.95	22.13
6	Literary (%)	45.94	42.00	55.70	62.84	35.72	30.53	33.93	36.15	3658	63.08
7	Density of Population (Person per sq. km)	169	138	203	232	134	87	194	118	152	236
8	Workers to Total Population (%)	46.50	46.05	41.86	43.74	48.32	49.11	49.46	48.03	46.47	38.79
9	Cultivators to Total worker (%)	29.63	34.10	31.03	32.69	32.42	57.34	30.77	29.10	33.00	29.75
10	Agriculture labour to Total Worker (%)	50.33	46.28	40.06	44.57	40.23	25.91	52.30	46.06	44.24	35.02

- ☞ KBK region share 19.79 per cent of population of the state.
- ☞ It has lower population density (152 persons / sq.km) in comparison to 236 in Orissa. Population density ranges from the lowest 87 persons in Malkangiri to the highest at 234 persons/ sq. km in Sonepur.
- ☞ Sex ratio in KBK is favorable having higher sex ratio in all most all districts except Sonepur (966) in comparison to State 972 and KBK (977).
- ☞ Agriculture, which is the major economic activity, does not generate adequate avenues of employment for the rural poor. As a result, many men and women go out to urban areas both inside and outside the State in search of employment.
- ☞ KBK districts account for higher proportion of work force (46%) in respect to state average of 38.79 per cent. Nabarangapur and Malkangiri has 49 per cent of workers; followed by Koraput and Rayagada 48 per cent each, Kalahandi and Nuapada 46 per cent each, Sonepur 43 per cent and Bolangir 42 per cent.
- ☞ Similarly, the percentage of Cultivators (33%) and Agricultural Laborers (44%) in these districts show a greater proportion of people engaged in it. Nabarangapur has a higher proportion of 53 per cent Agricultural Laborers followed by Kalahandi 50 per cent. Malkangiri has the highest of 57 percentages of cultivators which is the highest in the state.
- ☞ In KBK, 16.78 per cent of population belongs to Schedule Cast as per 2001 census; against the composition of Scheduled Cast in the state at 16.53 per cent.
- ☞ Literacy rate (36.58%) are also below the State (63.08%) as well as National average (65.05%). Female literacy is only 24.72 per cent as against 50.51 per cent in the State.
- ☞ In KBK 38.45 per cent of its people belong to Schedule Tribe in comparison to State figure of 22.13 per cent.

☞ Other economic indicators like net area irrigated, hospital beds and road connectivity of villages to growth and service centers are also far from satisfactory.

1.15 The KBK districts are unevenly developed at the intra-district level in respect to increase in income, health facilities, education, degree of access to basic amenities and infrastructure such as surface roads, railways, water, electricity, urban centers, institutional finance , textiles, handlooms and so on.

1.16 The socio-economic backwardness of Orissa is the root cause of its mass poverty. Again the incidence of poverty in general and rural poverty in particular is more acute in KBK districts. In the year 1992 for the purpose of survey of BPL (Below Poverty Line) households in rural areas the Govt. of Orissa had fixed up the maximum annual income of a family at Rs. 11,000/-. On this basis 79.10 per cent of rural families in Orissa are poor.

1.17 As per the 1997 census, among the BPL families in Orissa, 72 per cent of the BPL families live in this region. District-wise information about the number of BPL families as per 1992 and 1997 census are summarized in the Table :1.3

**Table - 1.3 Below Poverty Line (BPL) Families In Undivided KBK Districts,
1992 (Figures in the bracket are in percent)**

Sr.No.	District	Total no. of Rural Families	No. of BPL Families
1.	Kalahandi	3,22,014	2,79,033(86.65)
2.	Bolangir	2,81,999	2,38,399 (84.54)
3.	Koraput	5,29,695	4,81,851 (91.66)
	Orissa	52,96,264	41,10,434 (79.10)

Source:- Socio-economic survey of Rural households 1997, Govt. of Orissa, Panchayatraj Department. Bhubaneswar.

1.18 Despite the rich natural resource in the State, Orissa is yet to achieve a balanced regional growth. Thus, special programs were introduced to reduce regional imbalance in growth and to achieve better equity in economic growth. The existing social and economic infrastructure are highly inadequate to make a frontal attack on poverty and economic backwardness of the region. Agriculture, the prime sector is to be modernized to enable the people to pursue a gainful livelihood.

1.19 Removal of regional disparities constituted one of the important tasks of the Govt. of India as well as State Govt. Therefore, in consultation with Govt. of India, State Govt. has adopted a Special Area Development approach for KBK region to accelerate all round development and named it - Long Term Action Plan (LTAP). Prime Minister Shri. Rajiv Gandhi visited Orissa on 22nd April 1993 to see the drought affected area and LTAP for the KBK districts was prepared on the advice of the central team for five years for sustainable development. It was estimated to generate 2718 lakh man days over a period of 5 years and provide employment to 2.5 lakh people 200 days employment in a year.

The plan was prepared with two objectives

(a) Providing employment to the poverty stricken population and

(b) Creating durable drought proofing assets.

Long– Term Action Plan (LTAP)

1.21 KBK districts were subject to multiple problems because of factors like denudation of forests, farming of crop on marginal land and sub-marginal land, soil erosion, lack of infrastructure, poor education systems and lack of alternative occupation. Long-term Action Plan was considered by the Governments, a right approach to address the issues of KBK which was under a multi-dimensional backwardness such as: (i) Tribal backwardness (ii) Hill area backwardness (iii) Drought prone area backwardness

Objectives of LTAP

1.22 Following were the specific objectives of LTAP.

(a) Drought and Distress Proofing.

- (i) Provision of employment to a large number of needy people for at least 100 days of employment in a year.
- (ii) Conservation of natural resources by preventing land degradation and soil erosion.
- (iii) Improving access to minimum needs such as literacy, education, health, drinking water, sanitation etc.
- (iv) Initiating measures for health, family welfare, nutrition, immunization and child care
- (v) Intensive measures for reduction of malaria, diarrhoea & gastroenteritis

(b) Development Saturation

- (i) Poverty termination through self-employment measures.
- (ii) Improving production and productivity of agriculture.
- (iii) Improving connectivity and exposure through physical and mass communication.

Strategies

- (a) Building Rural productive infrastructure & conservation of natural resources.
- (b) Restructuring social security system to take care of the helpless and deprived in the society.
- (c) Measures to facilitate income generation on a sustainable basis.
- (d) Mobilization and organization of rural poor.

Revised long-Term Action Plan (RLTAP)

1.23 A Revised Long-term Action Plan (RLTAP) for KBK districts was submitted to Government of India on their advice in 1998 covering 14 subdivisions, 37 Tahsils, 80 community development blocks, 1437 Gram-Panchayats and 12,293 villages. The result of the 55th round National Sample Survey (NSS) conducted by Government of India during 1999-2000 indicates that about 78 per cent of the rural people of KBK districts belonged to BPL category. Several other socio-economic indicators including population composition and density, net area irrigated, rate of fertilizer use, and hospital beds available were also observed to be far from satisfactory. According to the report of **The Committee on the Constitution of Separate Development Board in Orissa** 96 per cent of CD blocks in KBK districts were **very backward** or backward. To be specific, 49 CD blocks of KBK districts were regarded as **very backward** and 28 CD blocks were considered as **backward** and only 3 CD blocks, namely, Karlamunda in Kalahandi, Dungiripali in Sonepur and Podia in Malkangiri were treated as **developing** blocks. No CD blocks were considered as **developed** in these districts.

1.24 A Revised Long Term Action Plan (RLTAP) for the KBK districts was submitted to Government of India on their advice in 1998. The project was prepared in a sub-plan mode to address the peculiar socio-economic problems of this chronically poor region which is also geographically contiguous. This project envisaged an integrated approach for speeding up the socio-economic development of this region by synergizing effectively the various developmental activities and

schemes under implementation both in Central as well as State sectors. The critical gaps in the development efforts as well as resources were sought to be bridged through Additional Central Assistance (ACA) / Special Central Assistance (SCA) as a special dispensation. Therefore, there has to be pooling of resources for different sources like:

- (i) Normal flow of funds to KBK districts under Central Plan (CP) and Centrally Sponsored Plan (CSP) schemes
- (ii) Additional funds received from Government of India exclusively for programmes in KBK districts as agreed by the Planning Commission.
- (iii) Central assistance under programmes of Government of India to be implemented in KBK districts with some relaxation in norms such as Accelerated Irrigation Benefit Programme (AIBP) for earmarked irrigation projects.

The RLTA had the following specific objectives:-

1.25 Objectives

The RLTA had the specific objectives of (a) Drought proofing (b) Poverty alleviation, and (c) Improved quality of life to achieve the above objectives following strategies were envisaged.

- (i) *Building Rural Productive Infrastructure* such as roads, bridges, irrigation projects, markets, watershed development, tanks, storage godowns and conserving natural resources (like forest, soil & water)
- (ii) *Developing Programmes for Income Generation on Sustainable Basis* (like productive Rural Infrastructure, SGRY, Agriculture Development and Micro-Credit Support.
- (iii) *Mobilizing and Energizing the Rural Poor* (like SHGs, VSS, Pani Panchayat and Bhoomi Panchayats)
- (iv) *Restructuring and Energizing the Social Security system* (like emergency feeding programme, mobile Health units, Promotion of Education among SC / ST girls).

1.26. RLTA envisaged a total outlay of Rs. 6251.06 crore over a period of 9

years from 1998-99 to 2006-07. The programme included 11 schemes that were to be implemented by 8 line departments. A new initiative Rastriya Sam Vikas Yojana (RSVY) was launched by planning commission, Government of

India during the Tenth Five Year Plan period. This programme came into effect from 2002-03 with a view to address the issues of poverty alleviation and to address regional imbalance. RLTA forms an integral part of RSVY. A scheme wise abstract of projected outlay for RLTA is given in Table: 1.4

Table: 1.4 Projected Outlay for RLTA for KBK districts for the Period 1998 – 99 to 2006 – 07.

(Rs. Crore)

Sl. No.	Scheme	Projected Outlay					Grand Total
		Central plan (CP)	Centrally Sponsored plan (CSP) shares		Total central share	Total state share	
			Central	State			
1	Agriculture	44.74	30.19	10.01	74.93	10.01	84.94
2	Horticulture	66.17	6.35	1.62	72.52	1.62	74.14
3	Watershed Development	601.90	194.96	81.42	796.86	81.42	878.28
4	Afforestation	347.83	14.11	14.11	361.94	14.11	376.05
5	Rural Employment	-	2,235.05	558.76	2235.05	558.76	2,793.81
6	Irrigation	812.11	-	-	812.11	-	812.11
7	Health	150.95	-	-	150.95	-	88.50
8	Emergency Feeding	88.50	-	-	88.50	-	88.50
9	Drinking Water Supply	-	67.74	67.74	67.74	67.74	135.48
10	Rural Connectivity	-	534.70	65.00	534.70	65.00	599.70
11	Welfare of ST / SC	257.12	-	-	257.12	-	257.12
	Total	2,369.32	3,083.10	798.66	5,452.42	798.66	6,251.06

1.27 Following are the highlights of Table 1.4.

- Generation of Rural Employment was given nearly 50 per cent of the total allocation.
- Capacity building and optimization of Agricultural Productivity programme like Watershed development, Irrigation and Afforestation were given due importance.

- For Rural Connectivity Rs. 600 Crore was apportioned. Development of Rural Roads was the major infrastructure development envisaged.

1.28. An additional assistance from Government of India to the extent of Rs. 1,312.20 crore was projected for the first four years of RLTA. However, State Government has been receiving *ad hoc* additional assistance from Government of India to bridge the gap in resources available for critical sectors on year to year basis. The additional assistance requested by the State Government and additional sanctioned by Government of India from 1998-99 to 2001-02 are given in Table: 1.5 below

Table: 1.5

Additional Assistance sought by the State Government and the ACA and AIBP Funds Sanctioned by Govt. of India during 1998-99 to 2001-02

Year	Additional Assistance (Rs. in Crore)			
	Requirement Posed by State Govt.	Sanctioned by Govt. of India		
		ACA	AIBP	Total
1998-99	307.19	46.00	0.00	46.00
1999-00	307.34	57.60	45.00	102.60
2000-01	341.74	40.35	60.00	100.35
2001-02	355.93	100.00	100.00	200.00
TOTAL	1312.20	243.95	205.00	448.95

1.29 With the additional support, rural connectivity was one of the economic activities taken up for implementation in KBK. A sum of Rs. 599 crore had been deployed under the said. So Govt. of Orissa felt it necessary to launch a concurrent evaluation study of this project with NABCONS.

CHAPTER - II

METHODOLOGY

2.1 Rural connectivity project under RLTA covered all the districts of KBK during the last 1998-99 to 2006-07 under taking 745 projects so far. Government

of Orissa desired National Bank's Consultancy Services (Nabcons) to carry out a detailed Concurrent Evaluating study of RLTA in KBK districts based on the following Terms of Reference (ToR).

2.2 Background and Context

The undivided Koraput, Bolangir and Kalahandi (KBK) districts, re-organized into Rayagada, Koraput, Malkangiri, Nawarangpur, Kalahandi, Nuapada, Bolangir and Subarnapur districts, suffer from multifaceted backwardness like tribal backwardness, hilly area backwardness and severe natural calamities backwardness. To remove such backwardness as well as regional disparity of the region with other regions of the State and the country, the State Government has launched the Revised Long Term Action Plan (RLTA) in consultation with financial support of the Central government. The objectives of the RLTA are (i) drought and distress proofing, (ii) poverty alleviation and development saturation and (iii) improved quality life for local people.

2.3 To achieve the aforesaid objectives, strategies like : (a) building rural productive infrastructure (roads, bridges, irrigation projects, tanks, watershed development, markets, warehouses) and conservation of natural resources (forests, soil, water), (b) developing programmes for income generation on sustainable basis (agriculture, horticulture, handicrafts, textile & handlooms, micro-credit), (c) restructuring and energizing social security system (emergency feeding programme, special nutrition programme, mobile health unit, ST/SC girls education), (d) mobilizing and energizing the rural poor (Self Help Group, Vana Samrakshana Samiti, Pani Panchayat, Bhumi Panchayat) have been formulated.

Need for and Engagement of Consultants(s)

2.4 The RLTA has been implemented for the last eight years and as Planning Commission, National Human Rights Commission and State Level Committee for KBK districts have desired that an evaluation of the programme should be taken

up through independent agencies, Government of Orissa desire that different programmes/ schemes should be taken up for evaluation (i) to assess the impact of the schemes / programmes, (ii) to help implementing agencies realize better outcome/ goals on the basis of the findings, and (iii) to benchmark the status of the programme implementation under various development sectors. Government of Orissa have, therefore, decided to engage NABCONS, NABARD, 2/1 Nayapalli Civic Centre, Bhubaneswar – 751 015 to evaluate “Rural Connectivity” scheme under the Revised Long Term Action Plan for all KBK districts.

2.4 The evaluation study covered utilization of funds, quality of projects/schemes/ programmes and their impact on drought proofing, poverty alleviation and improved quality of life to the people of KBK districts. The study pointed out not only deficiencies and shortcoming in the implementation but also provide suggestions for reform and corrective measures, to improve design and strategies of the programmes.

Tasks for the Consultant

2.5 NABCONS, NABARD. 2/1 Nayapalli Civic Centre, Bhubaneswar – 751015 shall work as consultant to evaluate “Rural connectivity” schemes under RLTA for all KBK districts, and undertake the following activities:

- To evaluate the extent to which the objectives of the programmes/schemes have been achieved.
- To identify constraints faces by the beneficiaries and the extent to which the achievements were affected by the constraints.
- To identify constraints faced by the beneficiaries and the extent to which the constraint affected benefits.
- To ascertain special efforts, if any, made by implementing agency to avoid shortfall and / or accelerate achievement.
- To identify Best practices, if any, in the KBK districts.

- To recommend specific measures to improve outcomes/ achievements of the programme/ scheme.

2.6 For the purpose of conducting the study, the population consisted of all the 745 roads developed under RLTAAP in KBK's 8 districts during the period 1998- 99 to 2005- 06. These 745 roads belonged to various category and implemented by different agencies. However, the main objective of the projects were to provide better roads to the villagers for connectivity to market places, education and health places and access to the main roads. These projects together cover 486 km with average length less than 1 km per project.

2.7 A detailed desk review was carried out to know the physical and financial progress made under each project. Assessment of the financial progress could be done based on the secondary data made available by GoO's Programme co-coordinating departments. However, due to data constraints on assessing the physical status of each project, it was limited with the available data on length of the roads constructed.

2.8 The Projects also had wide spread among the 8 districts; Bolangir having 266 and Rayagada having only 29 projects. Keeping these points in view, a representative sample of projects implemented during the period 2002-03 and 2005-06 were selected randomly. In the selection process, projects with very low fund utilization were replaced. Due weightage was given to cover all the 8 districts and to give appropriate representation to districts having more number of projects. In Total, 17 projects were randomly chosen keeping a minimum of 2 projects from a district.

2.9 The study was launched in each district with a preliminary meeting with the District Collector and project implementing department's Officials. A detail of the RLTAAP Rural Connectivity Project in each district was elicited from the Departments. Through a pre-designed and pre-tested statement all required data/information on the selected projects were elicited from the project implementing department. On review of these statements, Officials' views also sought to know the reasons behind the success stories, limitations

faced in project implementation, quality of the asset created, time and cost over run, if any, regular maintenance of the project, public access to the projects, their involvement, issues involved in planning and execution, problems involved in local people's participation in planning process and asset maintenance. Officials were encouraged to share their views freely in order to achieve optimum quality standards in infrastructure planning, development and maintenance.

2.10 With the help of the Departments, the Survey Team visited the projects sites and assessed the physical existence of the projects vis-à-vis those envisaged, quality standards reached, people's access and utility of the infrastructure. Where ever required, physical measurements were also made to check the length, width and quality standards prescribed in the project. Deviations, if any, were recorded in the presence of the Department Officials and their views were also recorded to study the reasons. Projects which had better quality standards also were subjected to detailed study to know the reasons behind their success.

2.11 In order to assess the impact of the projects, a cross section of the project beneficiaries selected at random from the nearby area of the Road Project was approached to elicit the required information. For the same, a pre-drawn and pre-tested questionnaire was used. Impact of the project was assessed at the prevailing price during 2006-07. In order to elicit the changes in their family income, education, health and total living standards pre and post situations were studied. In order to minimize the memory bias, if any, a controlled sample's assistance was also taken from suitable area based on requirements.

2.12 Project end users were also encouraged to share information on their own initiatives after the availability of the infrastructure. They were also persuaded to share their views on the limitations of the investments, if any; and to share their views for rectification and sustainability.

2.13 Important information gathered by the Study Team was also shared with the project implementing departments with a view for immediate rectification, where ever possible. Project end users valuable views, especially optimizing the project implementation systems were also shared with the grass root level functionaries.

2.14 In all, the data on impact assessment were collected from 120 end-users of the 17 projects. These users were drawn from 24 Blocks from the 8 KBK districts. The primary data thus collected from the project implementing departments and the end users of the projects were tabulated. For drawing valid inference, simple arithmetical and statistical tools were used. The inferences drawn are presented in the ensuing Chapter Scheme.

2.15 The implementing agency end user are interview with the help of following questionnaire

Questionnaire for Rural Connectivity

Part-A (To be collected from Project Implementing Agency)

Date..... Time..... Investigator's Name:.....

(I) Project Identification:

1.1. Name of the Project :

1.2. Objectives of the project



1.3. Area Covered :

(Specify Block and Villages)

1.4. Period of Implementation:

1.5. Implementing Department:

Executives Name :.....

Designation :.....
 Mailing Address :.....

Tel No :

Email.

1.6. Work Executants/ Contractor:

Name :
 Mailing Address :.....

Tel No :

1.7. Date of Completion of work:

1.8. Status of Asset Created:

- ☞
- ☞
- ☞

1.9. Public Utility, Specify:

- ☞
- ☞
- ☞

1.10. Technical parameters, specify:

1.11. Type of the Structure, specify:

- (i)
- (ii)
- (iii)

Work Items:	Material Used (cum)		Labour (Mandays)	
	Quantity	Value	Mandays	Wage Rate
i. Excavation				
ii. Earth Work				

Others, Specify (a) (b) (c)		
Black Topping		

(II) financial Details- Anticipation & Actual

Period of Implementation	Expenditure Envisaged	Expenditure Actual	Reasons for Variations, if any.

(III) Physical Details-Anticipation & Actual

Physical Details, Specify	Anticipated	Actual	Reasons for Variations, if any.
Asset Related			
Beneficiary Related			
Area Coverage Related			
Others, specify			

(IV) Difficulties faced in Implementing the project, specify

(i)

(ii)

(iii)

V. In your view, what are the solutions to over come the above difficulties?

(i)

(ii)

(iii)

VI. Project Benefits at the end-user-level, specify:

Sl. No.	Benefits	Village Covered		Other Benefits, if Any, specify
		No.	Population	
1.	Anticipated			
2.	Actual			

VII. For optimizing the Project Benefits, what are your suggestions ?

(i)

(ii)

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Part-B (To be collected from the project Beneficiaries)

Date:..... Time:.....

Investigator's Name:.....

I. Identification of the Beneficiary :

- 1.1 Name :
- 1.2 Village :
- 1.3 Block :
- 1.4 District :
- 1.5 Category :

(SC/ST/OBC/Others/SF/OF/BPL)

Education (Illiterate, School Level
And College Level)

No. of members in the family

II. Project Benefits as Realised by the Beneficiary specify:

(i)

(ii)

(iii)

III. Impact Assessment (as Realised by the Beneficiary):
Specify Main and a Subsidiary occupation:.....,.....

Sl. No.	Factors (indicate changes due to the Infrastructure in Income & Expenditure	Farmer	Artisan	Self-Employed	Trader	In Service	Labour	Others, specify
1	Increase In Annual Income							
2	Education							
3	Health							
4	Trade							
5	Inputs							
6	Travel Cost							
7	Transport							
8	Time Saving							
9	Access to Market							
10	Access to New Activities							
11	Value Appreciation							
12	Others, specify							

IV. If you have any inconvenience / disadvantage for your family or for your village due to the infrastructure, specify:

(i)

(ii)

(iii)

V. If any of your family members could take an additional activity for family income and welfare due to the project, give details.

Sl. No.	My Family add on under	Specify Activity Taken up	Investment		Net Annual Return
			Money	Time	
1	Agriculture				
2	Animal Husbandry				
3	Fishery				
4	Other farm Specify.....				
5	Non-Farm Specify.....				
6	Others, any specify....				

VI. What are your plans to increase your family income and welfare of the family:

(i)

(ii)

(iii)

VII. For increasing your family Earnings & Welfare, what are the immediate support you need, specify (other than doles and subsidy):

(i)

(ii)

(iii)

VIII. Investigator's Views on immediate requirement for optimisation of the project Benefits.

(i)

(ii)

(iii)

CHAPTER – III

REVIEW OF RURAL CONNECTIVITY PROJECTS

3.1 Orissa state is yet to develop adequate infrastructure under Road Connectivity. Among her 30 districts, the relatively less developed region like KBK and Western Orissa has poor road connectivity. The roads are generally classified as given below.

i) National Highways (NH) (ii) State Highways (SH) (iii) Major District Roads (MDR) (iv) Other District Roads (ODR) (v) Rural Roads (RR) (vi) Forest Roads (FR) (vii) Panchayat Samiti Roads (PSR) (viii) Gram Panchayat Roads (GPR)

3.2 The road availability in KBK's 8 districts under the above 8 category of roads is given in Table 3.1. It may be observed from the Table: 3.1. that KBK's 8 districts together have only 20 per cent of the National Highways, 21 per cent of State Highways, 15 per cent of MDR, 16 per cent of ODR, 23 per cent RR, 21 per cent of FR, 71 per cent of PSR and 29 per cent of 'GPR. Mostly the districts like Kalahandi & Nabarangapur has less than 1 per cent of NH. In two districts Malkangiri and Rayagada there is no National Highways at all. However, Rayagada and Malkangiri districts have a relatively better share of SH at 5 per cent each. Under the major districts Roads, Koraput district has the highest share of 83 per cent. All the other districts have either 2 or 1 per cent of MDR. Nabarangapur district is yet to get roads under the category of major districts roads (MDR). KBK has a total of 995 km length of other districts roads (ODR). This constitutes 16 per cent of state availability of ODR. Among the 7 districts having ODR, Nuapada has a larger share along with Bolangir district. In respect of rural roads (RR), KBK has a share at 6488 km about 23 per cent of RR in the state. Among the districts, Malkangiri (18%) and Bolangir (14%) has a relatively larger share followed by Nabarangapur and Rayagada 13 per cent each of the total rural roads available in KBK.

3.3 Though Forest Roads (FR) are identified as a major component in rural connectivity especially in less developed and forest dominated area, in reality the FR available in KBK is only about 21 per cent of the total availability of FR in the state. Among the 8 districts Kalahandi has a maximum Forest Road length at 308 km followed by Nabarangapur 292 km and Bolangir 251 km. Sonepur district has the lowest forest road measuring 42 km only.

3.4 Panchayat Samiti Roads and Gram Panchayat Roads are generally developed for connecting villages to the market places; major roads etc. Panchayat Samiti Roads in KBK constitute 5611 km. This is around 10 per cent of the total roads available in KBK; whereas Gram Panchayat Roads (GPR) total to 40033 km constituting around 70 per cent of total road availability in KBK. It may be observed that around 80 per cent of the total roads are under the category of GPR and PSR. This segment needs large level quality improvement, and therefore, resource requirement.

Table: 3.1 Length of different type of Roads in KBK districts (in km)

Sr.No	Particulars	Kalahandi	Nuapada	Bolangir	Sonepur	Koraput	Malkangiri	Nabarangapur	Rayagada	KBK Total	% in state
1.	National High Ways	184 (1)	93 (2)	139 (2)	13	174 (2)		42 (1)	-	645 (1)	20
2.	State Highways	215 (2)	40 (1)	140 (2)	79 (2)	213 (3)	252 (5)	122 (1)	391 (5)	1061 (2)	21
3.	Major district Roads	266 (2)	52 (1)	126 (1)	59 (2)	209 (3)	54(1)	-	130 (2)	896 (2)	15
4.	Other district Roads	46	233 (4)	300 (4)	49 (2)	242 (3)	56 (1)	-	69 (1)	995 (2)	16
5.	Rural roads	1061 (8)	262 (5)	1228(14)	385 (4)	778 (10)	824 (18)	1019 (13)	913 (13)	6488 (11)	23
6.	Forest Roads	308 (2)	113 (2)	251 (3)	42(1)	217 (3)	98 (3)	292 (2)	198 (3)	1519 (3)	21
7.	P.S. Roads	517 (4)	504 (9)	878 (10)	313 (10)	986 (13)	357 (8)	1305 (17)	751 (10)	5611 (10)	77
8.	G.P. Roads	9955 (79)	4133 (76)	5827 (65)	3032 (84)	4973 (64)	2954 (64)	5127 (65)	4032 (55)	40033 (70)	25
	Total	12552 (21)	5430 (9)	8889 (15)	3625 (6)	7792 (14)	4603 (8)	7907 (14)	7285 (13)	57248	

Source :- Statistical Abstract of Orissa – 2005, pg 105.06, **figure in brackets are in %**

Progress of the Rural Connectivity Projects

Physical Progress

3.5 Realizing the importance of Road Connectivity, a good number of small road projects were encouraged under RLTA. These roads were developed to connect villages with the main roads, market places etc. They were of short distance roads. Year-wise, District-wise sanction of road projects and approximate length of road projects as envisaged under the projects are presented in Table 3.2 .

Table: 3.2 No. of Projects Undertaken in KBK since 1998 – 99 to 2005 – 06 under RLTA

Year	Kalahandi	Nuapada	Bolangir	Sonepur	Koraput	Malkangiri	Nabarangapur	Rayagada
1998 – 99	–	–	–	–	–	–	–	–
1999 – 00	–	–	–	–	–	–	–	–
2000 – 01	2	–	–	1	–	9	–	–
2001 – 02	2	5	40(11.96)	1	12(10.195)	–	28 (18.702)	1.(3.75)
2002 – 03	9(7.78)	25 (15.345)	26(36.42)	56 (46.03)	33(19.0)	7 (20.511)	18 (20.87)	3 (7.65)
2003 – 04	14 (44.48)	4 (16.688)	85 (11.446)	2 (6.00)	46 (18.470)	6 (34.15)	35 (44.71)	16 (13.69)
2004 – 05	15 (13.36)	4 (1.390)	72 (1.56)	17 (7.53)	40 (7.653)	6 (2.30)	26 (29.0)	3
2005 – 06	01 (4.00)	3 (2.546)	43	8	13 (5.612)	4	–	6 (2.958)
Total	43	41	266	83	144	32	107	29

Notes: figures in the bracket shows km of Roads undertaken.

3.6 A perusal of the numbers of project under Rural Connectivity undertaken in KBK districts implies that from 1998 – 99 to 2005 – 06, 745 projects were implemented covering 486 km. The districts Balangir alone benefited 266 projects under the supervision of R & B and Rural Works Department. About 36 per cent of projects are concentrated in Balangir district followed by 19 per cent of project in Koraput (144) and 14 per cent of projects in Nabarangapur (107). Rayagada, Malkangiri and Nuapada could get relatively lesser number of projects like 29, 32 and 41 respectively.

3.7 The financial progress under rural connectivity projects under RLTA during the period 2002 – 03 to 2005 – 06 is given in Table: 3.3. It may be observed from the table that district wise sanction and disbursement under rural connectivity took place in all the 8 KBK districts during the reference period

Table: 3.3 Financial Progress of RLTA P Assisted Rural Connectivity Project in KBK districts (Rs. Lakh)

Year	Kalahandi			Nuapada			Bolangir			Sonepur		
	Sanction	Disbursement	%	Sanction	Disbursement	%	Sanction	Disbursement	%	Sanction	Disbursement	%
2002 – 03	478.28	150.75	32	179.05	142.71	80	213.57	140.60	66	282.50	76.84	27
2003 – 04	919.80	627.31	68	258.0	98.12	38	325.32	373.76	115	383.70	77.00	20
2004 – 05	428.10	311.86	73	180.35	136.15	75	307.92	284.79	92	352.18	332.18	94
2005 – 06	336.50	20.00	6	84.81	82.70	98	251.05	444.45	177	25.00	25.00	100
Total	2162.68	1109.92	51	702.21	459.68	65	1097.86	1243.6	113	1043.38	511.02	49

Year	Koraput			Malkangiri			Nabarangapur			Rayagada			Total		
	Sanction	Disbursement	%	Sanction	Disbursement	%	Sanction	Disbursement	%	Sanction	Disbursement	%	Sanction	Disbursement	%
2002 – 03	1155.91	431.84	37	684.04	354.30	52	450.18	195.51	43	667.53	357.07	53	4111.06	1849.62	44.99
2003 – 04	1492.88	1282.04	86	643.10	314.96	49	557.93	318.92	57	688.54	526.36	76	5269.27	3618.47	68.67
2004 – 05	981.82	937.67	96	536.91	400.43	75	224.06	215.29	96	370.05	361.79	98	3381.39	2980.16	88.13
2005 – 06	982.73	639.19	65	558.67	249.32	45	–	–	–	175.00	175.00	100	2413.76	1635.66	67.76
Total	4613.34	3290.74	71	2422.72	1319.01	54	1232.17	729.72	59	1901.12	1420.22	75	15175.48	10083.91	66.45

Source: RLTA P Head Office and District RLTA P (KBK) Cell

3.8 Under rural connectivity the projects are dominated by construction of road mainly connecting roads to the block head quarter, district head quarter, main road & market place. The total sanction under rural connectivity for the 8 KBK districts under RLTA for the reference period totaled Rs.15175.48 lakh. Out of the sanctioned amount Rs.10083.91 lakh (66.44%) was disbursed. Relatively poor disbursement indicated all possibilities for incomplete project. It can be seen at the level of disbursement gap at 33.56 per cent. In the absence of physical data indicating the progress of various projects both at the state and district level we may conclude a lag in project completion at 33.56 per cent. This need serious addressing.

3.9 Among the 8 districts, Koraput district received the larger allocation of Rs. 46.13 crore. This was followed by Malkangiri district for Rs. 24.22 crore, Kalahandi districts Rs. 21.62 crore, Rayagada districts Rs. 19.01 crore and Nabarangapur districts Rs. 12.32 crore. Districts like Nuapada and Sonepur have received less allocation under rural connectivity project. The variations in allocation of the resources under rural connectivity appeared due to socio-political influence rather than any connecting factor related to the genuine requirement.

3.10 A perusal of the present status of road availability in KBK's 8 districts as reflected from Table: 3.1 indicate that among the districts Kalahandi (21%) Balangir (15%) followed by Koraput and Nabarangapur (14%) each had a relatively better share of roads in KBK region. However, in all the districts Gram Panchayat Road dominated more than 65 per cent of total road available. Thus, the resource allocation dominated by Koraput and Kalahandi districts, appear to have little reference with the present availability of roads within a district. Absence of detailed planning process to assess the genuine requirements and assigning priority to the neediest based on resource availability desire serious attention of the State government.

3.11 It may also be observed from Table 3.3 that even projects sanctioned during 2002-03, the fund utilization could not reach at 50 per cent in districts Kalahandi, Sonepur, Koraput and Nabarangpur. In none of the district 100 per cent fund utilization could be achieved. The highest is observed at 79.70 per cent in Nuapada district.

3.12 Out of the allocation made during 2003-04, in 3 districts viz., Nuapada (38 %), Sonepur (20%) and Malkangiri (49%) the fund utilization was observed at less than 50 per cent of the allocation. During the year 2004-05, the utilization was observed relatively better. However, none of the district could fully utilize the entire allocation. The highest level was observed in the case of Rayagada at 98 per cent and the lowest at 73 per cent in Kalahandi district. During 2005-06 in three districts, viz., Bolangir, Sonepur and Rayagada full utilization of fund was observed. However, in the case of Kalahandi, it was as less as 6 per cent.

3.13 The over all fund utilization among the eight districts and during the four year period (2002-03 to 2005-06) was observed at the highest level in Bolangir followed by Rayagada district. And the lowest was observed in Sonepur district at 49 per cent. The year-wise and district-wise under utilization of funds indicated one of the limiting factors in project implementation. Irregular and inadequate fund flows coupled with the apathy at the project implementation level appeared to be the major reasons. A collective addressing of the subject by the administration will improve the situation.

3.14 During the course of field study, basic data/information on the selected 17 projects were collected directly from project implementing agencies at district/block level. As explained under Methodology, a pre-designed statement was used to elicit project specific information. After perusal of the instruments, the study team visited the project site and carried out in depth study on the physical status of the project, its quality, utility and access to the public.

Status of the Project

3.15 Physical features envisaged in each project was studied and compared with those actually realized. Deviations, if any, were recorded and reasons for the same were studied with the help of project implementing officers. Their views were further critically studied with the information collected from project's end-users.

3.16 During the field study, it was observed that all the 17 projects were present in the stipulated project area. However, there observed varied status in respect of its completion, quality, access to the public and future maintenance. The observations made in respect of each project are indicated below. For convenience, district-wise presentation is attempted.

- (i) In Kalahandi district, out of the two projects studied, the road project taken up in Thuamal Rampur block was observed fully completed within the stipulated project period. However, the physical status of the project had minor limitations like potholes and inadequate shoulders. Project end-users too indicated these limitations. The road was earlier existing as a Kachha Road. Through the project widening, black topping and 2 culverts were made. The length and width of the roads were observed to be as per those envisaged under the project. There was no signboard at the project site. Public, therefore had no access to know the physical details of the project and its executants. Village and Block officials also did not share any information about the project with the public. As a result, Public participation do not materialize.
- (ii) In Kalahandi district a submersible bridge over river Mudra in Koksara block was constructed on Dahagaon road to provide all weather connectivity to 3 rural villages of Koksara block named Dahagaon, Chilpamal and Sargiguda during 2002 –03 to 2005 – 06. It was implemented by Rural works Executive Engineer Rajendra Kumar Nayak and constructed by contractor Sarat Ch. Gauda of Kashipur. The condition of the road at present is good which has improved its status from Kachha road to black topping.

- (iii) In Nuapada district two projects were implemented under RLTA. Out of the two projects studied, the bridge over river Sunder at Dangahgat at 2 km in Komna block on Tarbod – Bhella road was fully completed and ready for public use. Asset is perfectly in good condition and people are utilizing it for communication. The physical progress as anticipated is same as actual progress.
- (iv) Construction of bridge over Durkamunda nallah on Khariar – Boden – Sinapalli road in Boden block of Nuapada district was observed fully completed to provide better communication facility to bring connectivity to 24 villages like Chindaguda, Durkamunda, Khairpadar, Khudpej, Palsoda and Budhapad. In this project expenditure envisaged is equal to expenditure actually made.
- (v) Improvement of PR High school road from high school to railway station is one of three projects observed in our study. The status of the road has improved from single lane to intermediate lane. It was implemented by R&B division of Bolangir district. At present road is widened in both sides by converting from 3.66m to 5.5 m wide and communication system has been developed.
- (vi) Construction of Submersible Bridge over Nirbrutijore in Puintala block of Bolangir district was implemented in 2003 by executive engineer, Rural works division of Bolangir districts. The project end users are satisfied with physical status of the project. The present status of the project has improved the connectivity to adjoining villages like Khaliapali, Brahmanipali, Michhapali Fatkara, Mangalpali, Chichindapali, Bairasar and Tarva.
- (vii) Bolangir – Arjunpur – Tusra road from 45/590 km to 47/0 km in Gudvella block of Bolangir district was implemented by Rural works division in 2005. The status of asset created has improved and widened on both side. There is improvement of road from Deogaon towards air strip. At present communication system is better.

- (viii) In Sonepur district two projects were studied undertaken by R & B division and implemented in 2003 – 04. The project named Bridge over Chauki Nallh in Dunguripalli block is a successful project covering Arjunpur, Pratalpur, Sardhapali & Mahadev pali.
- (ix) The project named Bridge over Taraikela Nallah on Khari Taraikela P.S Road brings connectivity from Khari gram panchayat head quarter to Baladi and Birmaharajpur. It is in Sonepur block yielding good road to near by village like Taraikela, Baladi, Birmaharajpur, Kutsira, Naikenpali & Khari.
- (x) In Koraput culvert over Malichadar under Koraput block was observed and found fully physically completed and used by the people successfully in their day to day life.
- (xi) Improvement of Borigumma – Ranigada Road of Borigumma block of Koraput district implemented by R & B Division of Jeypore was observed fully completed covering the village like Borigumma , Sargiguda, Pindapadar and Pujariput. The status of the road has improved from Kuchha level to BT status.
- (xii) In Malkangiri two projects were observed named Submersible Bridge over Garianallah of Mathali block and Malkangiri road of Malkangiri block. The Submersible Bridge has reduced the distance between many places and made available many modes of communication in Mathali block.
- (xiii) Malkangiri road of Malkangiri block provides connectivity to district head quarter. This project is in good condition providing Malkangiri with good connectivity. It has increased the daily traffic frequency.
- (xiv) The projects of Papadhandi block that is submersible bridge in the district of Nabarangapur was observed and found in a good condition. The construction of bridges has opened the route for passengers carrying commercial vehicles like buses and truckers.
- (xv) The submersible bridge of Dabugaon block of Nabarangapur district has been completed in good condition and used by the public. More importantly it

has helped to increase the availability of truckers and truck services, which helped the farmers in marketing their farm produce.

(xvi) In Rayagada districts Rayagada road of Rayagada block was observed and found in good condition. With the construction of this road various modes of transport on road has improved. It has increased the traffic frequency also.

(xvii) The project named submersible bridge in Kalyansinghpur block was observed in Rayagada districts to evaluate its status. The length and width of the project were observed as stipulated. This bridge connects places that reduced the distance considerable. The construction of bridge has also created employment opportunities for hundreds of labourers.

Field Study

3.17 For the purpose of the field study, minimum 2 projects from each district were randomly selected. In total, 17 projects were selected as indicated in Table 3.4. of these, 17 units, 12 projects were related to submersible bridge and culvert, and rest 5 related to new road and improvement of existing road.

Table: 3.4
Details of the Projects Covered under the Field Study.

Sr.No.	Districts	No. of units	Blocks	Name of the project
1.	Kalahandi	2	Thuamal Rampur Koksara	HPVC on Thuamal Rampur at Badachhatrang Road, Submersible bridge over river sundra at Dahagaon.
2.	Nuapada	2	Komana Boden	Bridge over river sunder at Dangaghat Bridge at Durkanunda Nallah on Knariar Road.
3.	Bolangir	3	Bolangir Puintala Gudvella	P.R High school Road Bolangir Submersible bridge on Nirbrutijore Bolangir – Arjunpur Tusra Road
4.	Sonepur	2	Dunguripali Sonepur	Bridge over Chauki Nallah. Bridge are Taraikele Nallah
5.	Koraput	2	Koraput Boriguma	Culvert over malichadar Boriguma – Ranigada Road
6.	Malkangiri	2	Mathili Malkangiri	SB over Garia Nallah at Kakarpadi Road. Malkangiri Road
7.	Nabarangapur	2	Papadhandi	SB over river mudra at Dahagaon

			Dabugaon	SB over Kajur nallah
8.	Rayagada	2	Rayagada Kalyansinghpur	Impvt. of Rayagada road Const. Of SB over laxmipur nallah

The present study covered 120 beneficiaries in 8 districts, distributed over 24 blocks and 27 villages. The distribution of sampled beneficiaries is presented in Table: 3.5

**Table: 3.5 Distribution of Sample beneficiary into different districts of
KBK**

Sr.No	Village	Block	District	No. of Respondents
1	Badachhatrang	Thuamal rampur	Kalahandi	05
2	Dahagaon	Koksara	Kalahandi	05
3	Nandol	Junagarh	Kalahandi	05
4	Durkamunda	Boden	Nuapada	05
5	Mota nuapada	Nuapada	Nuapada	05
6	Tarbod	Komana	Nuapada	05
7	Tusra	Godvella	Balangir	03
8	Godvella	Godvella	Balangir	02
9	Balangir	Balangir	Balangir	05
10	Michhapali	Puintala	Balangir	02
11	Khaliapali	Puintala	Balangir	02
12	Chichindapali	Puintala	Balangir	01
13	Arjunpur	Dunguripali	Sonepur	05
14	Tareikela	Sonepur	Sonepur	05
15	Tarva	Tarva	Sonepur	05
16	Pujariput	Boriguma	Koraput	05
17	Palliguda	Jeypur	Koraput	05
18	Malichadar	Koraput	Koraput	05
19	Malkanagiri	Malkanagiri	Malkanagiri	05
20	Ambapada	Mathali	Malaknagiri	05
21	Katameta	Kudmulgum	Malaknagiri	05
22	Majhiguda	Papadhandi	Nabarangapur	05
23	Gopalguda	Jharigaon	Nabarangapur	05
24	Boripadar	Dabugaon	Nabarangapur	05
25	Laxmipur	Kalyasinghpur	Rayagada	05
26	Kuli	Kolnara	Rayagada	05
27	Thurihansa	Rayagada	Rayagada	05
Total	27	24	8	120

The required data was collected from 120 end-users of the projects with the help of a pre-designed questionnaire. The impact assessments made during the course of the study are presented in the next chapter.

CHAPTER – IV

IMPACT ASSESSMENT

4.1 For evaluating the impact under Rural Connectivity, we have collected the basic data from 120 beneficiaries. On an average 15 beneficiaries were covered from each of the 8 districts in KBK. Care was taken to draw the sample keeping the randomness. Family and social status of 120 beneficiaries covered under the study is given in Table: 4.1.

Social status

Table: 4.1 Social Status of Sample Respondents under Rural Connectivity in KBK districts

Sr.No.	District	Category						Average Family Size		
		SC	ST	OBC	General	Others	Total	Adult	Children	Total
1.	Kalahandi	5	6	4	–	–	15	3	2	5
2.	Nuapada	3	4	7	1	–	15	4	1	5
3.	Bolangir	3	1	7	3	1	15	4	2	6
4.	Sonepur	3	2	5	5	–	15	4	2	6
5.	Koraput	6	4	3	2	–	15	4	1	5
6.	Malkangiri	4	9	1	1	–	15	3	3	6
7.	Nabarangapur	10	2	3	–	–	15	3	2	5
8.	Rayagada	1	5	8	–	1	15	4	1	5
Total		35	33	38	12	2	120	4	2	6

4.2 It may be observed from Table 4.1 that among 120 beneficiaries 38 belonged to the category under OBC, 35 belonged to SC, 33 belonged to ST, 12 belonged to the general category and the remaining 2 consisted of communities under other category. The sample thus appeals to have a better spread among the various communities in KBK region. The size of their family averaged 6; consisting of 4 adults and 2 children. In Bolangir and Sonepur district the size of the family was observed slightly above the other districts. In almost all the districts the number of children averaged 2. However, in Koraput and Rayagada districts had only one child. In general a decreasing family size is reflected.

Educational Status: -

4.3 Among the 120 respondents 40 were illiterate. Among the literates, 73 per cent had education at school level and the remaining 27 per cent had education at

college level. The highest number of college educated respondents was observed in Bolangir districts. This was followed by the respondents in Kalahandi district. Eight out of 15 respondents in this district had college education. The percentage of illiteracy (33%) in KBK districts for the sample respondents reflected among the beneficiaries also. However, there is a considerable change among the literates to get higher education. This was reflected in the sample. Out of 80 literate, 22 (28%) had college education. Details are given in Table: 4.2.

Table: 4.2 Educational Status of Respondents under Rural Connectivity in KBK districts

Sr.No.	District	Level of Education				
		Illiterate	School level	College level	Others	Total
1.	Kalahandi	3	7	5	–	15
2.	Nuapada	6	8	1	–	15
3.	Bolangir	2	5	8	–	15
4.	Sonepur	3	8	4	–	15
5.	Koraput	6	8	1	–	15
6.	Malkangiri	7	8	–	–	15
7.	Nabarangapur	4	8	3	–	15
8.	Rayagada	9	6	–	–	15
Total		40	58	22	–	120

Impact Assessment:

4.4 In order to study the impact of the newly created infrastructure, attempts were made to quantify the tangible impacts, viz., Increase in Annual Income, Improvement in Trade, Reduction in Input Cost, Travel Cost and Transportation Cost. An attempt was also made to elicit the information on value appropriation on property near by the infrastructure. Efforts were also made to know whether the

respondents have taken up any additional income generating activity as a result of the infrastructure availability. Details are given in Table 4.3

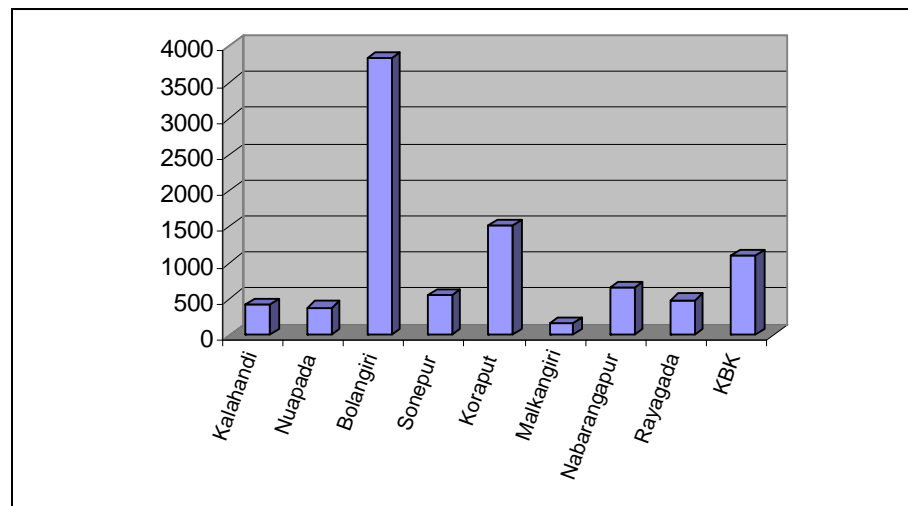
Table: 4.3 Impact Assessment under Rural Connectivity in KBK districts

(in Rs.)

Sr.No.	Particulars	Kalahandi		Nuapada		Bolangir		Sonepur		Koraput		Malkangiri		Nabarangapur		Rayagada		Total	
		No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average	No.	Amount Average
1.	Increase in Annual income	14	428	15	383	15	3843	5	560	15	1527	10	165	15	653	15	487	104	1095
2.	Improvement in trade volume	9	411	3	3000	12	775	8	775	01	5000	7	78	8	325	7	528	55	735
3.	Reduction in input cost	–		3	150	7	150	11	52	–	–	5	64	2	100	4	212	32	107
4.	Reduction in travel cost	15	3	8	5	–	–	15	3	8	5	14	3	–	–	4	2	64	3
5.	Reduction in transportation cost	–		7	15	2	10	6	45	6	10	14	61	–	–	14	8	49	27
6.	Value appreciation in family property	11	536	–	–	13	1592	12	458	–	–	14	668	15	700	–	–	65	799
7.	Net income from new activity	14	6642	–	–	12	5058	14	1970	–	–	14	5996	15	3230	–	–	69	4545

Increase in Annual Income

4.5 It may observe from Table 4.3 that out of 120 respondents covered under the study, 104 gave positive response to increase in their income under main occupation. The increase in income averaged Rs.1095/- for the sample as a whole. Among the districts the highest increase in annual income was realised by the respondents in Bolangir district at Rs. 3843/-. It is interesting to note that all the 15 respondents in Bolangir district reported that there was an increase in annual income as a result of the infrastructure made available. This was followed by the respondents in Koraput district. The increase in annual income averaged Rs.1527/- for the respondents in Koraput. The lowest increase in annual income was reported in Malkangiri district at Rs. 165/- per annum. Out of the 15 respondents covered in Malkangiri, only 10 reported increase in annual income as a result of the new infrastructure. In general, the respondents were happy about the infrastructure created. The increase income is depicted in a graph given below.



Improvement in Trade Volume

4.6 Out of 120 respondents, 55 also reported improvement in trade volume averaging Rs. 735/- per annum. The new road connectivity enabled the respondents to sell increased volume of their net saleable produce at better price. The improvement realized was as high as Rs. 5000/- per annum in Koraput district; followed by Nuapada district (Rs. 3000/-). However, as reported earlier, a relatively smaller number of respondents only reported changes in trade volume as a result of new infrastructure. The advantage is relatively better for those who stay by the side or very near to the roads. Villagers staying at longer distance, will realize the advantage in trade only in the long run.

Reduction in Input and Other Cost

4.7 Reduction in input cost, travel cost and transportation cost were additional 3 tangible benefits under the project. Out of 120 respondents, 32 reported reduction in input cost averaging Rs.107 per annum, 64 reported reduction in travel cost at Rs.3/- per trip and 47 reported reduction in transportation cost averaging Rs.27/- per trip. The data reflected increasing importance of the road users for optimizing income from their economic activity. Among the districts in Sonepur, Malkangiri and Rayagada districts a larger number of respondents recorded advantages through the new connectivity compared to remaining districts.

Value Appreciation of Property

4.8 Value appreciation in family property was highlighted as one of the major impacts of the new roads. Out of 120 respondents, 65 reported benefits averaging Rs.799/-. It was observed in Nabarangapur at Rs.700/- and in Malkangiri at Rs.668/-. In districts like Nuapada, Koraput and Rayagada, respondents did not express any appreciable changes.

Income from New Activity

4.9 The infrastructure enabled 69 out of the 120 respondents to take additional income generating activity as a result of the new infrastructure. From the additional activity took up by 69 respondents added to family income on an average Rs.4545 per annum. Among the 8 districts, in Kalahandi, Sonepur, Malkangiri and Nabarangapur districts majority of the respondents could take up new income generating activity with the help of the infrastructure. In Kalahandi district, 14 respondents took up new activities and their net income per annum averaged Rs.6642/-. In Malkangiri and Sonepur district also majority of the respondents took new activity and their net income averaged Rs.5996/- and Rs.1970/- respectively. In 3 districts, viz., Nuapada, Koraput and Rayagada, the respondents did not report any additional income generating activity.

Success Stories

4.10 During the course of the study, following 2 instances of success stories appealed to the study team.

- Mr. Prasanta Ku. Panda, a graduate from Sonepur College, Sonepur, resident of Urle village of Binka block revealed that because of Chaukina bridge at Mahda Chhak he has improved his income. Mr. Panda was unemployed till the completion of the project. The new road created high hopes in his mind and he established a Tiffin stall near the road which connects Sonepur, Binka Rampur and Dungripalli. In course of time he has improved his business and at present he emerged as a successful self employed entrepreneur earning a handsome of money every day and also provide employment to three other persons. He also worked as a change agent in his Tiffin shop encouraging villagers to make use of the road for increasing their daily earnings sending their children to school and colleges.



- Mr. Udit Pratap Sahoo of Badachhatrang village of Thuamul Rampur block in the district of Kalahandi has of the opinion that with the help of HPVC on Thaua Rampur Badachhatrang road he is able to increase his income and improve the health condition of his family member. The bridge is connecting with weekly market and it has helped in improving the socio – economic conditions of the people. It provides a better access to medical facilities at the Th. Rampur. The beneficiary is keen to develop a diary farm of his own shortly. He is of the view that the road connectivity will give him an assured market for his milk. Dairy representatives will come and collect the milk or he can take it to the market place by a cycle or in a motorbike. He has built up high hopes with the availability of the road and gained confidence for a bright future.



Other Benefits

4.11 In addition to the above direct benefits on income, a variety of benefits under education, health, time saving etc was also reported. Details are given in Table 4.4.

Table: 4.4 Other Benefits under Rural Connectivity in KBK Districts

Sl. No.	Particulars	Kalahandi		Nuapada		Bolangir		Sonepur		Koraput		Malkangiri		Nabarangapur		Rayagada		Total	
		No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.	No.	Avg.
1.	Improvement in education, change in school/college yr.attended	5	2yr	3	1yr	6	3yr	8	2yr	5	1yr	13	1yr	4	1yr			44	1.5 yr
2.	Improvement in health amenities	9	Yes	7	Yes	13	Yes	15	Yes	4	Yes	12	Yes	15	Yes	6	Yes	81	Yes
3.	Any other benefit	3	Wage work			13	New business	2	New business									18	
4.	Time saved in a day (hour)	15	¼ h	8	½ h	11	½ h	15	½ h	7	½ h	15	1/3 h	15	½ h	5	¼ h	91	25 min

Improvement in Education

4.12 It may be observed from Table 4.4 that out of 120 respondents 44 (37%) respondents recorded a direct increase in the school/College education years attended. It was observed that 37 per cent of the respondents could extend the school education by 1.5 years. In Bolangir district, out of the 15 respondents 6 of them reported an increase in school education by 3 years which was observed as the highest among the 8 districts under KBK. In Sonepur district, out of 15 respondents, 8 reported an average increase of school education by 2 years. The data highlight that more than 1/3rd of the respondents are directly benefited from the infrastructure in education.

Improvement in Health

4.13 Similar to education, under health sector also facilities improved as a result of the new infrastructure. Out of the 120 respondents, 81(68%) respondents reported benefits. In Sonepur and Nabarangapur district all the 15 respondents reported that the availability of infrastructure has improved accessibility of health facilities. In Bolangir, Malkangiri and Kalahandi districts 13, 12 and 9 respondents highlighted the positive contribution of the infrastructure to access the amenities / facilities under health sector.

4.14 The new investment also enabled 13 respondents to start their new business in Bolangir district. In Sonepur and Kalahandi district a small number of sample respondents reported taking up new business activity.

4.15 The availability of new roads / improvement of roads helped the public to save the travel time. Out of 120 respondents, 91 reported advantage averaging 25 minutes per day. In the district Kalahandi, Malkangiri, Nabarangapur, Sonepur and Bolangir a large number of respondents reported the time saving factor due to the new infrastructure.

Additional Activities

4.16 In order to access the local public initiatives in additional income generating activities during the post-development period questions were also asked to know their investment and annual earnings. The results are indicated in Table 4.5.

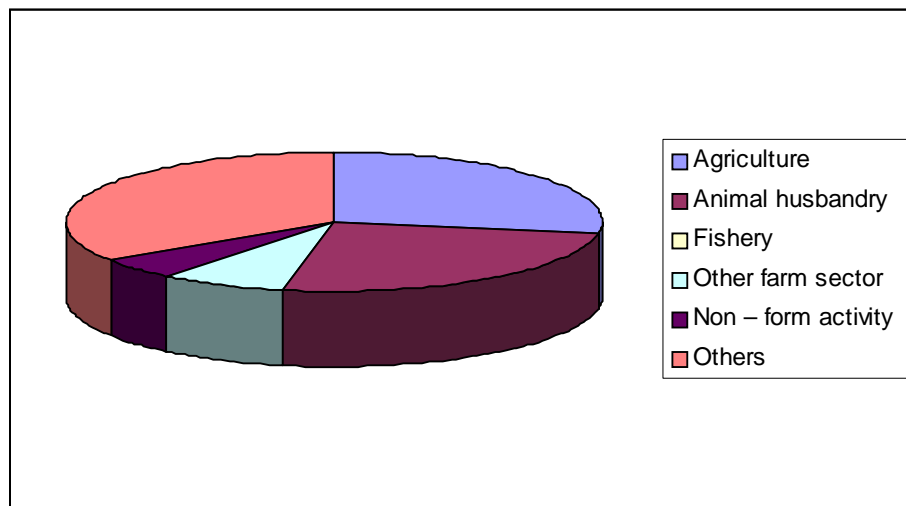
Table: - 4.5 Additional Activity taken up due to Rural Connectivity in KBK districts.

(in Rs.)

Sl No.	Particulars	Kalahandi		Nuapada		Bolangir		Sonepur		Koraput		Malkangiri		Nabarangapur		Rayagada		Total	
		Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return	Investment	Net annual return
1.	Agriculture	26400	5500	6500	950	49000	4300	7900	2500	17500	3500	4250	530	9300	670	1500	500	122350	18450
2.	Animal husbandry	7800	1200	3000	800	52000	6800	15000	4500	10,000	2500	1500	330	3570	500			92870	16630
3.	Fishery	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
4.	Other farm sector	5000	1400	—	—	10,000	1800	—	—	10,000	2000	—	—	—	—	—	—	25000	5200
5.	Non – form activity	—	—	8000	1400	—	—	—	—	6000	950	—	—	—	—	3000	750	17000	3100
6.	Others	—	—	1500	300	45000	5000	40,000	15,000	—	—	4300	480	1500	2000	—	—	92300	22780

It may be observed from Table 4.5 that in majority of districts the new investment drive show positive trends under non-farm activities. The infrastructure gave slightly better push to agriculture and other related farm based activities. The trend under non-farm sector is less visible. It may take a little more time to percolate the effects in non-farm sector.

4.17 The investments in Service Sector activities such as trading, weaving, tailoring, collecting forest products, selling bamboo and Mahua and developing independent business also recorded encouraging trends due to the availability of new infrastructure especially in districts like Bolangir, Sonapur and Malkangiri. In Kalahandi, Koraput and Rayagada districts investments in other sector was not reported. The return to the investment was highest under Agriculture Rs.18450, followed by Animal Husbandry Rs.16630. From Non-Farm Sector and Service Sector it averaged Rs.3100 and Rs. 5200 per annum respectively. The relative share of net annual return from different head is given in a pie diagram below :



4.18 The whole scenario thus highlight that the rural connectivity has helped the local public in earning more income from their traditional occupation by taking up additional investment activities under farm sector. They were also benefited from

the infrastructure by taking up investments under Service Sector. Road Connectivity has also made a new push to education and to access health facilities.

Multiplier Effects

4.19 The new infrastructure has also enabled traders and other service providers to frequent the villagers and offer their services. It was reported that the new roads in certain villages attracted Cable T.V operators, Agricultural implement sellers, Doctors and Veterinary Doctors. The roads also enabled the villages to move more frequently and assemble in places of their choice and discuss issues of common interest. This also enabled team building, collective initiatives and solving local issues/problems. A variety of social and economic benefits are likely to emerge in the near future if all concerned can maintain and further develop/ strengthen the created infrastructure.

Changes and Requirements

4.20 The changes slowly happening in the project sites are building new hopes and requirements. People have become more conscious on future ahead and they require basic infrastructure like better roads, transport facilities, drinking water, regular supply of electricity, better schools and health care centers. A feeling of impatience is also observed in the field. A few of the villagers were highly critical on the urban-rural divide in basic facilities. They felt that the slow response from various governments and apathy of the Government administration at Panchayat, Block and at the District level had adversely affected the development process in villages. Even small requirements of common interests, various Governments failed to provide. They felt neglected. Such feelings were reported very forcefully by a few respondents.

CHAPTER - V

CRITICAL APPRECIATION

5.1 Infrastructure plays an important role in socio-economic and cultural development of a village. Along with the development of water, rail and road transport, regions attain better development status. The availability of these facilities accelerates economic development process. Thus with economic development, effective demand for more facilities pick up.

5.2 KBK regions missed the developments through water, rail and even by road. With inadequate resource availability, various Governments failed to develop the relevant infrastructure. Even available resources had to be spread in small quantities to satisfy the ever increasing public requirement and demand. Absence of proper planning of the essential infrastructure and lack of people's participation in planning and implementation of various projects diluted the results.

5.3 Absence of connectivity encouraged vested interest to exploit the local economy. The powerful often did not welcome the connectivity for the fear of dilution of their power. People were deliberately kept in isolation, cut off from the main stream. They were discouraged from trade and commerce. Even labour migration was deliberately checked. The very peculiar tribal protection policies were used conveniently to check the investment flow from the rest of the world.

5.4 Showcasing starvation and under- development attained the status of business. People involved in this process became shameless. Any critic from a village/region was stamped as less patriotic and often driven out to join urban labour market or to the so-called reactionaries who work in isolation. Time conditioned them to businessmen; and a few even took the advantage of globalizing the crime. The media also took the advantage of them and made money. The common villagers in KBK moved slowly. Rural connectivity was one of the development initiatives carefully conceived under RLTAAP.

5.5 However, based on the requirement of KBK the allocation made under RLTAAP for Rural Connectivity was too insignificant. The project, right from its

inception could develop only less than 500 km of Rural Roads through 745 projects; each project averaging less than 1 km of road length. Large level resource requirement, no doubt is essential. However, along with the resource, proper planning is also required. Planning from above may not meet the requirements. It has to come from below. The local people have to identify the connecting roads they require. They should mobilize local resource, skill and manpower for development and maintenance of Roads. Absence of such a system is really felt in the field. A large number of villagers criticized the selection process, the secrecy involved, resource deployment and utilization. A culture of requirement of road connectivity, creation of the asset and regular maintenance of them has to be developed within the village community. Otherwise, the system will not survive and desired results can not be achieved.

5.6 For development of Rural Connectivity, an area approach may be adopted. With satellite imagery assistance, the current status of roads can be assessed at a better precision. Private sector consultants provide such assistance. Once the requirements are identified and firmed by the village community, they can also prioritize the work based on the resource availability. RLTAAP should address the most prioritized item of work with people's participation and using the locally available resources.

5.7 Maintenance of roads is a subject which currently attracts very less attention by all concerned. A suitable system has to be evolved for regular maintenance of roads. The Panchayat appear to be one of the suitable agencies. But they should have adequate resource, skill, power and responsibility. There is a need for empowering the Panchayat on the subject.

5.8 Most of the time road works are awarded to very incompetent contractors in piece meal. A few of such contractors often abandoned the work in between. Time over run leads to cost over run. Periodical revision of cost has become a culture. A good number of projects are under disputes in the court of Law. The system needs timely changes. Contracts may be awarded to better job executing companies with

the skill, technology, equipments and resources. Award of a larger number of works will enable them to take up the work. It is observed that in a good number of cases the work is awarded to the relatives and friends of elected representatives and has led to quality dilutions, time over run and disputes. The system needs thorough changes.

5.9 When the works are awarded a minimum guarantee period and maintenance are to be insisted. The award amount has to be released over a period of time and larger companies can take up such responsibilities. If all the 745 projects or a part of it was awarded to a competent company they could have developed roads of better standards and they could have also provided a satisfactory maintenance system. The whole process would have minimized Government's Administrative cost and also could have plugged the leakages as monitoring of a couple of agencies would have been better possible than monitoring a couple of hundred project executants.

5.10 Almost all departments were observed having limitations to maintain data on physical status of roads. There was also a bit reluctance in sharing even the available data. When Public money is spent, the people have all right to know the details of fund utilization. Absence of sign boards in almost all the work sites further support the theory of reluctance.

5.11 Availability of new roads have created higher hopes among the public. There response to make use of the infrastructure for increasing their income was quick and yielded promising results. A good number of the infrastructure users could earn additional income through increase in trade and minimize in cost and availing essential services. A few could also make use of the roads for better education for availing health and market facilities. People expressed their happiness and also looked forward to the Government in accelerating the implementation of such Development Programs. They also expressed their views on prioritizing the future infrastructure required in their local area. They also

highlighted the need for regular maintenance of the asset created and a suitable system for the same. All of them were willing to participate and contribute to such development programs. However, they also complained that the present system tried to alienate them and maintained secrecy.

5.12 The project implementing departments are to be empowered and tuned up for rectification of the limitations observed. Currently there is shyness in addressing the job. Dilutions of standards are to be followed up and officials responsible are to be discouraged to desist from its future occurrence. The district collector appeared to have lesser time and support system to monitor the project implementation for the desired results.

Photographs

Submersible bridge over Garia nallah (xii)



Malkanagiri Road (xiii)



Bridge over river sundar (iii)



Bridge at Durkamunda nallah (iv)



Submersible bridge over river mudra (xiv)



Submersible bridge over Laxmipur nallah (xvii)



CHAPTER - VI

CONCLUSIONS & SUGGESTIONS

6.1 Through the study, attempts were made to review the progress in implementation of 745 Rural Connectivity Projects implemented under RLTA in 8 districts of KBK during the period 1998-2006. For the purpose of detailed field study, 17 projects selected at random were studied in depth analyzing the status of the assets, their utility and sustenance. In order to know the impact of the projects, 120 randomly selected end-users of the projects were also contacted and the required data were collected through Survey Research Methods. Views of the project implementing Officials were also gathered to draw valid inference.

6.2 Rural connectivity projects are significant. Till date 745 projects have been under taken in 8 KBK district sanctioning Rs. 15175.48 lakh and disbursing Rs. 10083.91 lakh. Among the district Koraput has attracted larger allocation of money i.e. Rs. 46.13 crore. Rural connectivity has helped the stakeholders to increase income, volume of trade, value appreciation of property and income from new economic activities. As a whole it has helped to improve the socio economic conditions of the people.

6.3 Based on the above following suggestions are made to improve upon the end results of the projects.

- (i) An improved method to study, estimate and prioritize the Road Connectivity Project using modern technology by a professional team is required. This will help to professionalize the entire subject.
- (ii) Scientifically prepared road development plans should be discussed for a specific area in detail with local people and their views may be taken to further prioritize and implement the project with local participation.
- (iii) Prioritized projects for execution have to be discussed in detail with the project implementing departments. Currently it was observed that a larger number of the department Officials are not aware of the project details.

- (iv) There should be a nodal agency for project planning and for implementation. This Department may be empowered, if required, through private outsourcing systems to maintain the required data/information on various stages of the project cycle and to share the data for suitable monitoring and management.
- (v) The nodal agency should also put up sign boards indicating the physical and financial details, project norms and executant's responsibilities and the authority responsible for ownership and maintenance. This will minimize the current confusion in ownership and maintenance of roads.
- (vi) When a project is awarded with resource support, deviations if any, should be studied in detail by a competent authority and people responsible for severe deviations may be booked. This will create better professionalism. If required, a revisit to the present Contract System may be addressed to, with the objective of minimizing the incidence of dragging a larger number of contract disputes to the court and depriving the essential requirements to the public.
- (vii) Assigning the work to competent national level contractors may be tried. A large number of small contractors create a variety of problems both for the Government and the Public. The objectives of RLTAAP can be more focused for developing the infrastructure than assigning the work to an army of small of and non- professional contractors.
- (viii) Regular maintenance of roads may be given to large private sector Annual Maintenance Contract. Such contract terms may be made known to the local people through suitable sign boards. This will optimize local people's participation in regular maintenance.
- (ix) For a healthy maintenance system, local people are to be trained. Their skill in road maintenance is to be improved. A pothole, if timely filled in, can be done by a maintenance worker with a bicycle and essential tools and filling materials. Currently, it's a long process and by the time the work is assigned the condition of the road further deteriorates. Public also develops poor opinion about an elected Government which fails to address such basic

requirement. One of the reasons for the change of Government is due to the poor road conditions in rural area. Thus, for any elected Government, it is worth investing on road development and maintenance.

- (x) The cost of construction of a good road and its regular maintenance may be partly tapped from road users and roadside property owners. Road users are tapped through vehicle tax and often through tolls. However, one can look into the possibility of tapping the owners of the property by the side of roads as they are benefited by value appreciation. Higher land/property taxes and registration charges can be tapped. Similarly, any commercial purposes roadside users can also be taxed. A detailed study to know the potential is worth addressing. Beneficiaries can be taught to share a part of the residual advantages for maintenance of the roads.
- (xi) At the district level, private sector may be encouraged to buy and use road making equipments and also road maintenance equipments. These equipments if available can be hired by the annual maintenance contractors. Through the help of scientific equipments mounted in a moving vehicle the status of a road and its cost of maintenance can also be estimated with computer software. These systems are worth introducing.
- (xii) The state Government may also initiate establishment of a suitable research and training institute for proper planning, DPR preparations, implementation, monitoring and maintenance of all type of roads. A large number of people are to be trained on the subject. Private sector may be encouraged to address the subject. Good roads are employment generating instruments. It can also create wealth. The technology and skill available within the country and the neighbouring Andhra State may be availed especially for training the local people.
- (xiii) Indigenous technology developed by specialized agencies and NGOs for the development of village roads using locally available materials and skills maybe studied and suitably adopted. Presently, the departments do not pay desired attention to such initiatives taken up by such agencies.

- (xiv) Government may also like to encourage the local bodies to own and maintain rural roads. Government with the help of civic bodies, NGOs and educational institutes should build a feeling of ownership of roads among the public. Public has to be taught to check and discourage activities that destroy the good condition of a road. A better culture has to be developed through awareness, training, education and participatory programs.

LIST OF RESPONDENT

INTERACTED DURING FIELD STUDY UNDER RURAL CONNECTIVITY

Sl. No.	Name	Village	Block	District
1.	Damanu odi	Katamelta	Kudumulgumma	Malkangiri
2.	Simadri Behera	Katamelta	Kudumulgumma	Malkangiri
3.	Jaladhar Khemunda	Katamelta	Kudumulgumma	Malkangiri
4.	Debendra Khemundi	Katamelta	Kudumulgumma	Malkangiri
5.	Pabitra Kape	Katamelta	Kudumulgumma	Malkangiri
6.	Kumud Haldar	MV-42	Malkanagiri	Malkangiri
7.	Karal Dulta	MV-42	Malkanagiri	Malkangiri
8.	Brundbar Sikdar	MV-42	Malkanagiri	Malkangiri
9.	Subast Burmen	MV-42	Malkanagiri	Malkangiri
10.	Jayo Golari	MV-42	Malkanagiri	Malkangiri
11.	Dhanurjoya Sisa	Ambapada	Matrili	Malkangiri
12.	Samore Hial	Ambapada	Matrili	Malkangiri
13.	Biswanath Hantal	Ambapada	Matrili	Malkangiri
14.	Margalo Sisa	Ambapada	Matrili	Malkangiri
15.	Railendra Anta	Ambapada	Matrili	Malkangiri
16.	Kalandi Majhi	Badachhatrang	Thuamal Rampur	Kalahandi
17.	Saheb Sahoo	Badachhatrang	Thuamal Rampur	Kalahandi
18.	Udit Pratap Sahoo	Badachhatrang	Thuamal Rampur	Kalahandi
19.	Sada Rout	Badachhatrang	Thuamal Rampur	Kalahandi
20.	Bhagban Majhi	Badachhatrang	Thuamal Rampur	Kalahandi
21.	Danar Bag	Dahagaon	Koksara	Kalahandi
22.	Jambudhar Pujari	Dahagaon	Koksara	Kalahandi
21.	Danar Bag	Dahagaon	Koksara	Kalahandi
22.	Jambudhar Pujari	Dahagaon	Koksara	Kalahandi
23.	Kunjabihari Pujari	Dahagaon	Koksara	Kalahandi
24.	Pradeepta Pujari	Dahagaon	Koksara	Kalahandi
25.	Balaran Pujari	Dahagaon	Koksara	Kalahandi
26.	Mahan Kar	Nadol	Junagarh	Kalahandi
27.	Rabindra Nag	Nadol	Junagarh	Kalahandi
28.	Chhaban Naik	Nadol	Junagarh	Kalahandi
29.	Chakradhar Naik	Nadol	Junagarh	Kalahandi
30.	Parthab Durga	Nadol	Junagarh	Kalahandi
31.	Minketan Bisoi	Majhiguda	Papadhandi	Nawarangpur
32.	Layiban Majhi	Majhiguda	Papadhandi	Nawarangpur
33.	Ramakrushna Bisoi	Majhiguda	Papadhandi	Nawarangpur

34.	Abhaya Bisoi	Majhiguda	Papadhandi	Nawarangpur
35.	Drujan Harija	Majhiguda	Papadhandi	Nawarangpur
36.	Puspall Harija	Gopalguda	Jharigaon	Nawarangpur
37.	Jaya Harijan	Gopalguda	Jharigaon	Nawarangpur
38.	Ballav Jani	Gopalguda	Jharigaon	Nawarangpur
39.	Trinath Batra	Gopalguda	Jharigaon	Nawarangpur
40.	Kamal Harijan	Gopalguda	Jharigaon	Nawarangpur
41.	Bhaskar Dongari	Baripadar	Dabugaon	Nawarangpur
42.	Goutam Khura	Baripadar	Dabugaon	Nawarangpur
43.	Gopal Naik	Baripadar	Dabugaon	Nawarangpur
44.	Rainu Sana	Baripadar	Dabugaon	Nawarangpur
45.	Nilakantha Jal	Baripadar	Dabugaon	Nawarangpur
46.	Hari Bag	Duremunda	Boden	Nuapada
47.	Sibaprasad Banejee	Duremunda	Boden	Nuapada
48.	Jitaram Banjee	Duremunda	Boden	Nuapada
49.	Dulia Bag	Duremunda	Boden	Nuapada
50.	Hirdalal Baghae	Duremunda	Boden	Nuapada
51.	Rama Majhi	Duremunda	Boden	Nuapada
52.	Sadaran Majhi	Motanuapada	Nuapada	Nuapada
53.	Dayloo Rout	Motanuapada	Nuapada	Nuapada
54.	Ram Bharose Rout	Motanuapada	Nuapada	Nuapada
55.	Sahoo Rout	Motanuapada	Nuapada	Nuapada
56.	Jagadish Hali	Tarbod	Komna	Nuapada
57.	Ramalal Sabara	Tarbod	Komna	Nuapada
58.	Manoj Gahire	Tarbod	Komna	Nuapada
59.	Kabuta Sahara	Tarbod	Komna	Nuapada
60.	Kabita Mishra	Tarbod	Komna	Nuapada
61.	Dinu Pujari	Pujariput	Boriguno	Koraput
62.	Gangodhar Das	Pujariput	Boriguno	Koraput
63.	Subash Ch. Das	Pujariput	Boriguno	Koraput
64.	Dharanjaya Amathya	Pujariput	Boriguno	Koraput
65.	Sri Tanka Amathya	Pujariput	Boriguno	Koraput
66.	Sundhar Harijan	Paliguda	Trypore	Koraput
67.	Kamula Harijan	Paliguda	Trypore	Koraput
68.	Jalandhar Nag	Paliguda	Trypore	Koraput
69.	Sabita Tikiri	Paliguda	Trypore	Koraput
70.	Prasanta Gaude	Paliguda	Trypore	Koraput
71.	Rurna Ch. Tankri	Malichalar	Koraput	Koraput
72.	Arom Tanki	Malichalar	Koraput	Koraput
73.	Nilamnau Khilo	Malichalar	Koraput	Koraput
74.	Nilakanth Potli	Malichalar	Koraput	Koraput
75.	Sulochana Jane	Malichalar	Koraput	Koraput
76.	Baina Kasi	Laxmipur	Kalyansinghpur	Rayagada
77.	Rupa Kasi	Laxmipur	Kalyansinghpur	Rayagada
78.	Ghasiram Kasi	Laxmipur	Kalyansinghpur	Rayagada
79.	Balaji Benia	Laxmipur	Kalyansinghpur	Rayagada
80.	Padmana Kasi	Laxmipur	Kalyansinghpur	Rayagada

81.	Jaris Ch. Behera	Kuli	Kolnara	Rayagada
82.	Tutu Padhi	Kuli	Kolnara	Rayagada
83.	Kurumusu Srinu	Kuli	Kolnara	Rayagada
84.	Kuru Musu Dharna	Kuli	Kolnara	Rayagada
85.	Jalmora Adala	Kuli	Kolnara	Rayagada
86.	Mandingi Busa	Thurihansa	Rayagada	Rayagada
87.	Mandirgi Suraneni	Thurihansa	Rayagada	Rayagada
88.	Mandirgi Dandu	Thurihansa	Rayagada	Rayagada
89.	Mardiogi Krishna	Thurihansa	Rayagada	Rayagada
90.	Mohan Mintous	Thurihansa	Rayagada	Rayagada
91.	Nila Rama	Tusra	Gudvella	Bolangir
92.	Suru Nag	Tusra	Gudvella	Bolangir
93.	Bipin Rana	Tusra	Gudvella	Bolangir
94.	Bipin Sahoo	Anjunpur	Gudvella	Bolangir
95.	Meena Behera	Bolangir	Bolangir	Bolangir
96.	Ronjita Mishra	Bolangir	Bolangir	Bolangir
97.	Namita Pattanaik	Bolangir	Bolangir	Bolangir
98.	Nirupama Dark	Bolangir	Bolangir	Bolangir
99.	Pratap Singh	Bolangir	Bolangir	Bolangir
100.	Gopal Sahoo	Bolangir	Bolangir	Bolangir
101.	Santish Sahoo	Chichindapal	Puintala	Bolangir
102.	Ishaq Khan	Khaliapali	Puintala	Bolangir
103.	Sushil Dhama	Nichhapali	Puintala	Bolangir
104.	Sripati Bag	Khaliapali	Puintala	Bolangir
105.	Pitamhave Nayak	Nichhapali	Puintala	Bolangir
106.	Sangram Risha	Dungiripali	Dungiripali	Sonepure
107.	Mahendra Barika	Dungiripali	Dungiripali	Sonepure
108.	Kirti Mallick	Dungiripali	Dungiripali	Sonepure
109.	Ghuluka Barika	Dungiripali	Dungiripali	Sonepure
110.	Alok Das	Dungiripali	Dungiripali	Sonepure
111.	Muralidhar Sahoo	Taraikena	Sonepure	Sonepure
112.	Bailochar Barik	Taraikena	Sonepure	Sonepure
113.	Manbodlo Barik	Mahda	Mahda	Sonepure
114.	Prasanta Panda	Mahda	Binka	Sonepure
115.	Karunakar Bol	Mahda	Binka	Sonepure
116.	L.N. Agrawal	Mahda	Binka	Sonepure
117.	Malaya Kumar Mund	Urle	Binka	Sonepure
118.	Debendra Pradhan	Sonepure	Sonepure	Sonepure
119.	Rabi Pradhan	Sonepure	Sonepure	Sonepure
120.	Rina Pradhan	Sonepure	Sonepure	Sonepure

SUPPLEMENTARY INFORMATION

List of Projects

Sl. No.	Name of Project	Village	Block	Dist	Year
1	Improvement to Bhawanipatna – Khariar Road	Karlapada	Kashipur	Kalahandi	2001-02 to 2004-05
2	Impv. of Bhawanipatna Rayagada Road	Gachhokola	Kashipur	Kalahandi	2001-02 to 2004-05
3	Improvement of Bhawanipatna-Gunupur, Kashipur Road	Kashipur	Kashipur	Kalahandi	2001-02 to 2004-05
4	Bhawanipatna-Khariar Road	Khariar	Khariar	Kalahandi	2001-02 to 2004-05
5	Baladiral-Dharmagarh Road	Dharmagarh	Dharmagarh	Kalahandi	2001-02 to 2004-05
7	Jeypatna Road	Narla	Narla	Kalahandi	2001-02 to 2004-05
8	Dharmagarh-Golamunda-Sinapali Road	Sinapali	Narla	Kalahandi	2001-02 to 2004-05
9	Pokharihandi-Lanjigarh Road	Lanjigarh	Lanjigarh	Kalahandi	2002-03 to 2004-05
10	Chilpa-Baladimal Road	Chilpa	Dharmagarh	Kalahandi	2002-03 to 2004-05
11	Charahal Road	Charahal	Dharmagarh	Kalahandi	2002-03 to 2004-05
12	Bhawanipatna Municipal Road	Bhawnipatna	Dharmagarh	Kalahandi	2004-05

Sl. No.	Name of Project	Village	Block	Dist	Year
13	Thuamal-Rampur Road	Th Tampur	Dharmagarh	Kalahandi	2004-05
14	Submersible Bridge at Koksara	Koksara	Koksara	Kalahandi	2005-06
15	Sinapali Road	Sinapali	Sinapali	Kalahandi	2005-06
16	Bridge at river Sunder Road	Dangagla	Komna	Nuapada	2001-02 to 2004-05
17	Torbad-Bhell Road	Dangagla	Komna	Nuapada	2001-02 to 2004-05
18	Mote Nuapada Road	Nuapada	Nuapada	Nuapada	2001-02 to 2004-05
19	Khariar Bheden Road	Diruamunda	Khariar	Nuapada	2001-02 to 2004-05
20	Kotamal Road	Kotamal	Khariar	Nuapada	2003-04
21	P.R. High School Road	Balangir	Balangir	Balangir	2003-4
22	Bridge over Nirbrutijore	Puintala	Puintala	Balangir	2002-03
23	Sibtala Road	Sibtala	Puintala	Balangir	2002-03
24	Kamsara Road	Kamsara	Puintala	Balangir	2002-03
25	Saintala Road	Saintala	Saintala	Balangir	2003-04
26	Balangir Chandanvati Road	Chandanvati	Balangir	Balangir	2003-04
27	HPVC at Kanakpur	Kanakpur	Balangir	Balangir	2003-04
28	Salebhata Kutasira road	Kutasira	Salebhata	Balangir	2003-04
29	HC Bridge at Tel	Titlagarh	Titlagarh	Balangir	2003-04
30	Balangir	Balangir	Balangir	Balangir	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
	Arjunpur Tusra Road				
31	Chauki Nallah	Arjunpur	Dungipalli	Sonepur	2002-03
32	Taraikele Nallah	Tureikela	Khari	Sonepur	2003-04
33	Cherupali Mahde Road	Cherupali	Khari	Sonepur	2002-03
34	Bineka Telipali Road	Bireka	Binika	Sonepur	2002-03
35	Culvert on Govindpur Road	Govindpur	Binika	Sonepur	2004-05
36	Culvert on Binka-Telipali Road	Binka	Binika	Sonepur	2004-05
37	Jeypore-Kalta Malkangiri Road	Jeypore	Jeypore	Koraput	2004-05
38	Bye pass road Christiapette Junction to Parchanan Temple	Jeypore	Jeypore	Koraput	2004-05
39	Borigumma – Ranigada Road	Boriguma	Boriguma	Koraput	2003-04
40	B. Singhpur Ranigada Road	B. Singpur	Boriguma	Koraput	2003-04
41	Haradput Kusumi Katpad Road	Hardput	Kotapad	Koraput	2003-04
42	Jeypore Irrigation Canal Road	Jeypore	Jeypore	Koraput	2003-04
43	Borigumma	Borigumma	Borigumma	Koraput	2004-05

Sl. No.	Name of Project	Village	Block	Dist	Year
	Kanta-Kumuli Road				
44	Jeypore Kita Malkangiri Motu Road	Boriguma	Jeypore	Koraput	2004-05
45	Borigumma Kanta Kumuli Road	Boriguma	Borigumma	Koraput	2004-05
46	Culvert over Nalichadar	Nalichadar	Koraput	Koraput	2004-05
47	Submersible Bridge at Garianalla	Garianalla	Mathali	Malkangiri	2003-04
48	Malkangiri Road	Malkangiri	Mathali	Malkangiri	2003-04
49	Bridge over Tamarpali Road	Tamarpali	Kalimela	Malkangiri	2003-04
50	RCC culvert on MV-96	Tigal	Kalimela	Malkangiri	2001-02
51	RCC culvert on MV-79	Kamarguda	Podia	Malkangiri	2003-04
52	Causeway on Bayapada	Bayapada	Kindulgura	Malkangiri	2003-04
53	Pond Road at Khairapali	Khairapali	Mathali	Malkangiri	2003-04
54	Improvement of road at Khairapali	Khairapali	Mathali	Malkangiri	2002-03
55	Submersible bridge at Dahagaon	Dabugaon	Dabugaon	Nabarangpur	2002-03
56	Submersible	Papadhandi	Papadhandi	Nabarangpur	2002-03

Sl. No.	Name of Project	Village	Block	Dist	Year
	bridge				
57	Dhangar – Jharigam Road	Dabugaon	Dabugaon	Nabarangpur	2004-05
58	Raigarh to Gona Road	Raigarh	Raigarh	Nabarangpur	2004-05
59	SB over Chikeli	Chikeli	Raigarh	Nabarangpur	2001-02
60	SB an Musamundiguda	Chikela	Raigarh	Nabarangpur	2002-03
61	Rayagada Road	Rayagada	Rayagada	Rayagada	2005-06
62	SB Kalyansinghpur	K.S. Pur	K.S. Pur	Rayagada	2003-04
63	Gunupur Kashipur Road	Gunupur	Gunupur	Rayagada	2001-02
64	Rayagada – Bisam Cuttack Road	B. Cuttack	B.Cuttack	Rayagada	2002-03
65	Bridge at Saraikela	B.Cuttack	B.Cuttack	Rayagada	2002-03
66	Rattikri Nallah	Sikum	B. Cuttack	Rayagada	2002-03
67	Papadhandi Nallah	Sikum	“B.Cuttack	Rayagada	2002-03
68	Chalkhamre Road	Chalkhamre	Padrapn	Rayagada	2003-04
69	Gotalpadar Road	Gotalpadar	Rannagada	Rayagada	2003-04
70	Pepikuma Nallah	Papiluma	K.S. Pur	Rayagada	2003-04
71	HPVC Chandrapur	Chandrapur	Chandrapur	Rayagada	2003-04
72	Dobi Nalla	Chandanpur	Chandanpur	Kashipur	2003-04
73	Petisa Nalla	Chardli	Konara	Kashipur	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
74	Laxmipur Nala	Laxmipur	K.S. Pur	Kashipur	2003-04
75	Kolnara road	Kolnara	Kolnara	Kashipur	2003-04
76	B. Cuttack Road	Kolnara	Kolnara	Kashipur	2002-03
77	Kutraguda Road	Kutraguda	Muniguda	Kashipur	2003-04
78	Padmapur Road	Padmapur	Padmapur	Kashipur	2003-04
79	Impvt. To Sonapur-Binika-Rampur-Dunguripali Road (MDR-39) from 5/070 to 6/230 km.	Sonapur	Sonapur	Sonapur	2003-04
80	Impvt. To Sonapur-Binika-road	Sonapur	Sonapur	Sonapur	2003-04
81.	Impvt. To Dharmasala Subalaya road	Bimaharajpur	Bimaharajpur	Sonapur	2003-04
82	Impvt. To Dungulipaali road	Sonapur	Sonapur	Sonapur	2003-04
83	HL bridge over Tarekala Nallah	Sonapur	Sonapur	Sonapur	2003-04
84	Impvt. To Sonapur-Rampur road	Binika	Binika	Sonapur	2003-04
85	Impvt. To Arjunpur Bisarpali road	Binika	Binika	Sonapur	2003-04
86	HL bridge over Magarkunda Nallah	Binika	Binika	Sonapur	2003-04
87	Impvt. To Dharmasala-	Birmaharajpur	Birmaharajpur	Sonapur	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
	Subalaya road				
88	Impvt. To Sonepur – Binika road	Binika	Binika	Sonepur	2005-06
89	Impvt. To Sambalpur – Sonepur road	Ullunda	Ullunda	Sonepur	2006-07
90	Impvt. To Bairasar-Tarva road	Tarva	Tarva	Sonepur	2006-07
91.	Constn. of SB over Mudra at 0/615 km on Dahagaon Chilpamal road	Dahagaon	Dahagaon	Kalahandi	2002-03 to 2005-06
92	Constn. of SB over Mudra at 1/65 km on Dahagaon Musapli road	Sargiguda-	Th. Rampur	Kalahandi	2002-03 to 2005-06
93	Constn. of SB over Bilekuni nallah on Maddingpadar Singhjaran road	Kalam-	Koksara	Kalahandi	2002-03 to 2005-06
94	Constn. of SB over Baradanga nailahat 4th km on Ampani Beheransil road	Baradanga-	Koksara	Kalahandi	2002-03 to 2005-06
95	Constn. of SB over Deganon nallah at 4 th km at Kariamunda Joradobra road	Rengali	Koksara	Kalahandi	2002-03 to 2005-06
96	Const. of SB over Mudra at 2 nd km on Ladugaon Kaudola road	Ladugaon-	Koksara	Kalahandi	2002-03 to 2005-06
97	Constn. of SB	Biswanathpur	Biswanathpur	Kalahandi	2002-03 to

Sl. No.	Name of Project	Village	Block	Dist	Year
	over Kenduguda nallah at 290/0 km on Biswanathpur Bijepur road				2005-06
98	Constn. of 10 nos. HPC on Tulapada Barabandha road	Tulapada-	Biswanathpur	Kalahandi	2002-03 to 2005-06
99	Constn. of 10 nos. of HPC on Tulapada Panga road	Tulapada-	Biswanathpur	Kalahandi	2002-03 to 2005-06
100	Constn. of 10 nos. of HPC on Dulkibandha Kalampur	Dulkibandha-	Biswanathpur	Kalahandi	2002-03 to 2005-06
101	Constn. of relief vent protection walls APCs from 0/0 to 15/0 km Khajurpada Turket road	turkel-	Biswanathpur	Kalahandi	2002-03 to 2005-06
102	Constn. of SB over Jamuna Bahal nallah at 7 th km of Hati Bridge to Atigaon road	Chichiguda -	Biswanathpur	Kalahandi	2002-03 to 2005-06
103	Constn of 8 rows of 1.2m dia HPVC at 2 nd Nallah on Brundabahl Daspur Nandol road	Daspur	Biswanathpur	Kalahandi	2002-03 to 2005-06
104	Constn. of SB over Daspur nallah (1 st nallah) on Brudabahal Daspur Nandol road.	Chichiguda	Biswanathpur	Kalahandi	2002-03 to 2005-06
105	Constn. of 3 nos of HPVC on Thuamul	Th. Rampur-	Th. Rampur-	Kalahandi	2002-03 to 2005-06

Sl. No.	Name of Project	Village	Block	Dist	Year
	Rampur Badachatrang road.				
106	construction of 3nos of HPVC on Hati Bridge to Attigaon Road	Chichiguda-	Biswanathpur	Kalahandi	2002-03 to 2005-06
107	Construciton of S.B over Kenduguda Nallah at 0/450 km on Kaudola-Badapadaguda Road	Mursing-	Th. Rampur	Kalahandi	2002-03 to 2005-06
108	Construciton of S.B over Mudra river at 0/083 km on Chikili Olma Chhak	Olma-	Th. Rampur	Kalahandi	2002-03 to 2005-06
109	Construciton of H.I Bridge over river Hati at 2 nd km on Kalampur-Mandal Road	Kalampur-	Th. Rampur	Kalahandi	2002-03 to 2005-06
110	Constn. of SB over Mudra at 0/615 km on Dahagaon Chilpamal road	Behera	Dahagaon	Kalahandi	2002-03 to 2005-06
111	Constn. of SB over Mudra at 1/65km on Dahagaon Musapali road	Sargiguda-	Koksara	Kalahandi	2002-03 to 2005-06
112	Constn. of SB over Bileikuni nallah on Maddingpadar Singhijharan road	Kalam	Koksara	Kalahandi	2002-03 to 2005-06
113	Constn. of SB over Baradanga nallahat 4 th km on Ampani Beheransil road	Baradanga-	Koksara	Kalahandi	2002-03 to 2005-06

Sl. No.	Name of Project	Village	Block	Dist	Year
114	Constn. of SB over Degaon nallah at 4 th km at Karlamunda Joradobra road	Rengali-	K arlamunda	Kalahandi	2002-03 to 2005-06
115	Constn. of over Mudra at 2 nd km on Laudgaon Kaudola road	Ladugaon-	K arlamunda	Kalahandi	2002-03 to 2005-06
116	Construction of 3nos. HPVC on Hati Bridge to Attigaon Road	Jamunabahal-	K arlamunda	Kalahandi	2002-03 to 2005-06
117	Construction of S.B over Mudra rover at 0/083km on Chikili Olma Chhak	Chikili-	K arlamunda	Kalahandi	2002-03 to 2005-06
118	Constn. of SB over Mudra at 0/615 km on Dahagaon Chilpamal road	Behera-	Dharmagarh	Kalahandi	2002-03 to 2005-06
119	Constn. of SB over Mudra at 1/65 km on Dahagaon Musapali road	Sargiguda-	Dharmagarh	Kalahandi	2002-03 to 2005-06
120	Constn. Of SB over Bileikuni nallah on Maddingpadar Singhjharan road	Kalam-1	Dharmagarh	Kalahandi	2002-03 to 2005-06
121	Constn. of SB over Baradanga nallahat 4 th km on Ampani Beherasil road	Baradanga-	Dharmagarh	Kalahandi	2002-03 to 2005-06
122	Constn. of SB over Degaon nallah at 4 th km at Karlamunda Joradobra road	Rengali-	K arlamunda	Kalahandi	2002-03 to 2005-06
123	Constn. of SB	Ladugaon-	K arlamunda	Kalahandi	2002-03 to

Sl. No.	Name of Project	Village	Block	Dist	Year
	over Mudra at 2 nd km on Ladugaon Kaudola road				2005-06
124	Constn. of 10 nos HPC on Tulapada Barabandha road	Tulapada-	K arlamunda	Kalahandi	2002-03 to 2005-06
125	Constn. of 10 nos. of HPC on Tulapada Panga road	Tulapada	K arlamunda	Kalahandi	2002-03 to 2005-06
126	Constn. of 10nos of HPC on Dulki bandha Kalampur	mandal-	Lanjigarh	Kalahandi	2002-03 to 2005-06
127	Constn. relief vent protection walls APCs from 0/0 to 15/0 km Khajurpada Turkel road	Turkel-	K arlamunda	Kalahandi	2002-03 to 2005-06
128	Constn. of SB over Jamuna Bahal nallah at 7 th km of Hati Bridge to Atigaon road	Chichiguda-	K arlamunda	Kalahandi	2002-03 to 2005-06
129	Constn. of SB over Daspur nallah (1 st nallah) on Brundabhai Daaspur Nandol road	Daspur-	K arlamunda	Kalahandi	2002-03 to 2005-06
130	Constn. of 3nos of HPVC on Thuamul Rampur Badachatrang road	Th. Rampur-	Th. Rampur-	Kalahandi	2002-03 to 2005-06
131	Constn. of SB over Mudra at 0/615 km on Dahagaon Chilpamal road	Dahagaon-	Dahagaon-	Kalahandi	2002-03 to 2005-06

Sl. No.	Name of Project	Village	Block	Dist	Year
132	Constn. of SB over Mudra at 1/65 km on Dahagaon Musapali road	Koksara-	Koksara-	Kalahandi	2002-03 to 2005-06
133	Constn. of SB over Bileikuni nallah on Maddingpadar Singhjharan road	Kalam		Kalahandi	2002-03 to 2005-06
134	Constn. of SB over Baradanga nallahat 4 th km on Ampani Beherasil road	baradanga-		Kalahandi	2002-03 to 2005-06
135	Constn. of SB over Degaon Nallah at 4 th km at Kariamunda Joradobra road	Rengali-		Kalahandi	2002-03 to 2005-06
136	Constn. of SB Mudra at 2 nd km on Ladugaon Kaudola road	Ladugaon-		Kalahandi	2002-03 to 2005-06
137	Constn. of SB over Kenduguda nallah at 29/0km on Biswanathpur Bijepur road	Bijepur-		Kalahandi	2002-03 to 2005-06
138	Constn. of 10nos. HPC on Tulapada Barabandha road	Tulapada-2250		Kalahandi	2002-03 to 2005-06
139	Constn. of 10 nos of HPC on Tulapada Panga road	Tulapada-2250		Kalahandi	2002-03 to 2005-06
140	Constn. of 10nos of HPC on Dulki bandha Kalamput	Dulkibandha-2766		Kalahandi	2002-03 to 2005-06
141	Constn. of relief vent protection walls APCs from	Turkel-1142		Kalahandi	2002-03 to 2005-06

Sl. No.	Name of Project	Village	Block	Dist	Year
	0/0 to 15/0 km Khajurpada Turkel road				
142	Constn. of SB over Jamuna Bahal nallah at 7 th km of Hati Bridge to Atigaon road	Chichiguda- 3148		Kalahandi	2002-03 to 2005-06
143	Constn of 8 rows of 1.2m dia HPVC at 2 nd Nallah on Brundabahal Daspur Nadnol road	Daspur-2614		Kalahandi	2002-03 to 2005-06
144	Constn. of 3 nos. of HPVC on Thuamul Rampur Badachatrang road.	Th. Ramput- 1152		Kalahandi	2002-03 to 2005-06
145	Constn. of SB over Mudra at 0/615 km on Dahagaon Chilpamal road	Behera-3056		Kalahandi	2002-03 to 2005-06
146	Constn. of SB over mudra at 1/65 km on Dahagaon Musapali road	Sargiguda- 2015		Kalahandi	2002-03 to 2005-06
147	Constn. of SB over Daspur nallah 1 st nallah) on Brundabahal Daspur Nandol road	Daspur-2614		Kalahandi	2002-03 to 2005-06
148	Construciton of H.L. Bridge over river Hati at 2 nd km. on Kalampur Mandal Road.	Dulkibandha- 2766		Kalahandi	2002-03 to 2005-06
149	Constn of CD works on Padmapur M.K.	Padmapur	Padmapur	Rayagada	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
	Rai road				
150	Constn of CD works on Kotapeta matikona road	Rayagada	Rayagada	Rayagada	2003-04
151	Constn of CD works on KV line Rodangi Badakhilapadar road	Kolanara	Kolanara	Rayagada	2004-05
152	Constn of SB over Kanijodi nallah on B. Cuttack Kutraguda road	B. Cuttack	B. Cuttack	Rayagada	2004-05
153	Constn of VC over Hikiriguda nallah on Durigi Dukum road	B. Cuttack	B. Cuttack	Rayagada	2004-05
154	Impvt. To B.Cuttack Kutraguda road	B. Cuttack block	B. Cuttack	Rayagada	2004-05
155	Constn. of C.d. work on Jagadalpur	Janabali	B. Cuttack	Rayagada	2004-05
156	constn. of SB over birisa nallah	Jagdapur	B. Cuttack	Rayagada	2004-05
157	Constn. of SB over Kodama nallah on M.K. Rai-Siriguda	Kodama	B. Cuttack	Rayagada	2005-06
158	Constn. of SB over Khari Nalla on Jagadalpur Janabali road	Khari	B. Cuttack	Rayagada	2005-06
159	Constn. of long approach at Sannai on Padmapur Gudari Raibiji road.	Padampur	B. Cuttack	Rayagada	2005-06
160	Constn. of SB over Nibrutijore at 25 th Km. on Bhaler-Khaliapali	Bolangir	Bolangir	Bolangir	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
161	Const. of HPVC over Kanakpur on RD Road to Kanakpur	Bolangir	Bolangir	Bolangir	2003-04
162	Constn. of VC over Sadeipali Nallah on Bolangir-Chandanvati	Bolangir	Bolangir	Bolangir	2003-04
163	Impvt. To Chhuinbandhu Lukapada road	Bolangir	Bolangir	Bolangir	2003-04
164	Impvt. To Salebhata Kutasingha road	Loisingha	Loisingha	Bolangir	2003-04
165	Impvt. To Loisingha Bharsuja road	Loisingha	Loisingha	Bolangir	2003-04
166	Impvt. To Mandal Mandodara road	patnagarh	Patnagarh	Bolangir	2003-04
167	Impvt. To Kantabanji Chaulsukha road	Kantabanji	Kantabanji	Bolangir	2003-04
168	Jeypore – Kotta-Malkangiri-Mout road	Bamunigam	Bamunigam	Koraput	2002-03
169	Bye pass road from Christianpetta junction to Panchanan temple	Jeypore	Jeypore	Koraput	2002-03
170	Jeypore – Kotta-Malkangiri-Motu Road	Bamunigam	Boriguma	Koraput	2003-04
171	Bye pass road from Christianpetta junction to Panchanan temple	Jeypore	Jeypore	Koraput	2003-04
172	Jeypore-Kitta-Malkangiri-Motu	Bamunigam	Boriguma	Koraput	2003-04

Sl. No.	Name of Project	Village	Block	Dist	Year
	Road				
173	Borigumma-Ranigeda road	Dulaguda	Kotpad	Koraput	2003-04
174	B. Singhpur-Ranigeda road	B. Singhpur	B. Singhpur	Koraput	2003-04
175	Haradapur-Kusumi-Kotpad road	Kenduguda	Kotpad	Koraput	2003-04
176	Jeypore Irrigation Canal embankment bye pass road	Jeypore	Jeypore	Koraput	2003-04
177	Jeypore-Kotta-Malkangiri-Motu road	Tankua, Dimla	Nandapur	Koraput	2003-04
178	Bye pass road from Christianpetta Junction to panchanan temple	jeypore	Jeypore	Koraput	2003-04
179	B. Singhpur-Ranigeda road	B. Singhpur	B. Singhpur	Koraput	2004-05
180	Borigumma-Ranigeda Road	Borigumma.	Borigumma.	Koraput	2004-05
181	Bye pass road from Christianpetta junction to panchanan temple	jeypore	jeypore	Koraput	2004-05
182	B. Singhpur-Ranigeda Road	B. Singhpur	B. Singhpur	Koraput	2004-05
183	Borigumma-Ranigeda road	Borigumma	Borigumma	Koraput	2004-05
184	Haradaput-Kusumi-Kotpad Road	Haradaput	Haradaput	Koraput	2004-05
185	jeypore Irrigation Canal embankment bye pass road	jeypore	jeypore	Koraput	2004-05
186	Borigumma-Kanta-Kumuli Road	Borigumma	Borigumma	Koraput	2004-05
187	jeypore-Kotta-Malkangir-Motu	Tankua, Dimla	Kotpad	Koraput	2005-06

Sl. No.	Name of Project	Village	Block	Dist	Year
188	Borigumma-Kanta-Kumuli Road	Borigumma	Borigumma	Koraput	2005-06
189	Impv. To Khariar-Boden-Sinapalli road	Sinapalli	Sinapalli	Nuapada	2002-03
190	Impv. To Khariar-Boden-Sinapalli Road	Khariar	Khariar	Nuapada	2002-03
191	Impv. To Sohela-Nuapada road	Nuapada	Nuapada	Nuapada	2002-03
192	Bhawanipatna-Khariar Road.	Khariar	Khariar	Nuapada	2002-03

Constraints Faced by Implementing Agency (pp 59-62)

In the Process of discussion related to optimum utilization of Rural Connectivity projects, implementing agency revealed the following constraints

- a) Lack of proper planning.
- b) Absence of connectivity.
- c) Lack of incentive to mobilize local resources, skill and man power.
- d) Show-causing starvation.
- e) Lack of area approach.
- f) Poor maintenance of road.
- g) Incompetent contractor.
- h) Reluctance to maintain data on physical status.

Constraints Faced by Beneficiaries (pp 59 – 62)

- a) During the construction work, contractor forcibly lifts soil from cultivated land causing problem to beneficiaries. The left over construction material like morum, metal, bitumen are being washed away and deposited in the fields of beneficiaries affecting the productivity of soil and causes water logging in paddy field during rainy season.
- b) Poor monitoring.

c) Maintenance was not assured.

Success stories (pp52 – 53)

During the course of study two instances of success stories appealed to the team

- Mr. Prasanta Ku. Panda a graduate from Sonapur, resident of Urle Village of Binka block revealed that because of Chaukinala Bridge at Mahada Chhak he has improved his income. Mr. Panda was unemployed till the completion of the project. The new road created hope in his Mind and he started a Tiffin stall near the road which connects Sonapur; Binka, Rampur and Durgripali. In the course of time he has diversified his business and at present he emerged as successful self-employed entrepreneur earning a handsome of money every day and also provides employment to three other persons. He also works as a change agent in his tiffin shop encouraging villagers to make use of the road for increasing their daily earnings sending their children to school and college.
- Mr. Udit Pratap Sahoo at Bada Chhatrang village of Th-Rampur block in the district of Kalahandi is of the view that with the help of HPVC on Th. Rampur Badachhatrang road he is able to increase his income and improve the condition of his family members. The bridge is connecting the weekly market and has helped in improving the socio-economic conditions of the people. It provides a better access to medical facilities at the Th. Rampur. The beneficiary is keen to develop a diary farm of his own shortly. He is of the view that the road connectivity will give him an assured market for his milk. He has built up high hopes with the availability of the road and gained confidence for a bright future.