

Final Report

**AN EVALUATION STUDY OF “SUVARNA
RASTE VIKAS YOJANE SCHEME” IN
BELGAUM DISTRICT**

BY

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PREFACE

Realizing the importance of roads, particularly in socio-economic development of rural sector, the Karnataka state government has introduced novel scheme “Suvarna Raste Vikas Yojane” during the year 2009-10 for the development of good roads throughout the state. The scheme mainly focuses on the improvement of Major District Roads (MDRs). In almost all the districts of the Karnataka state, the scheme is underway and work is in different stages of progress. From the improved roads, it was expected that there will be a spur in the overall economic development of the area surrounding MDRs developed under the scheme. At this juncture, the government entrusted us to evaluate the performance of the scheme in terms of achieving its targeted goals and to ascertain the loopholes and suggest the remedial measures.

This report has had the benefit of discussions with Public Works, Ports and Inland Water Transport Department (PWP & IWTD) officials at various levels, particularly Mr Subhash Chandra Khuntia, Mr K.B. Devaraju, Mr M.B.Burji, Mr O.K.Swamy, Mr K.B.Kulkarni, Mr R Govind Raj, Mr Sugur, Mr V.R Kukanoor, Mr N. P. Naik Mr A. M. Halagatti and Mr M.V.Wadadagi

The study has also gained substantially from the discussion held on the draft report presented in the Monthly Multi Level Review meeting held on 18-01-2012 in the Vikasa Soudha, Bangalore. I would also thank to AEEs and JEs of Public Works, Ports and Inland Water Transport Department (PWP & IWTD) of all taluks of Belgaum district.

I would also like to thank Miss Pooja Bhat for her meaningful contributions. Needless to say none of them are responsible for the errors that remain.

B.H.Nagoor

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EXECUTIVE SUMMERY

I INTRODUCTION

Infrastructure development plays a significant role in the economic growth of any country. An efficient transport connectivity is very crucial for socio-economic development of the region. Every form of business operation relies on transportation opportunities afforded by roads and rail. In India, though agricultural sector is a predominant sector accounting for large share of employment but with poor road connectivity, the agricultural producers are facing many constraints to bring their products to nearby markets. In rural India, the performance of non-farm activities heavily depend on the agricultural sector. For the transportation of produced goods from the rural area to the nearby markets, roads play a vital role. Road transport is the life line for the economic development of rural sector. The improved road condition will reduce travel cost, time and also enhance the comfort of commuters and security in the area.

Looking at the performance of the Indian economy from the last two decades, rural India is lagging behind. It is a challenging task for the policy makers to bring rural economy to the mainstream of economic development. Among the identified factors for the poor performance of India's rural economy, connectivity of rural areas to urban centers is one among them. Here, the role of improved road has a vital role for rural – urban connectivity.

Realizing the importance of improved roads, particularly in socio-economic development of rural sector, the Karnataka state government has introduced novel

scheme “Suvarna Raste Vikas Yojane” during the year 2009-10 for the improvement of roads throughout the state. The scheme mainly focuses on the improvement of Major District Roads(MDRs). In almost all the districts of the Karnataka state, the scheme is underway and work is in different stages of progress. Under the Suvarna Raste Vikas Yojane, since 2009-10, Rs 320 crore budget grant has been made for all the districts of the Karnataka state. Since 2009-10, Rs 23.43 crore grant has been allocated to Belgaum district works. It is expected to improve 200.71 K.M covering 66 roads spread over all 10 taluks of the Belgaum district, spread over three years. Till Decemeber 2011, improvement in 42 roads, covering 141.3 K.M has been completed and work in remaining 24 roads, covering 59.41 K.M is in progress.

From the improved roads, it was expected that there will be a spur in the overall economic development of the area surrounding MDRs developed under the scheme. At this juncture, it is important to evaluate the performance of the scheme in terms of achieving its targeted goals and to ascertain the loopholes and suggest remedial measures by an independent agency. With this back drop, terms and references of the evaluation study, the present study raises the pertinent questions. Does Suvarna Raste Vikas Yojane make any difference in terms of reducing transportation cost, travel time and enhance the comfort of commuters of the area surrounding MDRs developed under the scheme? What are the selection criteria of the major district roads under the scheme? Is there any socio-economic improvement in the region after the introduction of the scheme? What is the response of the users after the implementation of the scheme?

To answer these questions the present study sets the following objectives.

II OBJECTIVES OF THE STUDY

- Evaluation of the scheme in terms of achieving expected goals, selection criteria of major district roads of Belgaum district and also achievement in terms of physical and financial targets.
- Assessing the effectiveness of the scheme in improving the socio –economic development of the region.
- To ascertain the limitations, if there are any and suggest remedial measures.

III RESEARCH DESIGN AND METHODOLOGY

The study is based on secondary data, field survey, interaction with the stakeholders and discussions with the implementing agencies. To assess the effectiveness of the scheme, survey is conducted from the surrounding villages of the improved roads under the said scheme of the Belgaum district. With the help of Gram Panchayat officials, during the months of August, September and October 2011, the scheduled questionnaires were administered to road users. From each beneficial village, five road users consisted of one student, agriculturist, vegetable or milk producer, daily commuter and secretary gram panchayat have been selected for the survey. To assess the physical and financial performance of the scheme, the secondary data is collected from concerned departmental offices. Detailed secondary information on each village has been collected from the Government of Karnataka, Rural Development and Panchayat Raj Development Website. Secondary data pertaining to the scheme has been collected from each taluk and division office and discussed with concerned section officers and Assistant Executive Engineers (AEE) of each Taluk. The information collected from AEE of each taluk and EE of Belgaum and Chikkodi division is pertains to till December 2012.

Along with the concerned section officers, survey has been undertaken for each road covered under the said scheme. While surveying the roads, required information such as selection criteria of the road, importance of the road, nearest towns to access market, education and health facilities for the surrounding villages, length of the road, amount sanctioned and spent, present status and spillover amount for the next financial year has been collected. And, socio-economic information of each village along with the road has also been collected. The important aspect of the study is to assess the effectiveness of the scheme in socio-economic development of the region which is done by interacting with the users and from the available secondary data. Economic improvement is assessed in terms of i) Does improved road help the commuters to reach the market centres compared to earlier? ii) Are there new economic activities cropped up in the region? For example dairy farming, floriculture and horticulture, as such farming requires quick transport facilities to reach the nearby market centres. iii) Do such schemes encourage private individuals to invest in the rural areas, whereby new economic activities emerge with the private investment? iv) How such schemes will complement the other ongoing and forthcoming infrastructure schemes? To answer these questions, an interaction with the local users, agriculturists, entrepreneurs, commuters and others, whose views have been considered. The data is also be collected from concerned departments to assess the emergence of new economic activity. To assess the usefulness of the scheme, interaction will also be made with students, daily wage earners and other workers (including salaried class), who come to the city every day.

It is important to note that in the present study, we have taken care to avoid the repetition such as similar findings, public opinions and suggestions, which have emerged from the evaluation of improved roads under Suvarna Raste Vikas Yojane(SRVY)

III MAJOR FINDINGS AND RECOMMENDATIONS

- The study finds that there was no strong reason for separate Suvarna Raste Vikas Yojane for MDRs. The same work could have been done under existing schemes meant for construction/ improvement of the roads.
- The amount sanctioned under the scheme for each road is very small and it is equally distributed to each constituency.
- The length of roads improved under the scheme is very small. In some places, it is less than one KM and in other places, long roads have been improved with the co-ordination of the other schemes thus resulting in an improvement in major portion of the road.
- There is a large difference between the budget allocation and actual amount spent, leading to spillover of the amount for next financial year. This has created problem for taking up for fresh work.
- Large delay in release of the amount has affected the contractors to maintain the quality of the work. A major policy reform is required in this regard.
- There is complete interference of the politician in the selection of the road. From the information so collected, it is found that the selection of the roads is completely done by the local MLA and there is interference of politicians even in tender process also. The study suggests that the committee consisting of

- elected representatives, concerned officials and civil society members may be formed for the selection of road under such schemes
- Though the Suvarna Raste Vikas Yojane is meant for MDRs, in many places, State Highways have been selected.
 - The selection of the roads in some places is very strategic. It is useful in reducing the travel cost and time, connecting the main road and very helpful for children and students to go to schools and colleges of nearby places. In some places the amount is used to repair the bad roads. In some places, it seems that roads have been selected under political considerations. For instance, at Ankali of Chikkodi division, the existing state highway has been widened in the Ankali town itself. This could have been done under other schemes meant for State Highways. In some places the scheme is very helpful in cropping up of new economic activities such as Dairy, Horticulture and Poultry. In some places helpful in transporting vegetables, fruits, flowers and sugarcane to near by places. It is difficult to expect the spur of new economic activities, diversification in agricultural activities and large improvement in non-farm activities in the surrounding villages from the improvement of a small portion of the road. There should be good rural-urban connectivity and an holistic approach is needed in this regard.
 - Some of the surrounding villages are away from the main road. Unless these village roads are improved, the benefits from improved roads may not accrue to the remote villagers. It is very important to improve the remote village and MDRs to harness the existing potentiality of the village economy.

- Exploring the existence of potentiality of villages, good road connectivity is very important. Good road connectivity attracts the others to come to villages and to invest in various economic activities. It is essential to attract private investment in villages. It is the responsibility of the state to provide basic infrastructure for such villages. Looking into the geographical, economic conditions and public opinion of the surrounding villages of improved roads under Suvarna Raste Vikas Yojane(SRVY) of Belgaum District, the study observes that good road network will spur the economic activities, diversify agricultural activities and bring an improvement in the income of villagers.
- Looking into the large volatility in food grains, fruits and vegetable prices, good road is very important for such potential and highly irrigated area. In the present context, there is the need of establishment of agro-based and food processing industries to enhance the quality of agricultural products. In this regard, it is the prime responsibility on the part of the government to improve the rural-urban connectivity.

CHAPTER-I: INTRODUCTION

I INTRODUCTION

Infrastructure development plays a significant role in the economic growth of any country. An efficient transport connectivity is very crucial for socio-economic development of the region. Every form of business operation relies on transportation opportunities afforded by roads and rail. In India, though agricultural sector is a predominant sector accounting for large share of employment but with poor road connectivity, the agricultural producers are facing many constraints to bring their products to nearby markets. In rural India, the performance of non-farm activities heavily depend on the agricultural sector. For the transportation of produced goods from the rural area to the nearby markets, roads play a vital role. Road transport is the life line for the economic development of rural sector. The improved road condition will reduce travel cost, time and also enhance the comfort of commuters and security in the area.

Looking at the performance of the Indian economy from the last two decades, rural India is lagging behind. It is a challenging task for the policy makers to bring rural economy to the mainstream of economic development. Among the identified factors for the poor performance of India's rural economy, connectivity of rural areas to urban centers is one among them. Here, the role of improved road has a vital role for rural – urban connectivity.

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To answer these questions the present study sets the following objectives.

I.2 Objectives of the study

- Evaluation of the scheme in terms of achieving expected goals, selection criteria of major district roads of Belgaum district and also achievement in terms of physical and financial targets.
- Assessing the effectiveness of the scheme in improving the socio –economic development of the region.
- To ascertain the limitations, if there are any and suggest remedial measures.

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It is important to note that in the present study, we have taken care to avoid the repetitions such as similar findings, public opinions and suggestions, which have emerged from the evaluation of improved roads under Suvarna Raste Vikas Yojane(SRVY)

Table- I.1: Grants, Expenditure, Physical Target and Achievements under Suvarna Raste Vikas Yojane of Belgaum District (Belgaum and Chikkodi Division).

Year	Belgaum District	Budget grant (Rs in lakhs)	Expenditure(Contract Amount) (Rs in lakhs)	Target (in K.M)	Roads Improved (in K.M)	Roads Under progress (in K.M)
2009-10	Belgaum Division	312.49	654.35	40.56	40.56	0
	Chikkodi Division	520.62	1013.9	51.09	47.79	3.3
	Total	833.11	1668.25	91.65	88.35	3.3
2010-11	Belgaum Division	240.86	419.11	26.98	10.09	15.89
	Chikkodi Division	468.72	940.74	49.395	40.82	8.575
	Total	709.58	1359.85	76.375	50.91	24.465
2011-12	Belgaum Division	312.48	31.1	2.04	2.04	0
	Chikkodi Division	487.81	443.96	30.65	0	30.65
	Total	800.29	475.06	32.69	2.04	30.65

Source: Collected from the office of Assistant Executive Engineer (AEE) of all taluks of Belgaum District.

Table-I.2: Grants, Expenditure, Physical Target and Achievements under Suvarna Raste Vikas Yojane of Belgaum District

Year	Budget grant (Rs in lakhs)	Expenditure(Contract Amount) (Rs in lakhs)	Target (in K.M)	Roads Improved (in K.M)	Roads Under progress (in K.M)
2009-10	833.11 (10000)	1668.25	91.65	88.35	3.3
2010-11	709.08 (12000)	1359.85	76.375	50.91	25.465
2011-12	800.29 (10000)	475.06	32.69	2.04	30.65
Total	2342.98 (32000)	3503.16	200.715	141.3	59.415

Source: Collected from the office of Assistant Executive Engineer (AEE) of all taluks of Belgaum District.
Note: Figures in the bracket show state level amount

Table-I.3: Grants, Expenditure, Physical Target and Achievements under Suvarna Raste Vikas Yojane of Belgaum District.
(Taluk wise)

	2009-10					2010-11					2011-12				
	Budget grant (Rs in lakhs)	Expenditure(Contract Amount) (Rs in lakhs)	Target (in K.M)	Roads Improved (in K.M)	Roads Under progress (in K.M)	Budget grant (Rs in lakhs)	Expenditure(Contract Amount) (Rs in lakhs)	Target (in K.M)	Roads Improved (in K.M)	Roads Under progress (in K.M)	Budget grant (Rs in lakhs)	Expenditure(Contract Amount) (Rs in lakhs)	Target (in K.M)	Roads Improved (in K.M)	Roads Under progress (in K.M)
Belgaum	52.08	101.31	4.8	4.8	0	39.06	49.04	2.6	2.6	0	52.08				
Bailahongal	104.16	223.68	17.9	17.9	0	78.08	154.91	12.89	0	12.89	104.16				
Savadatti	52.08	122.99	7	7	0	39.06	73.85	3.6	3.6	0	52.08	18.08	1.51	1.51	0
Ramadurga	52.09	109.02	8.54	8.54	0	45.6	63.85	4.89	0.89	4	52.08				0
Khanapur	52.08	97.35	2.32	2.32	0	39.06	77.46	3	3	0	52.08	13.02	0.53	0.53	0
Chikkodi	130.02	281.75	23.04	19.74	3.3	97.65	251.06	11.2	11.2	0	182.28	76.04	4.5		4.5
Raibag	78.12	186.56	10.81	10.81	0	58.59	126.8	4.845	2.7	2.145	62.08	63.09	5.37		5.37
Hukkeri	104.16	229.79	8.39	8.39	0	156.24	165.51	10.48	4.05	6.43	35.13	33.38	1.65		1.65
Athani	104.16	211.8	8.85	8.85	0	78.12	162.52	7.58	7.58	0	104.16	104.16	8.1		8.1
Gokak	104.16	104	0	0	0	78.12	234.85	15.29	15.29	0	104.16	167.29	11.03		11.03
Total	833.11	1668.25	91.65	88.35	3.3	709.58	1359.85	76.375	50.91	25.465	800.29	475.06	32.69	2.04	30.65

Source: Collected from the office of Assistant Executive Engineer (AEE) of all taluk of Belgaum District.

CHAPTER-II: BELGAUM DIVISION

II.1 Bailahongal Taluk

Bailahongal taluk has two (Kittur and Bailhongal) assembly constituencies. Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, improvement of four roads has been undertaken with an estimated budget of Rs 286.4 lakhs spread over three years. However, the expenditure (contract amount) incurred in the improvement of four roads in three years is Rs 378.59 lakhs. Of the four roads, improvement in the three roads has been completed and work is in progress in one road (table-II.4). About 31 K.Ms of road has been improved and in some places road has also been widened. It is important to note that though SRVY is meant for improvement of MDRs, two state highways (SH-73 and SH-30) have been undertaken for the improvement under the said scheme. Of the four roads, the selection of Halaga –Tigadi- Marihal Road and Mangsuli – Laxmeshwar (SH-73, improvement between Nesaragi and Hogarti) Road seems to be very strategic. Improvements in these roads reduce the time and the cost of travel to a great extent and enhance the comfort of commuters travelling on these improved roads. The opinions from the surrounding villagers and Panchayat officials reveal that improvement in these roads spur the economic activities to a certain extent. Especially the improvement between the Nesaragi- and Hogarti is helpful for the students, vegetable and milk producers to commute to Nesaragi town. There is an increase in the supply of milk and vegetables by the surrounding villages to the near by towns resulting in an improvement in farmer's income.

The selection of Mangsuli – Laxmeshwar (SH-73) Road and Shindnoor-Hemmadaga (SH-30) seems to be good as the road condition before the improvement was in a bad shape and strategically important for Balavadi town and these roads are important in terms of connectivity between Dharwad and Bhailahongal, as thousands of people commute every day between Bailahongal and Dharwad as the road is very busy. However, as mentioned earlier, the very objective of SRVY was to improve the MDRs as SHs can be taken up under some other schemes.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

II.1.1 Mangsuli – Laxmeshwar (SH-73) Road.

The selection of the road is very strategic as it is the only road, which connects Belgaum and Nesaragi for the surrounding villages. For the surrounding villages of the road, Nesaragi and Belgaum are important for marketing, health and education. The entire road from Nesaragi to Hogarti has been improved and height of the road also been improved under SRVY and the rest of the road from Hogarti to SH-20(Belgaum – Raichur Road) has been improved under the other scheme. Such co-ordination among the various schemes and complete improvement of the road is good. From improved road, the spur in economic activities can be expected. The improved road is useful for Hogarti, Kolyanhatti, Deshnur, Mohre, Koldur and Nesaragi. The road has been

improved during the year 2009-10, with the estimated cost of 104.16 lakhs, which covers the total length of 8 K.M from Nesaragi to Hogarti, with the width of 3.75 meters.

Socio-Economic Impact

The surrounding villages, particularly, Mohre and Hogarti are largely covered by forest. Agriculture is a major economic activity. The availability of irrigational facilities supports agricultural growth. Only 32.12 per cent of area is under cultivation, of which 43.12 per cent of area is under irrigation. Jowar, Sugarcane, Soyabean, Groundnut, Cotton and Ragi are major crops grown in the surrounding villages. An interaction with the villagers reveals that though, sugarcane is grown in this area, it is crushed in villages with the adoption of old method. With the improvement of the road, it is expected that, the sugarcane production will be supplied to the nearest sugar factory. With 43.12 per cent irrigation facilities, there has been a substantial growth in vegetables in these surrounding villages and for marketing of the vegetables, producers mainly depend on Belgaum, Nesaragi and near by towns(table-II.5). Milk and seasoned fruits are also produced by the surrounding villages. Improvement of the road has quickened the supply of perishable products.

There is also the existence of agricultural allied activities, such as, poultry and animal husbandry. There are around 3,364 cows and 2,988 buffalos in the surrounding villages, showing potentiality of milk production. There are 4862 poultry (table-II.5). It is expected that the improved road will harness the existing potential of milk and poultry production and thereby improve the income of the villagers.

The villages such as Deshnoor, Hoogarti, Mohare and Kaldor lack educational, banking and health facilities. Nesaragi is the nearest town for these villagers to access

educational, banking and health facilities. Students studying in Belgaum and Nesaragi, majority of them, girls, travel every day to Nesaragi and Belgaum. Improvement of the road has helped such users to a great extent. An interaction with the surrounding villagers reveal that, as the frequency of public vehicles is very less and do not ply on time, the improvement of the road increased the movement of the private vehicles and the number of students studying in Belgaum and Nesaragi particularly, girls has increased.

Public opinion

The survey results show that before the improvement of the road, condition of the road was very pathetic causing accidents. During the rainy season, it was very difficult for the vehicle movement, consuming more fuel and time. With the improvement of the road, such inconvenience has been reduced drastically. The public stated that with improvement of the road, the production and transportation of vegetables and milk has been increased and reducing the cost of transportation. Children enrolment in Nesaragi School has increased. However, the public strongly asserted that, though the road has been improved recently, but in some places due to heavy rains, the road is not in condition.

Policy Suggestions

It is to be noted that exploring the existence of potentiality of such villages, good road connectivity is very important. As mentioned earlier, the good road connectivity attracts the others to come to villages and to invest in various economic activities. It is essential to attract private investment in villages. Hence, it is the responsibility of the state to

provide the basic infrastructure for such villages. Looking into the geographical, economic conditions and public opinion of the surrounding villages, it seems that existence of good road network will spur the economic activities and diversify the agricultural activities and bring an improvement in the income of villagers.

II.1.2 Mangsuli – Laxmeshwar (SH-73) Road

Improvement in Mangsuli –Laxmeshwar road (From 194.17 to 204.16) has been completed during the year 2009-10 at an estimated cost of 104.16 lakhs, which covers the total length of 9.90 K.M from Dharwad border (near Tadkod village) to near Siddasamudra village, with the width of 5.5 meters (table-II.4). The road has been widened from 3.75 K.M to 5.5 K.M. The improved road is helpful for Siddsasamudra, Bidargatti, Budrikatti and Chikkabellikatti villagers. At one end, towards south, after few Kilometers, the road connects N H-4 and towards north through Belavadi village and connects Bailahongal. This road also connects Shindnoor-Hemmadaga (SH-30) at Belavadi. The improved road is useful to the surrounding villagers to commute to Bhailhongal, Savadatti and Dharwad.

Socio-Economic Impact

Agriculture is a major economic activity of the surrounding villages. Majority of cultivable land depends upon the rainfall. Around 89 per cent of area is under cultivation, of which 15 per cent of area is under irrigation. Sugarcane, Cotton, Pulses, Maize, Groundnut, Bajra, Wheat, Jowar and Ragi are major crops grown in the surrounding villages(table-II.5). Among these crops, Cotton, Sugarcane, Pulses and Groundnut are the major crops. For cotton, the farmers depend on the Bhailahongal

market. For marketing, the surrounding villagers also commute to Belavadi, Savadatti and Dharwad. The vegetable and seasoned fruits are also grown in the surrounding villages. The improved road is convenient for villagers to transport their perishable agricultural goods to nearby markets such as Belavadi, Bhailhongal, Savadatti and Dharwad. There is also the existence of agricultural allied activities such as poultry and animal husbandry. There are 2750 cows and 2072 buffalos in the surrounding villages, showing potentiality of milk production. There are 1795 poultry. It is expected that the improved road will harness the existing potential of milk and poultry production and an improvement in the income of the villagers. It is also important to note that, unlike Halaga-Tigadi-Tarihal and Hogarti-Nesaragi road, it is not a remote road. It is a major road which connects Bailhongal and Dharwad. The study strongly feels that this road project should have been considered under some other scheme and MDR should have been undertaken for the improvement under SRVY. However, the improved road is very helpful for the children and students of the surrounding villagers, who commute every day to Dharwad and Belavadi for their education. This road is helpful in reducing the time and fuel cost. It is the busiest road, thousands of people commute every day between Bailhongal and Dharwad. It is a long road between Bhailhongal and Dharwad but only a small portion of the road has been improved. The study feels that the entire road needs to be improved as it is important for surrounding villagers for marketing, health, education and banking. Belavadi and Dharwad are the nearest marketing centers for the surrounding villages.

Public opinion

The survey results show that unlike other roads which are considered in Bailhongal under the SRVY, before the improvement of the road, the condition of this road was in not that bad shape. The road is more useful for people of Dharwad and Bhailhongal, especially for the government employees, who travel between Bailhongal and Dharwad every day. However, surrounding villagers, the villagers from Dharwad side expressed that improved road reduced the travel time and fuel consumption resulting in quick transport of their perishable agricultural products to Dharwad and Belavadi. The students of the surrounding villages are happy about the improved road as they can now reach colleges in Dharwad on time. The students, farming community, businessmen and daily commuters held the view that the entire road between Bailahongal and Dharwad needs to be improved.

Policy suggestions

It is difficult to expect the spur of new economic activities in the surrounding villages from the improvement of a small portion of the road. Some of the surrounding villages are away from the main road. Unless such village roads are improved, the benefits from improved roads may not accrue to the remote villagers. It is very important to improve the remote village and MDRs to harness the existing potentiality of the village economy.

II.1.3 Sindanur-Hemmadaga (SH-30)

The selected reaches of Sindanur-Hemmadaga road(SH-30) has been taken up for the improvement during the year 2010-11, with the estimated cost of 78.12 lakhs, which covers the total length of 8 K.M from Nesaragi to Hogarti, with the increase in width

from 3.75 to 5.50 meters(table-II.4). The work is in progress. It is an important road for surrounding villages such as Belavadi, Udikeri, Mugbasav and Sutagatti. The road connects Belavadi and Saudatti, which are important for marketing, banking and educational purposes. However, at the time of our visit during August 2011, the present road was in a very bad shape leading to frequent accidents, failure in vehicle machines, more oil consumption and high travel cost, especially for goods transportation. It was highly inconvenient for the commuters. With the improvement of this road, it is expected that such inconvenience could be reduced.

Socio-Economic Impact

The present road is not yet completed. With the improvement of the road, it is expected that the surrounding villages between Belavadi and Savadatti will be benefitted. Like the surrounding villages of other improved roads under SRVY, agriculture is a major economic activity of the surrounding villages of the Sindanur-Hemmadaga road(SH-30). Majority of cultivable land depends upon the rainfall. 92.56 per cent of area is under cultivation, of which 5.61 per cent of area is under irrigation. Sugarcane, Cotton, Pulses, Maize, Groundnut, Bajra, Wheat, Jowar and Ragi are major crops grown in the surrounding villages. Among these crops, Cotton, Jowar and Pulses are the major crops. During our visit to the road, we witnessed large uncultivable land surrounding the road and also standing cotton crop in some portion of the field. The Malaprabha canal is the major source of water supply for small portion of the cultivable land. Sutagatti, Belavadi and Udkeri villages are major beneficiaries. For cotton market, the farmers depend on the Bhailahongal and Savadatti market. For marketing, the surrounding villagers also commute to Belavadi, Savadatti and Bhailahongal. There is also the existence of

agricultural allied activities such as poultry and animal husbandry. The surrounding villages are known for sheep rearing specially in Udikeri, Budihal and Mugbasav, where a large number of sheep is found. There are 1,921 cows, 2,550 buffalos and 5,858 sheep in the surrounding villages, showing potentiality of milk production. There are 2284 poultry. It is expected that the improved road will harness the existing potential of milk, poultry and sheep production and improvement in the income of the villagers. Among the surrounding villages, Belavadi has village industries. The products of such village industry will be sold in the surrounding villages. It is also important to note, like Mangsuli-Laxmeshwar (SH-73), Sindanur-Hemmadaga road is also a major state highway. The study strongly feels that this road should have been undertaken in some other scheme and MDR should have been considered for the improvement under SRVY. However, the present road is in a very bad condition. Improved road will be very helpful for the children and students of the surrounding villagers, who commute every day to Belavadi and Savadatti for their education. This road is useful in reducing the time and fuel cost. Compared to the length of the road between Belavadi and Savadatti, the portion of the road taken for the improvement is very small. It is necessary to take the rest of the road for the improvement urgently as the road condition is pathetic.

Public Response

The public of surrounding villages and drivers of the private vehicles are very critic about the bad condition of the road. However, they are happy that some portion of the road has been taken up for the improvement. Public opined that it is the only road for the surrounding villages to commute to Belavadi and Savadatti for markeing, health,

banking and educational purposes. Hence, they felt that the entire road has to be improved.

Policy suggestions

The connectivity of remote villages to such main road is very essential. Most of the surrounding villages are not accessible to the main road. The condition of such village roads needs to be improved so that the surrounding villages can benefit from the improved main road. As told earlier, with an improvement in small portion of the road, there cannot be cropping up new economic activities. Hence, there needs to be improvement of entire main road and connect village roads as well.

II.1.4 Halga-Tigadi-Marihal Road

Description of the Road

Improvement in selected parts of Halaga-Tigadi-Marihal road (From 13.00 to 19.15 km) has been completed during the year 2010-11 at the estimated cost of 78.12 lakhs(table-II.4). The improved remote Major District Road is helpful for remote villages such as Ganikopa, Marikatti, Shigihalli(K.S), Phularakopa and Navalagatti villages. It passes through Shigihalli(K.S) cross, Phularakopa, Navalagatti and Tgadi. At one end, towards Belgaum, it connects NH-4 at Halaga (helpful in reaching Belgaum) and in another end, towards Bailahongal, it connects SH-138 at Tigadi village and further, through Tigadi village it connects SH-31 near Kallur (Helpful in reaching Bailahongal). The road is strategically important as it connects the commercial towns of Bhailahongal and Belgaum. Halaga-Tigadi-Marihal road is the only road for daily commutation for the surrounding villages. The road is very significant for Ganikopa,

Marikatti, Shigihalli(K.S), Phularakopa, Navalagatti and Tigadi. The entire road that connects between Halaga and Tigadi is not improved. The remaining part of the road is in a very bad shape and needs to be improved.

Socio-Economic Impact

Agriculture is a major economic activity of the surrounding villages. Majority of cultivable land depends upon the rainfall. Around 92.56 per cent of area is under cultivation, of which 5.61 per cent of area is under irrigation. Jowar Sugarcane, Cotton, Maize, Groundnut, Maize, Bajra, Wheat and Ragi are major crops grown in these surrounding villages. Among these crops, Cotton, Sugarcane and Jowar are the major crops. For cotton and jowar, the farmers depend on the Bhailahongal market. Through Tigadi cross, sugarcane will be supplied to M.K. Hubli sugar factory. There is also the existence of agricultural allied activities such as poultry and animal husbandry. There are around 4,590 cows and 4,447 buffalos in the surrounding villages, showing potentiality of milk production. There are 3015 poultry. It is expected that the improved road will harness the existing potential of milk and poultry production which leads to an improvement in the income of the villagers.

For the surrounding small villages, Tigadi village is nearest for marketing, primary health centre (PHC), co-operative banking, high school and veterinary hospital. The improved road is beneficial to 18,518 population of the surrounding villages who commute to Tigadi, Bhailahongal and Belgaum. Apparently the road is very useful for the children as they come to Tigadi for primary and high school education. The improved road has also helped the students, particularly, the girls who travel everyday to Bailahongal and Belgaum for college education.

Public Response

The public response regarding the improvement of the road is very positive and strongly opined for an improvement of the entire road at the earliest and need to maintain the road all the time. The survey of the road users show that prior to the improvement of the road, the road was in a very bad condition, commuters used to take long time, fuel consumption was high, vehicles used to create problems frequently, difficult to carry milk and poultry products and inconvenient for the students to reach the schools and college on time. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the transport of perishable goods has been increased and school children enrolments in Tigadi has also increased. The improved road has also been useful for the people to go for health checkup, banking, visit the primary health centre and veterinary hospitals at Tigadi and to reach Belgaum and Bailahongal in a lesser time. The public strongly felt that the entire road need to improved, widened and regular maintenance of the road is very much required.

Policy Suggestions

Looking into the importance of the road for the surrounding villagers, it is necessary that the rest of the road, which is in a very bad condition, at least from Tigadi to Halaga, needs to be considered for the improvement. Such strategically important road needs to be maintained all the time in a good condition so that it can spur the economic activities and harness the existing of milk and poultry production.

Table- II.4: Bailhongal Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount in lakhs	Contract Amount in lakhs	Budget Estimation in lakhs	Length Improved in KM	Width Improved in metres	Category of the Road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2009-10	Kittur	Improvements in KM No 131.90 to 140.05 of Mangsuli – Laxmeshwar (SH-73) Road	104.16	111.84	52.08	8.00	3.75	SH	Work Completed	Hogarti, Kolyanhatti, Deshnur, Mohre, Koldur and Nesaragi
	Kittur	Improvements in KM No 194.17 to 204.16 of Mangsuli – Laxmeshwar (SH-73) Road	104.16	111.84	52.08	9.90	5.50	SH	Work Completed	Chikkabellikatti, Gov ankappa, Budrakatti, Bidargadd, Siddsasamudra and Belavadi.
2010-11	Bailhongal	Improvements in selected reaches in KM No 217.59 to 225.23 Of Shindnoor- Hemmadaga (SH-30) Road.	78.12	77.45	39.02	7.69	5.50	SH	Under Progress	Belavadi, Udikeri, Budihal, Mugbasav and Sutagatti.
	Kittur	Improvements in selected reaches in KM No 10.00 to 19.15 of Halaga-Tigadi-Tarihal Road	78.12	77.46	39.06	5.20	3.75	MDR	Under Progress	Ganikoppa, Shigihalli, Phularakoppa, Navalgatti and Tigadi
2011-12	Bailhongal	The work of the selected roads during the year 2010-11 continued during the year 2011-12			52.08					
	Kittur				52.08					

Table- II.5: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Bailhongal Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Kittur	Improvements in KM No 131.90 to 140.05 of Mangsuli – Laxmeshwar (SH-73) Road	Hogarti, Kolyanhatti, Deshnur, Mohre, Koldur and Nesaragi	32.12	43.12	54.48	Jowar,Sugarcane,Cotton,Maize,Groundnut, Maize,Bajra,Wheat, Ragi	Poultry & Animal husbandry	No	17225
	Kittur	Improvements in KM No 194.17 to 204.16 of Mangsuli – Laxmeshwar (SH-73) Road	Chikkabellikatti, Govankappa, Budrakatti, Bidargadd, Siddsasamudra and Belavadi.	89.05	14.84	0.27	Jowar,Sugarcane,Cotton,Maize,Groundnut, Maize,Wheat, Ragi	Poultry & Animal husbandry	Yes	18576
2010-11	Bailhongal	Improvements in selected reaches in KM No 217.59 to 225.23 Of Shindnoor-Hemmadaga (SH-30) Road.	Belavadi, Udikeri, Budihal, Mugbasav and Sutagatti	92.55	5.61	00	Sugarcane,Cotton,Maize,Groundnut,Maize,Bajra,Wheat, Ragi	Poultry & Animal husbandry	Yes	12812
	Kittur	Improvements in selected reaches in KM No 10.00 to 19.15 of Halaga-Tigadi-Tarihal Road	Ganikoppa, Shigihalli, Phularakoppa, Navalgatti and Tigadi.	87.87.	7.62	00	Jowar,Sugarcane,Cotton,Maize,Groundnut, Maize,Bajra,Wheat, Ragi	Poultry & Animal husbandry	No	18518
2011-12	Bailhongal	The work of the selected roads during the year 2010-11 continued during the year 2011-12								
	Kittur									

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Bailhongal Taluk.

II.2 Belgaum Taluk

There is a good network of road connectivity near the surrounding villages of Belgaum taluk and also the MDRs have good connectivity to State Highways and National Highway, which move towards Belgaum city. The surrounding villages are irrigated and major supplier of vegetables, milk and fruits to Belgaum city, further, these products will be transported to Goa, Maharashtra and other cities of Karnataka. Though agriculture is the main activity, there is also the existence of small village industries, horticulture, floriculture, dairy and large poultry units in the surrounding villages. However, the existing agriculture potential is not harnessed fully.

The agriculture of surrounding villages is highly potential for agro-processed industries.

The surrounding villages are potential to attract private investment on contract and undertake organic farming. In this regard, rural-urban connectivity is very important.

Therefore the existence of well connected good roads are very necessary. Though, initiations such as Suvarna Raste Vikas Yojane is a good scheme however, there needs to be an holistic approach for the improvement of village infrastructure.

Belgaum taluk has two assembly constituencies, namely Belgaum and Belgaum rural.

Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, four roads have been undertaken for the improvement with an estimated budget of Rs 143.22 lakhs spread in three years. The expenditure (contract amount) made in the improvement of four roads in three years is Rs 178.51 lakhs. Improvement in all the selected four roads has been completed (table- II.6). About 7.4 K.M of road has been improved and in some places road has also been widened. The selection of all the four roads under SRVY seems to strategic. The selected roads are remote roads and connect to National

and State Highways. The improved roads are very useful for the surrounding villages to commute and transport their agricultural products to Belgaum. Of the four improved roads, two belong to MDRs and two belong to village roads. It is important to note that though Rs 178.51 lakh has been spent, only 7.4 K.M of road has been improved.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

II.2.1 Bagewadi-Halagimaradi-Kalarakoppa Road

It is the only the longest (i.e., 4.80 K.M) improved road of the Belgaum taluk under SRVY. Improvement in other selected road is less than one K.M. Improvement in Bagewadi-Halagimaradi-Kalarakoppa road(From 0.00 to 4.80 km) has been completed at an estimated cost of 104.16 lakhs(table-II.6). The improved remote Major District Road is useful for villages such as Halagimaradi, Kalarakoppa and Siddavbavi.

Towards north-east, road connects NH-4 near Hire-Bagewadi. The road is strategically important for Halagimaradi, Kalarakoppa and Siddavbavi as it connects NH-4. Hirebagewadi is the nearest for marketing, education, health and banking for the surrounding villagers. A large number of students commute every day to Belgaum for their education.

Socio-Economic Impact

Around sixty per cent of cultivable land is irrigated in the surrounding villages of the road. Sugarcane and vegetables are mainly grown in these villages. The vegetables from

these villages are mainly sold in Belgaum. The improved road is helpful for transport of vegetables to Belgaum city and Sugarcane to M.K.Hubli sugar factory. As stated earlier the road was in bad condition, and now it has been improved that has reduced the travel and transportation cost.

The students of the surrounding villages are relieved about the improved road as they can now reach colleges in Belgaum on time. The improved road is helpful for a large number children of Halagimarad, Kalarakoppa and Siddavbavi, who commute every day to Hire Bagewadi for primary and high school education. The improved road helps the surrounding villagers to supply their agricultural raw materials, fruits and vegetables like mango, tomato and potato to the small factories located on NH-4 i.e. between Bagewad and Belgaum. A large number of labourers of surrounding villages also commute every day to work in such agro based factories. The study observes that with the improvement of this road, there is an increase in production and supply of vegetables and fruits for agro- based factories. The wages of the labourers has also increased because of agro-based industry.

Public opinion

Public expressed that before the improvement of the road, the condition was pathetic. There used to be frequent accidents. Even, public buses, particularly during the rainy season, were not regular and hence the transport of perishable agricultural products was difficult.. The villagers used to take some other route to reach Belgaum, which used to cost them more. Particularly, the people of Halagimaradi village used K.K.Koppa road to reach Belgaum. Now with improvement of the road, people of Halagimardi village are using improved Halagimaradi- Bagewadi road to reach N H-4, which connects

Belgaum city. They also stated that such improved roads, if maintained properly there will be a diversification in agricultural production. The dairy production, fruits and vegetable production will also increase, thereby improving rural income. The students, farming community, businessmen and daily commuters opined that the entire road should be in good condition all the time.

Policy Suggestions

Looking into the large volatility in food grains, fruits and vegetable prices, good road is very important for such potential and highly irrigated area. In the present context, there is the need of establishment of agro-based and food processing industries to increase the value addition in the agricultural products. Such villages encourage the establishment of agro-based and food processing industries. In this regard, it is the responsibility on the part of the government to improve the rural-urban connectivity

II.2.2 Bhendigeri-K.K.Koppa Road

The selection of the Bhendigeri –K.K. Koppa road for the improvement under various schemes is strategic. Before the improvement of the road, the condition of the road was very bad. Bhendigeri- K.K.Koppa road is an important road for Bhendigeri and K.K.Koppa villages . Only 0.90 K.M between K.K Koppa and N.H- 4 has been improved under the SRVY. The remaining, around four K.M has been improved under Central Relief Fund(CRF). The road between Bhendigeri and K.K.Koppa has been considered under state funded Other Road Fund (ORF) . The entire road of around 8 K.M has been improved under various schemes. Through NH-4, towards north-west, road connects Belgaum and towards north-east, it connects Hire-Bagewadi. Belgaum

and Hir-Bagewadi are nearest for marketing, education, health and banking for the surrounding villagers. A large number of students commute every day to Belgaum for their education.

Socio-Economic Impact

The large portion of area of K.K.Koppa village is surrounded by hills and thin forest. Only 17.94 per cent of the area is under cultivation(table-II.7). Sugarcane and vegetables are mainly grown in the K.K.Koppa and Bendigeri villages. The improved road is helpful for transport of vegetables to Belgaum city and Sugarcane to M.K.Hubli sugar factory. As stated earlier the road which was in bad condition, is now been improved that has reduced travel and transportation cost. The students of the surrounding villages are happy about the improved road as they can now reach colleges in Belgaum on time. From such an improvement, in the long run, there can be diversification in agricultural sector and non-farm economic activity may crop up.

Public opinion

Since the entire road has been improved under various schemes, the surrounding villagers stated that the improved road has helped them for the transportation of perishable agricultural products to Belgaum.

II.2.3 Halaga Road (From NH-4 to Halaga village)

It is a very small road that connects to NH-4. The entire road (0.90 K.M) has been improved under SRVY at an estimated cost of 14.96 K.M. The road is helpful for Bastwad village also. Sugarcane and vegetables are mainly grown in these villages. A

large number of students from these villages go to Belgaum for education. Belgaum is the main market and education centre for these villages.

The survey of the road users show that prior to the improvement of the road, the road was in a very bad condition, commuters used to take long time, fuel consumption was high, it was difficult to carry milk and poultry products and inconvenient for the students to reach the schools and college on time. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the supply of perishable good has been increased, and also useful to the people to avail health and banking facilities in Belgaum.

II.2.4 Balekundri Road

The Balekundri approach road was improved at the estimated cost of Rs 13.12 lakhs, which covers the total length of 0.80 K.M from SH -20 (Belgaum –Bagalkoti road) with the width of 3.75 meters (table-II.6). The improved road is helpful for Balekundri B.K and Balekundri K.H. With good irrigation facilities, sugarcane and vegetables are mainly grown. The improved road is helpful to the surrounding villagers to commute to Belgaum for marketing, banking, health and education facilities. The Pant Balekundri village is a pilgrim centre, thousands of devotees visit the famous Balekundri math every year.

The survey results show that before the improvement of the road, condition of the road was in a very bad shape. There used to be frequent occurrence of the accidents. During the rainy season, it was very difficult for the vehicle movement, causing consumption of more fuel and time. With the improvement of the road, such inconveniences have been reduced drastically. The public opined that with improvement of the road, the production

and transportation of vegetables and milk to Belgaum city has been increased. The cost of transportation of vegetables and milk has come down.

Table- II.6: Belgaum Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount in Lakhs	Contract Amount in Lakhs	Budget Estimation in Lakhs	Length Improved in KM	Width Improved in metres	Category of the Road SH/MDR	Status	Beneficial Villages
2009-10	Belgaum	Improvement in KM No 0.00 to 4.80 of Bagewadi-Halagimaradi-Kalarakoppa Road	104.16	101.31	52.08	4.80	3.75	MDR	Completed	Halagimaradi Kalarakoppa, Siddavabhavi and Bagewadi
2010-11	Belgaum Rural	Improvement in selected reaches in KM No 0.00 KM to 7.60 KM of Bhendigeri-K.K.Koppa Road.	50.00	49.04	25.00	.90	5.50	MDR	Completed	K.K. Koppa
	Belgaum Rural	Improvement in selected reaches of Halaga Road (From NH-4 to Halaga village)	15.00	14.96	7.50	.90	3.70	Village Road	Completed	Halaga
	Belgaum Rural	Improvement in selected reaches of Balekundri Road (From SH-20 to Balekundri village)	13.12	13.20	6.56	.80	3.75	Village Road	Completed	Balekundri
2011-12*	Belgaum	Improvement in KM No 0.00 to 4.80 of Bagewadi-Halagimaradi-Kalarakoppa Road			32.12					
	Belgaum Rural	Improvement in selected reaches in KM No 0.00 KM to 7.60 KM of Bhendigeri-K.K.Koppa Road.			5.86					
	Belgaum Rural	Improvement in selected reaches of Halaga Road (From NH-4 to Halaga village)			7.71					
	Belgaum Rural	Improvement in selected reaches of Balekundri Road (From SH-20 to Balekundri village)			6.39					

Source : Collected from the office of Assistant Executive Engineer (AEE) of Belgaum Taluk.

Note: * The work of the selected roads during the year 2009-10 and 2010-11 continued during the year 2011-12

Table- II.7: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Belgaum Taluk

Year	Constituency	Name of the Road	Beneficial villages	Percentage of area under cultivation	Percentage of area under irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Belgaum	Improvement in KM No 0.00 to 4.80 of Bagewadi-Halagimaradi-Kalarakoppa Road	Halagimaradi Kalarakoppa, Siddavabhavi and Bagewadi	46.49	60.30	21.17	Ragi,Jowar,Wheat,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	Yes	12908
2010-11	Belgaum Rural	Improvement in selected reaches in KM No 0.00 KM to 7.60 KM of Bhendigeri-K.K.Koppa Road.	K.K. Koppa	17.94	25.93	00	Jowar,Wheat,Sugarcane,Cotton,Groundnut	Poultry & Animal husbandry	No	5250
	Belgaum Rural	Improvement in selected reaches of Halaga Road (From NH-4 to Halaga village)	Halaga Bastavad	96.28	10.53	00	Bajra,Maize,Sugarcane,Groundnut,Cotton	Poultry & Animal husbandry	No	12495
	Belgaum Rural	Improvement in selected reaches of Balekundri Road (From SH-20 to Balekundri village)	Balekundri b.k Balekundri k.h	83.75	43.05	00	Jowar,Wheat, Maize,Sugarcane,Cotton,Groundnut	Poultry & Animal husbandry	No	9119
2011-12*	Belgaum	Improvement in KM No 0.00 to 4.80 of Bagewadi-Halagimaradi-Kalarakoppa Road								
	Belgaum Rural	Improvement in selected reaches in KM No 0.00 KM to 7.60 KM of Bhendigeri-K.K.Koppa Road.								
	Belgaum Rural	Improvement in selected reaches of Halaga Road (From NH-4 to Halaga village)								

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Belgaum Taluk.

Note: * The work of the selected roads during the year 2009-10 and 2010-11 continued during the year 2011-12

II.3 Khanapur taluk

Some of the portion of Khanapur taluk is covered by thick forest. Connectivity is a major problem in such an area. Maintenance of good road connectivity is a pre-requisite for the travellers, businessmen, students and most importantly, for transportation of agricultural products. In this regard, small effort by the government of Karnataka to improve the Major District Roads(MDRs) under Suvarna Raste Vikas Yojane is appreciable. Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, three roads have been taken up for the improvement with an estimated budget of Rs 143.22 lakhs spread in three years. The expenditure (contract amount) made in the improvement of three roads in three years is Rs 187.83 lakhs. Improvement in all the selected three roads have been completed (table- II.8). The total 5.83 K.M of the selected road has been improved. The selection of all the roads for the improvement is strategic. The roads, which were in bad condition, located in remote regions and strategically important, have been selected for the improvement.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public usefulness of the improved road and socio-economic impact has been analyzed in the following paragraphs.

II.3.1 Devachihatti-Bailur Road

The Devachihatti-Bailur road has been taken up for the improvement during the year 2009-10 and 2011-12. During 2009-10, 2.32 K.M has been improved and during 2011-12, 0.53 K.M has been improved. The improved remote Major District Road is helpful for remote villages such as Sonarwadi, Moharewadi and Bailur. The improved road connects State Highway, which connects Goa and Belgaum. It is a major road for Devachihatti, Torali and Golyani villages also. However, the remaining part of the road i.e from Maharwadi to Golyani is in bad condition that needs to be improved.

Socio-Economic Impact

Around 25 per cent of the area of these villages is covered by thick forest. Only 37.79 per cent of the area is cultivated. Ragi, Groundnut, Sugarcane, Chicco and Coconut are mainly grown in the surrounding villages (table-II.9). With the availability of irrigation facilities, vegetables and fruits are also grown in substantial quantity. Goa, Khanapur and Belgaum are the major marketing centers for these villagers to sell their agricultural products. Since, Devachihatti-Bailur road is the only road for these villages, the improved road is very helpful for the surrounding villages. The surrounding villages of the road lack education, banking and health facilities. To access such facilities, the villagers have to commute to Khanapur.

Public Opinion

Public opined that before the improvement of the road, the condition of the road was bad. The cost of transportation and fuel consumption was high. There used to be frequent accidents. It was difficult to transport sugarcane and vegetables on time to near by cities.

During the rainy season, movement on such road was very difficult. During night, it was very difficult to move, particularly for cyclist and pedestrians. The public of surrounding villages and drivers of the private vehicles are very critic about the bad condition of the road from Maharwadi to Golyani. However, they are happy that some portion of the road is considered for the improvement. Improved road, particularly for Sonarwadi and Moharewadi villagers, reduced travel time, fuel consumption and quick transport of their perishable agricultural products to Goa, Khanapur and Belagum. The students of the surrounding villages are happy about the improved road as they can now reach colleges in Khanapur on time. The students, farming community, businessmen and daily commuters opined that the entire road from State highway to Golyani village needs to improved.

Policy suggestions

It is difficult to expect the spur of new economic activities in the surrounding villages from the improvement of small portion of the road. Some of surrounding villages such as Torali, Devachihatti and Betigeri are not accessible to the main road. Improvement in such roads is most important.

II.3.2 Nagurde Approach Road

The selection of the road is strategically important, as it is the only road for Nagurde villagers. And it connects to the remote Nagurde village. The Nagurde approach road was improved at the estimated cost of Rs 77.46 lakhs, which covers the total length of 3.0 K.M from Nadorde village to Jatta-Jamboti road (SH -31), with the width of 3.75

meters (table-II.8). The improved road is helpful to Nagurde village. The road has been improved from the budget allocation of the year 2010-11 and 2011-12.

Socio-Economic Impact

Nagurde is a small village with the population of 1100 (census 2001). For marketing, education, health and banking, the Nagurde villagers depend on the Khanapur. Agriculture is a major economic activity of the Nagurde village. With the help of irrigation facilities vegetables are grown. From 65.18 per cent of area under cultivation, 11.36 per cent of area is under irrigation. Sugarcane and vegetables are mainly grown(table-II.9). Milk and seasoned fruits are also produced. Improvement of the road has helped the quick supply of such perishable products. There is also the existence of agricultural allied activities, such as, poultry and husbandry. For small village with population of 1100, there are 3846 poultry (table-II.9). It is expected that the improved road will harness the existing potential of milk and poultry production and improve the income of the villagers. The village lacks education facilities, it has only primary school. For higher level education, children have to travel by this road.

Improved road is helpful to the Nagurde villagers to commute to Khanapur and near by villages for marketing, banking, hospitals and education.

The survey results show that before the improvement of the road, condition of the road was in a very bad shape. Certain portion of the road is covered by forest. During night, it was very difficult for pedestrians. There used be frequent accidents. During the rainy season, it was very difficult for the vehicle movement, causing consumption of more fuel time. With the improvement of the road, such inconvenient has been greatly reduced. The public opined that with improvement of the road, the production and transportation of

vegetables and milk to Khanapur city has been increased and the cost of transportation of vegetables and milk has come down.

Policy suggestions

Our visit to Nagurde village reveals that the Nagurde village is completely cut-off from the main road. It is very important on the part of the state to improve connectivity of such remote village.

Table- II.8: Khanapur Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituen cy	Name of the Road	Estimated Amount in lakhs	Contract Amount In lakhs	Budget Estimation in lakhs	Length Improve d in KM	Width Improved in Meters	Category of the Road SH/MDR	Status	Beneficial Villages
2009-10	Khanapur	Improvement in KM No 0.00 to 2.32 K.M of SH-54 to Devachihatti-Bailur road.	104.16	97.35	52.08	2.32	3.75	MDR	Completed	Sonarwadi, Moharewadi and Bailur
2010-11	Khanapur	Improvement in KM No 0.00 to 3.00 K.M of Nagorda Approach road. Nagorda to Jatta-Jamboti (SH-31)	78.12	77.46	39.06	3.00	3.75	MDR	Completed	Nagorda
2011-12	Khanapur*	Improvement in KM No 0.00 to 3.00 K.M of Nagorda Approach road. Nagorda to Jatta-Jamboti (SH-31)			39.06		3.75	MDR	Completed	Nagorda
	Khanapur	Improvement in KM No ailur- Devachihatti Road Selected parts from 2.32 KM to 5.32	13.02	13.02	13.02	0.53	3.75	MDR	Completed	Bailur and Devachihalli

Source: Collected from the office of Assistant Executive Engineer (AEE) of Khanapur Taluk.

Note: * The work of the selected road during the year 2010-11 continued during the year 2011-12

Table- II.9: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Khanapur Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Khanapur	Improvement in KM No 0.00 to 2.32 K.M of SH-54 to Devachihatti-Bailur road.	Sonarwadi, Moharewadi and Bailur	37.79	00	24.96	Ragi,Ground nut,Sugerca ne,Chicco, Coconut	Poultry & Animal husbandry	No	3705
2010-11	Khanapur	Improvement in KM No 0.00 to 3.00 K.M of Nagorda Approach road. Nagorda to Jatta-Jamboti (SH-31)	Nagorda	65.18	11.36	00	Maize, Groundnut, Sugercane,	Poultry & Animal husbandry	No	1100
2011-12	Khanapur*	Improvement in KM No 0.00 to 3.00 K.M of Nagorda Approach road. Nagorda to Jatta-Jamboti (SH-31)	Nagorda							
	Khanapur	Improvement in KM No ailur-Devachihatti Road Selected parts from 2.32 KM to 5.32	Bailur and Devachihalli	37.79	00	24.96	Ragi,Ground nut,Sugerca ne,Chicco, Coconut	Poultry & Animal husbandry	No	4037

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assisatnt Executive Engineer (AEE) of Khanapur Taluk.

Note: * The work of the selected roads during the year 2010-11 continued during the year 2011-12

II.4 Savadatti Taluk

Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, three roads have been considered for the improvement with an estimated budget of Rs 143.22 lakhs spread in three years. The expenditure (contract amount) made in the improvement of three roads in three years is Rs 214.92 lakhs. Improvement in all the selected three roads have been completed (table-II.10). Under the SRVY, the total 12.11 K.M road has been improved. It is important to note that though SRVY is meant for improvement of MDRs, one state highway, i.e., Alnawar-Betigeri Road (SH 140) is considered for the improvement.

Of the three roads, the selection of Mabanoor, Jalikatti and Tallur road and Yaragavavi-Madamgeri-Shivapur road seems to be very strategic. Improvements in these roads has reduced the time and cost of travel to a great extent and enhance the comfort of commuters of the area surrounding the improved roads.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

II.4.1 Mabanoor-Jalikatti – Tallur Road

Description of the Road

Improvement in selected reaches of Mabanoor, Jalikatti and Tallur has been completed during the year 2009-10 at the estimated cost of 122.99 lakhs(table-II.11). The improved remote Major District Road is helpful for remote villages such as Jalikatti, Tallur and

Somapur villages. The road is very important for the remote Somapur village. The village Somapur is located on the top of the hill, with 1265 population. On our visit to the village and an interaction with the villagers and government official reveal that most of the people are poor and belong to Schedule caste and Schedule tribe. The village is completely cut-off from mainstream roads. The village is covered by barren land. For their livelihood most of the villagers, every day come to Tallur village. Improvement of the road between Tallur and Somapur, has helped the people of Somapur, who have to commute to Tallur for basic things. The road between Tallur and Jalikatti is also improved. It has helped the Jalikatti villagers, as it connects the SH -138.

Policy Recommendations

The majority of surrounding villages do not have good access to the near by towns. The lack of good network of road is highly inconvenient for students and diseased. It is very important to improve the road net work of surrounding villages.

II.4.2 Yraganavi-Madamageri-Shivapur Road

Yarganavi-Madamageri is strategically important for the surrounding villages. It is a major road for the surrounding villages, which connects two State Highways. Towards north-east, it connects Gokak-Yaragatti road (SH-45) and towards North-west, it connects Alnawar-Betigeri road (SH-140). Improvement in Yraganavi-Madamageri-Shivapur Road has been completed during the year 2011 at an estimated cost of 73.85 lakhs, which covers the total length of 3.60 K.M from SH -45 (Yaragatti – Gokak road) to Shivapur village, with the width of 3.75 meters (table-II.10). The improved road is useful for Shivapur and Madamageri villagers.

Socio-Economic Impact

Improved road is very useful for the students of Shivapur village, as they travel every day to Yaragatti for college education. For marketing, health and banking, Yaragatti is nearest. Improved road is also helpful for Shivapur, Madamgeri and Kotur villagers to travel to Gokak through SH-140. Gokak town has good hospitals, agricultural market, college education and banking facilities. Improved road has helped these villagers to access agricultural marketing, education and banking facilities at Yaragatti and Gokak.

Agriculture is a major economic activity of the surrounding villages. Majority of cultivable land depends upon the rainfall. Around 72 per cent of area is under cultivation, of which 23.18 per cent of area is under irrigation. Sugarcane is a major crop grown in these surrounding villages. For agricultural marketing, the farmers depend on Gokak and Yaragatti weekly market. Through Madamgeri cross, sugarcane will be supplied to Munavalli sugar factory. Shivapur is a weekly market centre for the surrounding villages, particularly Kotur and Madamgeri villages. There is also existence of agricultural allied activities such as poultry and animal husbandry. There are 772 cows and 563 buffalos in Shivapur and Madamgeri villages, showing potentiality of milk production. These villages are known for sheep rearing particularly in Shivapur, where a large number of sheep are found. It is expected that the improved road will harness the existing potential of milk and poultry production which leads to an improvement in the income of the villagers.

Public opinion

The survey results show that before the improvement of the road, the road was in a pathetic condition. It was very difficult for the movement of vehicles, particularly bullock carts and tractors. The Shivapur villagers expressed that most of the time they used to carry agricultural products on their heads, as it was impossible for the bullock carts to move on the road. Some portion of the road, towards Madamageri side, is covered by forest. During night it was very difficult for pedestrians. There used be frequent accidents, mainly during the rainy season, it was very difficult for the vehicle movement, causing consumption of more fuel and time. With the improvement of the road, such inconvenience has been reduced drastically. The public opined that with improvement of the road, the production and transportation of vegetables and milk to Yaragatti has been increased. The cost of transportation of vegetables and milk is reduced. The villagers also mentioned that the entire road between Shivapur and Madamageri needs to improved.

Policy suggestions

Since it is the only road for Shivapur and Madamageri villages, the entire portion of the road need to be improved. Particularly, Kotur village approach road needs to be improved.

II.4.3 Alnawar-Betigeri (SH-140) Road

The selected road (79.39 KM to 89.00 KM) of Alnawar-Betigeri (SH-140) has been undertaken for the improvement during the year 2011-12, with the estimated cost of 18.08 lakhs, which covers total length of 1.51 K.M from Yarzarvi to SH-140, with

width of 3.75 meters. Since the road between Yarzarvi and SH-140 was in a pathetic condition and it was difficult for the vehicle movement, the road has been considered for the improvement. The road connects the upgraded and recently improved Belgaum-Bagalkoti road. The improved road is useful for Yarzarvi village. Around 20 per cent of the cultivated land of Yarzarvi village is irrigated. Improved road is very useful for transportation of vegetables and milk to Belgaum city. For marketing, education, health and banking, the Yarzarvi villagers have to go Belgaum city as the village lacks educational facilities, improved road is useful for the students to attend colleges at Belgaum and Yaragatti.

The survey results show that unlike other roads which are considered in Savadatti taluk under the SRVY, the improved road is not a MDR and remote road. The Yarzarvi villagers expressed that improved road reduced the travel time and fuel consumption resulting in quick transport of their perishable agricultural products to Belgaum and Betigeri. The improved road has brought a smile on the students as they can now reach colleges in Belgaum on time. The students, farming community, businessmen and daily commuters stressed that the entire road between Yarzarvi and Belgaum –Bagalkoti needs to be improved.

Table- II.10: Svadatti Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount in lakhs	Contract Amount in lakhs	Budget Estimation in lakhs	Length Improved in KM	Width Improved in metres	Category of the Road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2009-10	Savadatti Yallamma	Improvements in selected reaches in KM No 0.00 to 21 of Mabanoor, Jalikatti, Tallur and Aladakatti Road	104.16	122.99	52.08	7.00	3.75	MDR	Completed	Jalikaati, Tallur and Somapur
2010-11	Savadatti	Improvements in selected reaches in K M No 0.00 to 5.00 of Yaranavi – Madamgeri- Shivapur road	78.12	73.85	39.06	3.60	3.75	MDR	Completed	Shivapur And Madmageri
2011-12	Savadatti*	Improvements in selected reaches in K .M No 0.00 to 21 of Mabanoor, Jalikatti, Tallur and Aladakatti			34					
	Savadatti	Improvements in selected reaches in K.M No from 79.39 to 89.00 of Alnawar-Betigeri Road (SH 140)	18.08	18.08	18.08	1.51	3.75	SH	Completed	

Source: Collected from the office of Assistant Executive Engineer (AEE) of Savadatti Taluk

Note: * The work of the selected road during the year 2009-10 continued during the year 2011-12

Table-II.11: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Savadatti Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Savadatti Yallamma	Improvements in selected reaches in KM No 0.00 to 21 of Mabanoor, Jalikatti, Tallur and Aladakatti Road	Jalikaati, Tallur and Somapur	33.41	00	63.13	Unavailable data	Poultry & Animal husbandry	No	5803
2010-11	Savadatti	Improvements in selected reaches in KM No 0.00 to 5.00 of Yaranavi – Madamgeri- Shivapur road	Shivapur And Madmageri	71.84	23.18	12.70	Unavailable data	Poultry & Animal husbandry	Yes	4713
2011-12	Savadatti*	Improvements in selected reaches in KM No 0.00 to 21 of Mabanoor, Jalikatti, Tallur and Aladakatti								
	Savadatti	Improvements in selected reaches in K.M No from 79.39 to 89.00 of Alnawar-Betigeri Road (SH 140)								

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Savadatti Taluk.

Note: * The work of the selected road during the year 2009-10 continued during the year 2011-12

II.5 Ramadurga Taluk

The progress of the scheme in terms of completion of the selected road for improvement on time and financial and physical achievements reveal that, since the inception of the scheme during the year 2009-10, seven roads have been considered for the improvement with an estimated budget of Rs 149.83 lakhs spread over three years. The expenditure (contract amount) for improvement of these roads in three years is Rs 157.87 lakhs. Of the seven roads, improvement in three roads has been completed and work is in progress in four roads (table-II.12). The selected roads of Aourad-Sadasivagad road has been improved during the year 2009-10. The remaining portion of the said road has been considered for the improvement during the year 2010-11 and 2011-12. The Munnoli- Kotamachagi Road has also been undertaken for the improvement from the budget allocation of the year 2010-11 and 2011-12.

Though the SRVY meant for improvement of MDR, only one MDR (Salahalli-Chippalakatti-Hulakund Road) has been considered for the improvement. The remaining roads considered for the improvements are State Highways. In terms of connectivity and usefulness of the road, most of the selected roads for improvement under SRVY seem to be strategic.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

II.5.1 Aourad-Sadasivagad Road (SH-34)

The selected reaches of said road has been taken up for the improvement in all three years. The selected reaches in K.M No 475.00 to 480 (i.e.3.89 K.M) has been improved during the year 2009-10. The selected reaches in K.M No from 463.00 KM to 465 KM (i.e., 1.00 K.M) has been considered for the improvement during the year 2010-11 and 2011-12. Work on this road is not yet completed and it is still under progress. The road is useful for highly irrigated villages Kadliloppa and Mallur. The road is important for these villages, as it connects near by major towns such as Ramadurga, Mudhol and Lokapur. At one end, it connects SH-34 at Halaga (helpful in reaching Saudatti) and in another end, it connects Ramadurga.

Agriculture is a major economic activity of the surrounding villages of the road. Majority of cultivable land is irrigated. Sugarcane, Jowar and Maize are major crops grown in the surrounding villages(table-13). Road is useful in supplying sugarcane to Shivasagar (Near Ramdurga) sugar factory. There is also the existence of agricultural allied activities such as Dairy, poultry and animal husbandry. It is expected that the improved road will harness the existing potential of milk and poultry production which leads to an improvement in the income of the villagers. For the surrounding small villages, Ramadurga is nearest for marketing, primary health centre (PHC), co-operative banking, high school and veterinary hospital. The improved road has also helped the students, particularly, the girls who travel everyday to Bailahongal and Belgaum for college education. The remaining road is also improved under some other scheme.

II.5.2 Salahalli-Chippalakatti-Hulakund Road

The selected reaches of said road has been considered for the improvement during the year 2009-10, with an estimated cost of Rs 46.88 lakhs. The length of 4.65 K.M has been improved in the selected reaches of the road. The road is useful to Chippalakatti,Salahalli and Hulkand villages. Ramadurga is nearest for marketing, education and health. The said road also connects Gokak and Mudhol. Around 50 per cent of the said village area is irrigated. Sugarcane and Vegetables are mainly grown. Milk is also produced in large quantities. Road is useful in supplying sugarcane to Shivasagar (Near Ramdurga) sugar factory and vegetable and milk to near by towns. The remaining road, at present, which is in bad condition, has also been taken up for the improvement under NABRD and State funds

II.5.3 Yaragatti-Mudhol Road

Only 0.89 K.M of the road has been improved during the year 2010-11, with an estimated cost of Rs 12.84 laks near Kamkeri. This road connects Raichur-Bachi road. The road is very important as it connects major cities and towns, including Belgaum, Mudhol and Raichur. The improved road is very useful for small village Kamkeri to access Mudhol for marketing, education and health facilities.

II.5.4 Munnoli- Kotamachagi Road

The selected reaches of said road has been under taken for the improvement during the year 2010-11 and 2011-12 with an estimated cost of Rs 36 lakhs, with 3 K.M length improved. Improvement of the road is not yet completed. It is still under progress. The road will be more useful to the highly irrigated villages Avaradi and Munihal. The remaining road, at present, which is in bad condition, has also been taken up for the improvement under KSHDF.

Table- II.12: Ramadurga Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount In lakhs	Contract Amount In lakhs	Budget Estimation In lakhs	Length Improved in KM	Width Improved in metres	Category of the Road SH/MDR	Status	Beneficial Villages
2009-10	Ramadurga	Improvements in selected reaches in K.M No 475.00 to 480 of Aourad-Sadasivagad Road (S.H) .	59.25	62.14	29.63	3.89	5.50	SH	Completed	Kadlikoppa and Mallur
	Ramadurga	Improvement in selected reaches of Salahalli-Chippalakatti-Hulakund Road.	44.91	46.88	22.46	4.65	3.75	MDR	Completed	Chippalakatti , Hulkand and Salahalli
2010-11	Ramadurga	Improvement in selected reaches of Yaragatti-Mudhol Road	12.50	12.85	12.85	0.89	3.75	SH	Completed	Kamkeri
	Ramadurga	Improvements in selected reaches in K.M No 463.00 to 465 of Aourad-Sadasivagad Road (S.H)	15.00	15.00	15.00	1.00	5.50	SH	Work under progress	Kadlikoppa and Mallur
	Ramadurga	Improvements in selected reaches in K.M No 54.00 to 57.00 of Munnoli-Kotamachagi Road	35.62	36.00	17.81	3.00	3.75	SH	Work under progress	Avaradi and Munihal
2011-12*	Ramadurga	Improvements in selected reaches in K.M No 463.00 to 465 of Aourad-Sadasivagad Road (S.H)			25.00		5.50	SH	Work under progress	Kadlikoppa and Mallur
	Ramadurga	Improvements in selected reaches in K.M No 54.00 to 57.00 of Munnoli-Kotamachagi Road			27.08		3.75	SH	Work under progress	Avaradi and Munihal

Source: Collected from the office of Assistant Executive Engineer (AEE) of Ramadurga Taluk.

Note: * The work of the selected road during the year 2010-11 continued during the year 2011-12

Table-II.13: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Ramadurga Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Ramadurga	Improvements in selected reaches in K.M No 475.00 to 480 of Aourad-Sadasivagad Road (S.H) .	Kadlikoppa and Mallur	63.33	74.04	32.74		Poultry & Animal husbandry	No	4240
	Ramadurga	Improvement in selected reaches of Salahalli-Chippalakatti-Hulakund Road.	Chippalakatti, Hulkand and Salahalli	37.51	27.81	3.13	Jowar,Bajra, Maize,Wheat,Groundnut, Cotton,Sugarcane	Poultry & Animal husbandry	Yes	7833
2010-11	Ramadurga	Improvement in selected reaches of Yaragatti-Mudhol Road	Kamkeri	89.17	9.65	-	Jowar,Bajra, Maize,Wheat,Groundnut, Cotton,Sugarcane	Poultry & Animal husbandry	Yes	4507
	Ramadurga*	Improvements in selected reaches in K.M No 463.00 to 465 of Aourad-Sadasivagad Road (S.H)	Kadlikoppa and Mallur	63.33	74.04	32.74		Poultry & Animal husbandry	No	4240
	Ramadurga*	Improvements in selected reaches in K.M No 54.00 to 57.00 of Munnoli-Kotamachagi Road	Avaradi and Munihal	78.08	93.56	15.52	Jowar,Bajra, Maize,Wheat,Groundnut, Cotton	Poultry & Animal husbandry	No	1733
2011-12	Ramadurga	Improvements in selected reaches in K.M No 463.00 to 465 of Aourad-Sadasivagad Road (S.H)	Kadlikoppa and Mallur	63.33	74.04	32.74	-	Poultry & Animal husbandry	No	4240
	Ramadurga	Improvements in selected reaches in K.M No 54.00 to 57.00 of Munnoli-Kotamachagi Road	Avaradi and Munihal							

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Ramadurga Taluk. Note: * The work of the selected road during the year 2010-11 continued during the year 2011-12

CHAPTER-III: CHIKKODI DIVISION

III.1 Athani Taluk

Athani is the largest taluk of Belgaum district. Though agriculture is a major economic activity, it is known for production of fruits such as grapes, oranges and pomengranate. Sugarcane is also largely grown here. The taluk is prone for flood and drought as well. During the rainy season, most of the roads will be in a pathetic condition. Maintenance of good road is a challenging task, particularly village and Major District Roads (MDRs), as less attention is given to these roads. In this regard, initiation of specific schemes such as Suvarna Raste Vikas Yojane is appreciable.

Talukas has two (Athani and Kagawada) assembly constituencies. Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, six roads have been considered for the improvement, with an estimated budget of Rs 468.72 lakhs spread over three years. Of the six roads, improvement in four roads has been completed and work has not yet started in selected two roads (table-III.14). About 17 K.M of road has been improved and another 8 K.Ms of road is yet to be improved. It is important to note that though SRVY is meant for improvement of MDRs, one state highway has been undertaken for the improvement under the said scheme. The selection of the road under the said scheme is strategic, particularly, selection of Kagawad- Ganeshwadi road seems to be very strategic. Improvements in these roads reduce the time and the cost of travel to a great extent and enhance the comfort of commuters travelling on these improved roads. The opinions from the surrounding villagers and Panchayat officials reveal that improvement in these roads spur the economic activities to a certain extent. Improved road quickens

the transport of agricultural products. Particularly for transport of fruits, vegetables on time to near by markets, the improved roads are very useful. However, looking into the pathetic condition of road in most parts of the taluk particularly Village and MDRs, the roads undertaken for the improvements is very small.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following sections.

Description of the Road

III.1.1 Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Road

The selection of the road is strategic as it connects the remote villages. It is the only road for small village Naganur P.K. to commute every day. From Naganur to Dodawad, the road passes parallel to Krishna river. Naganur P.K village lack primary health centre, banking, veterinary hospital and high school education. Road connectivity is very important for such a remote village. Under SRVY, the road between Naganur P.K and Redderahatti has been improved with a budget allocation during the year 2009-10. The rest of the road from Naganur P.K to Satti is also improved under Zilla Panchayat budget heads. The entire Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Road is improved with the coordination of various schemes. Another part of the road near Janawad village, has been improved under SRVY during the year 2010-11, which is useful for the same village (table-II.14).

Socio-Economic Impact

Agriculture is a major economic activity of the surrounding villages. The availability of irrigational facilities support agricultural growth. Most of the area of surrounding villages is under cultivation, of which only around 5 per cent of area is under irrigation. However, an interaction with the villagers reveal that most of the area of surrounding villages is irrigated. It seems that there is inconsistency in the data availability. Sugarcane, Maize, Wheat, Ragi, are major crops grown in the surrounding villages. In the irrigated area, sugarcane and vegetables are mainly grown. With the improvement of the road, it is expected that, the sugarcane production will increase and will be supplied to the nearest sugar factory. With the irrigation facilities, there has been a substantial growth in vegetables in these surrounding villages. For marketing of the vegetables, producers mainly depend on this road. There is also the existence of agricultural allied activities, such as, poultry and animal husbandry. The area has potentiality for milk production. It is expected that the improved road will harness the existing potential of milk and poultry production and thereby improve the income of the villagers. An interaction with the surrounding villagers reveal that as the frequency of public vehicles is very less and do not ply on time, the improvement of the road has increased the movement of the private vehicles.

Public opinion

The survey results show a difference of opinion from the public. Some of the public opined that the improved Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Road is not improved properly. They expect the road should be improved like Satti-Nandeshwar-Mahesawadi improved road. Some people opined that before the improvement of the

road, condition of the road was very pathetic causing accidents. During the rainy season, it was very difficult for the vehicle movement, consuming more fuel and time. With the improvement of the road, such inconvenience has been reduced drastically. The public stated that with improvement of the road, the production and transportation of vegetables and milk has been increased and reducing the cost of transportation. Children enrolment in schools has increased. However, our visit to the road reveals that, though the road has been improved recently, but in some places, may be due to heavy rains, the road is still not in condition.

Policy Suggestions

It is to be noted that exploring the existence of potentiality of such villages, good road connectivity is very important. As mentioned earlier, the good road connectivity attracts the others to come to villages and to invest in various economic activities. From the view point of improving the rural economy, it is essential to attract private investment in such villages. There needs to be establishment of agro- processing industries in such villages. It is the responsibility of the state to provide the basic infrastructure for such villages, so as to encourage large private investment. Looking into the geographical, economic conditions and public opinion of the surrounding villages, it seems that existence of good road network will spur the economic activities and diversify the agricultural activities and ensure prosperity in such villages.

III.1.2 Kagawad-Ganeshwadi Road

It is a border road with the Maharashtra state. The selection of the road is strategic for two reasons; i) Before selection of the road, the road was in pathetic condition, very

difficult for the vehicle movement ii) It is border road, which connects Ganeshwadi in Maharashtra. It is an important road for the surrounding villages to supply their agricultural products, particularly sugarcane to sugar factories such as Datta sugar factory located in Maharashtra state. It is the most busiest road and connects Miraj and Sangli in Maharashtra. Sangli is an important market place for surrounding villages. For medical facilities, Miraj is an important city for the surrounding villages.

The road is helpful for border people to contact each other, as they inhabit large cultural similarities. The small road with the length of 1.85 K.M is improved with the estimated cost of Rs 104.10 lakhs, with width of 3.75 meters during the year 2009-10. The road starts from Kagawad and connects to Maharashtra border.

Socio-Economic Impact

The surrounding villages are irrigated. Sugarcane and vegetables are mainly grown. The improved road has helped sugarcane and vegetable growers to supply their surplus production to Maharashtra cities. This has helped the farmers to receive remunerative prices. Most of the sugarcane, produced in the surrounding villages, depend on sugar factories located in Maharashtra. Many households have built their houses in their farm land and such houses are quite far from their village. Improved road is very useful for children, pregnant women, diseased and elders of such households to commute to Kagawad. Since the frequency of public buses and vehicle movement is very less, children have to go to school by walk.

Large quantity of milk is also produced in the surrounding villages. Improved road is helpful for the supply of milk to Kagawad and nearer cities of Maharashtra.

Public opinion

The public strongly expressed an urgent improvement of the road between Kagawad and Border of Maharashtra. The remaining part of the road is in a pathetic condition, particularly towards Maharashtra border.

Policy Recommendations

Looking into the perishable goods produced in the region and location of the households, such roads need to be maintained properly. The remaining part of Kagawad-Ganeshawadi road, at present, which is in a pathetic condition needs to be improved urgently.

III.1.3 Mangsuli-Laxmeshwar Road

The surrounding villages are known for sugarcane production. Through Mangsuli-Laxmeshwar road, large quantities of sugarcane is supplied to Ugar sugar factory. This road is also important for pilgrims to visit Mallayya temple. Locally the temple is known as Kando temple. The road is very useful for Ugar K.H, Ugar P.K, Faridhanwadi and Ugarkhurd villages. The selection of the road is very strategic as it is the only road to supply produced sugarcane to Ugar sugar factory. The selected road has been improved at the estimated cost of 84.51 lakhs, with the length of 4.90 K.M from Ugar K.H Railway station(table-III.14). In some places the road has been widened. The remaining part of the road from Ugarkhurd to till Kagawad-Athani road is also improved under other schemes. The entire road from Ugarkhurd till Kagawad- Athani, road is in a very good condition.

Socio-Economic Impact

The surrounding villages of the road is irrigated. As mentioned earlier, the surrounding villages are known for sugarcane production. Vegetables and milk is also produced in large quantities. The entire road has been improved under the coordination of various schemes. Such co-ordination among the various schemes and complete improvement of the road is good. With an improvement in this road, progress in economic activities can be expected. For the surrounding small villages, Ugar is nearest for marketing, primary health centre (PHC), co-operative banking, high school, college and veterinary hospital. The improved road is beneficial to 50,524 population of the surrounding villages who commute to Ugar, Nippani and Kotabagi. Apparently the road is very useful for the children and students as they come to Ugar for education(table-III.15).

Public opinion

The public is relieved as the entire road has been improved. They stated that prior to the improvement, the road was in a pathetic condition, commuters used to take long time, fuel consumption was high, vehicles used to create problems frequently, difficult to carry milk and poultry products and inconvenient for the students to reach the schools and college on time. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the transport of perishable goods has been increased and school children enrolments in Ugar has also increased. The improved road has enabled the people to utilize medical, banking facilities etc at Ugar. The public strongly felt that the regular maintenance of the road is very much required.

Table- III.14: Athani Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount Rs in Lakhs	Contract Amount Rs in Lakhs	Budget Estimation Rs in Lakhs	Length Improved in KM	Width improved in metres	Category Of the road SH/MDR	Status	Beneficial Villages
2009-10	Athani	Improvements to selected reaches in KM No 00.0 to 22.70 of Radderahatti-Naganur P.K- Dodawad-Satti-Janawad	104.16	107.70	52.08	7.00	3.75	M.D.R	Work completed	Radderahatti-Naganur
	Kagawad	Improvements in KM No 0.00 to 3.30 of Kagwad-Ganeshwadi Road	104.16	104.10	52.08	1.85	3.75	M.D.R	Work completed	Kagwad-Ganeshwadi
2010-11	Athani	Improvements in selected reaches in KM No 00.0 to 22.70 of Radderahatti-Naganur P.K- Dodawad-Satti-Janawad	78.12	78.01	39.06	2.68	3.75	MDR	Work completed	Nandeshwar and Janawad.
	Kagawad	Improvements in KM No 5.40 to 14.10 of Mangsuli-Laxmeshwar Road.	78.12	84.51	39.06	4.90	3.75	SH	Work completed	Ugar K.H, Ugar B.K, Faridkhanwadi and Ugarkhurd
2011-12	Athani	Improvements in selected reaches in KM No 0.00 to 13.30 of Telasang-Bannur-Kakamari- Umarani Road (up to state border)	52.08		52.08	2.10	3.75	MDR	Not yet started	Telasang-Bannur-Kakamari
	Kagawad	Improvements in selected reaches in KM 0.0 to 19.25 of Athani- Chamkeri-Byadaratti Road	52.08		52.08	6.00	3.75	MDR	Not yet started	Athani- Chamkeri-Byadaratti

Source: Collected from the office of Assistant Executive Engineer (AEE) of Athani Taluk.

Table-III.15: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Athani Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Athani	Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Improvements in KM No 00.0 to 22.70 (In selected reaches)	Radderahatti-Naganur p k	95.05	14.66	00	Maize,Wheat ,Ragi,Sugarcane,Cotton,	Poultry & Animal husbandry	Yes	6912
	Kagawad	Kagwad-Ganeshwadi Road Improvements in KM No 0.00 to 3.30	Kagwad-Ganeshwadi	94.81	72.16	00	Ragi,Jowar,Bajra,Wheat, Maize,Sugarcane,Cotton, Groundnut	Poultry & Animal husbandry	Yes	13299
2010-11	Athani	Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Improvements in KM No 00.0 to 22.70 (In selected reaches)	Nandeshwar and Janawad.	97.53	1.98	00	Jowar,Maize, Wheat,Sugarcane,Cotton	Poultry & Animal husbandry	Yes	6979
	Kagawad	Mangsuli-Laxmeshwar Road Improvements in KM No 5.40 to 14.10	Ugar K.H, Ugar B.K, Faridkhanwadi and Ugarkhurd	96.06	40.96	00	Ragi,Wheat, Maize,Sugarcane,Cotton, Groundnut	Poultry & Animal husbandry	Yes	50524
2011-12	Athani	Improvements in selected reaches in KM No 0.00 to 13.30 of Telasang-Bannur-Kakamari-Umarani Road (up to state border)	Telasang-Bannur-Kakamari	96.35	8.91	1.71	Ragi,Wheat, Maize,Sugarcane,Cotton, Groundnut	Poultry & Animal husbandry	No	14626
		Improvements in selected reaches in KM 0.0 to 19.25 of Athani- Chamkeri-Byadaratti Road	Athani-Chamkeri-Byadaratti	93.80	13.74	1.02	Ragi,Wheat, Maize,Sugarcane,Cotton, Groundnut	Poultry & Animal husbandry	No	15270

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Athani Taluk

III.2 Raibag Taluk

Raibag taluk has two (Raibag and Kudachi) assembly constituencies. Since the inception of Suvarna Raste Vikas Yojane during the year 2009-10, eight roads have been undertaken for the improvement with an estimated budget of Rs 198.75 lakhs spread in three years. The expenditure (contract amount) made in the improvement of three roads in three years is Rs 376.45 lakhs. Improvement in the selected two roads have been completed, improvement in five roads is in full swing and the work in one road is yet to start (table- III.16 and 17). Though SRVY is meant for improvement of MDRs, in case of Raibag taluk also, two state highways, i.e., Mangasuli-Laxmesswar (SH-73) and Kagawad-Kaladagi (SH-53) have been selected for the improvement. In most of the roads, only small portion of the road (1 to 3 KM) is considered for the improvement. It shows that where there is an urgent improvement, the portion of such roads have been considered. It is difficult to expect a spur in economic activities, if the condition of other portion of the road is not improved. Of the selected eight roads for improvement, the selection of Harugeri- Raibag-Nagamunnoli (i.e near Maradi village) Chinchali Railway station to Sutagatti Road and Alagawadi-Bastwad-Sousuddi Road seems to be strategic as these roads are remote MDRs. Improvements in these roads have reduced the time and cost of travel to a great extent that has enhanced the comfort of commuters of the area surrounding the improved roads.

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

III.2.1 Mangasuli -Laxmeshwar Road (SH-73)

The selected reaches of Mangasuli-Laxmeshwar road(SH-73) has been improved near Raibag and near Maradi village, with the estimated amount of 55.64 lacs, with the length covering 4.17 K.M and width of the road also widened. As the rest of the road was improved under 50-50 head, the remaining portion of the road is considered under SRVY. The entire road from Raibag to Maradi is in good condition. The improved road is useful for Maradi,Devankatti, Budihal,Hubaratti and Raibag towns.

Socio-Economic Impact

The improved road is very useful for the surrounding villages, particularly for the students, who commute to Raibag for education. The students of the surrounding villages are happy about the improved road as now they can reach colleges in Raibag on time. The Raibag polytechnic college and Sugar factory are on the way to Raibag town. Improved road is helpful for the students to attend polytechnic college and for sugarcane growers to supply sugarcane to Raibag sugar factory. Raibag is the nearest for market, medical, education and banking facilities for Maradi,Devankatti, Budihal and Hubaratti villagers. The large portion of area is surrounded by non- cultivable land. Around 68 per cent of the area is cultivable, of which 17.75 per cent of area is under irrigation(table-III.18 and 19). Sugarcane and vegetables are mainly grown, particularly in Maradi and

Devankatti villages. These villages are largely irrigated, large quantities of sugarcane, vegetables and milk is produced. The improved road is helpful for transport of vegetables and milk to Raibag and Sugarcane to Raibag sugar factory. As stated earlier, this road was in bad condition, the improved road has reduced the travel, transportation cost and encouraging the farmers to produce more vegetables and milk.

Public opinion

Public is happy as the entire road has been improved. They stated that prior to the improvement, the road was in a pathetic condition, commuters used to take another route to reach Raibag, and highly inconvenient for the students to reach colleges at Raibag on time.

After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the transport of perishable goods has been increased and school children enrolments in Raibag town has also increased.

The public opined that there is also an increase in production and supply of milk and vegetable production.

Policy suggestions

As suggested earlier in case of irrigated villages, the surrounding villages between Maradi and Raibag town, are equally potential to attract private investment and contract farming. Therefore it is essential on part of the state to provide required infrastructure to such villages.

III.2.2 Kagawad –Kaladagi Road (SH-53)

Improvement in selected reaches in K.M from no 36 to 44.49 (From Yegaratti to Yelparatti) of Kagawad-Kaladagi road(SH-53) has been completed during the year 2009-10, with the estimated cost of 130.92 lakhs, with the length of 6.40 K.M and width of 5.5 meters. It is the longest improved road (6.40 K.M) under SRVY of Raibag taluk. The selection of the road is strategically important as the improved road is very helpful for transportation of sugarcane to Ugar and Kudachi sugar factories. Milk and vegetables also largely grown in the surrounding villages.

As in the case of Kagawad-Ganeswadi road of Athani taluka, along with the improved Kagawad-Kaladagi road, many households have built their houses in their farm land and such houses are quite far from their village. Improved road is very useful for the children, pregnant women, diseased and elders of such households to commute to near by towns. Since the frequency of public buses and vehicle movement is very less, children of such households go to schools in Yegaratti and Yelparatti by walk. Large quantity of milk is also produced in the surrounding villages. Improved road is helpful for the supply of milk to near by towns.

The public strongly opined that the entire road between from Yegaratti to Ugar needs to be improved urgently.

III.2.3 Harugeri-Raibag-Nagaramunnoli Road

The selection of the road is very strategic as it is the only road for Mekhali village to access the Raibag town. Raibag is the nearest market for Mekhali and Bavachi villages. The selected road has been improved at the estimated cost of 42.61 lakhs, with the length of 2.14 K.M near Mekahli village(table-III 16 and 17). The work is not yet

completed. Another 1.25 K.M road (Selected reaches from 25.90 to 28.00 K.M) near Mekhali village has been undertaken for the improvement during the year 2011-12 with an estimated cost of Rs.20 lakhs. The work of selected road is yet to commence.

Socio-Economic Impact

It is very difficult to assess the impact of the improved road as only small portion of the road is considered for the improvement. Agriculture is a major economic activity of the surrounding villages. Majority of cultivable land is irrigated. Sugarcane and vegetables are mainly grown. The improved road will be helpful for Mekhali villagers to supply milk and vegetables to Raibag. The students of the surrounding villages commute every day to Raibag for college education. Improved road will be helpful for the students to attend polytechnic college and for sugarcane growers to supply sugarcane to Raibag sugar factory. Raibag is the nearest for market, health, banking and education facilities for Mekhali and Bavachi villagers.

Public opinion

The survey of the road users show that the present road is in a very bad condition, commuters take a long time, difficult to carry milk and poultry products and inconvenient for the students to reach the schools and college on time. The public strongly felt that the entire road needs to be improved, widened and regular maintenance of the road is very much required.

III.2.4 Chinchali-Sutagatti Road

The selection of the road is very strategic as it is the only road for Suttati village to access near by towns. Kudachi is the nearest market for Suttati and Chichali villages.

The selected road has been improved during the year 2010-11 at the estimated cost of 84.19 lakhs, with the length of 2.70 K.M from Chinchali Railway station to Suttati cross (table-III.16 and 17).And, width of the road is widened from 3.75 meters to 5.50 meters.

Socio-Economic Impact

For the surrounding small villages, Ugar and Kudachi is nearest for marketing, primary health centre (PHC), co-operative banking, high school, college education and veterinary hospital. The road is useful for pilgrims to visit the famous Mayakka temple. The improved road is very helpful for transportation of sugarcane to Ugar and Kudachi sugar factories. Milk and vegetables are largely grown in the surrounding villages.

III.2.5 Harugeri- Raibag-Nagarmunnoli Road, Alagawadi-Bastwad-Sousuddi Road, Gurlapur-Itnal- Khandal-Bastwad Road and Nilagi-Suttatti-Kudachi Road

The selected reaches of these four roads have been taken up for improvement during the year 2011-12, with very small amount and road length ranges from less than two K.M to 2.25 K.M (table-16 and 17). The selection of all four roads is strategic as roads connect remote villages. However, with a small improvement in road length, it is difficult to expect spur in economic activities.

Table- III.16: Raibag Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount in Lacks	Contract Amount in Lacks	Budget Estimation in Lacks	Length Improved in Km	Width Improved In meteres	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2009-10	Raibag	Improvements to selected reaches in KM No 42-59 of Mangasuli - Laxmeshwar Road (SH-73)	52.08	55.64	26.04	4.417	9.0 Mtr 7.00 Mtr 5.50 Mtr 3.75 Mtr	SH	Work Completed	Maradi,Devan katt, and Raibag town
	Kudachi	Improvements to selected reaches in KM No 36.00 to 44.49 of Kagawad-Kaladagi Road (SH-53)	104.16	130.92	52.08	6.40	5.50Mtr	SH	Work Completed	Yelaratti and Yegaratti
2010-11	Raibag	Improvements to selected reaches in KM No 23.83 to 27.00 of Harugeri-Raibag-Nagaramunnoli Road.	39.06	42.61	19.53	2.145	5.50 Mtr	MDR	Work in Progress	Mekhali, Bavachi, Budihal and Hubarati
	Kudachi	Improvement to Chinchali Railway station to Sutagatti Road from KM 0.00 5.46	78.12	84.19	39.06	2.70	5.50 Mtr	MDR	Work Completed	Chinchali and Sutagatti

Source: Collected from the office of Assistant Executive Engineer (AEE) of Raibag Taluk.

Table- III.17: Raibag Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount in Lacks	Contract Amount in Lacks	Budget Estimation in Lacks	Length Improved in Km	Width Improved	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2011-12	Raibag	Improvements to selected reaches in KM No 25.90 to 28.00 of Harugeri-Raibag-Nagaramunnoli Road.	20.00	20	20.00	1.125	5.50	MDR	Work Yet to be Start	Bavachi Mekhali Hubbarwad
	Kudachi	Improvements to selected reaches in KM No 0.00 to 19.90 of Alagawadi-Bastwad-Sousuddi Road	16.00	16.88	16.00	1.425	3.75	MDR	Work in Progress	Alagawadi- Bastwad- Sousuddi
	Kudachi	Improvements to selected reaches in KM No 0.00 to 13.30 of Gurlapur-Itnal-Khandal-Bastwad Road	13.08	13.46	13.08	0.62	3.75	MDR	Work in Progress	Gurlapur- Itnal-Khandal- Bastwad
	Kudachi	Improvements to selected reaches in KM No 0.00 to 9.90 of Nilagi-Suttatti-Kudachi Road	13.00	12.75	13.00	2.20	3.75	MDR	Work in Progress	Nilagi- Suttatti- Kudachi

Source: Collected from the office of Assistant Executive Engineer (AEE) of Raibag Taluk.

Table-III.18: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Raibag Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Raibag	Improvements to selected reaches in KM No 42-59 of Mangasuli - Laxmeshwar Road (SH-73)	Maradi,Devan katti and Raibag town	68.02	17.75	19.41	Bajra,Wheat, maize,pulses,sugarcane,groundnut	Poultry & Animal husbandry	No	11997
	Kudachi	Improvements to selected reaches in KM No 36.00 to 44.49 of Kagawad-Kaladagi Road	Yelaratti and Yegaratti	00	00	00	Data un available	Data un available	No	3554
2010-11	Raibag	Improvements to selected reaches in KM No 23.83 to 27.00 of Harugeri-Raibag-Nagaramunnoli Road.	Mekhali, Bavachi, Budihal and Hubarati	73.07	103.86	17.26	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra,Cotton	Poultry & Animal husbandry	Yes	11323
	Kudachi	Improvement to Chinchali Railway station to Sutagatti Road from KM 0.00 to 5.46	Chinchali and Sutatti	86.55	156.43	1.28	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra	Poultry & Animal husbandry	No	17651

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Raibag Taluk

Table-III.19: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Raibag Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2011-12	Raibag	Improvements to selected reaches in KM No 25.90 to 28.00 of Harugeri-Raibag-Nagaramunnoli Road.	Bavachi Mekhali Hubbarwad	72.29	111.12	1.29	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra,Cotton	Poultry & Animal husbandry	Yes	8902
	Kudachi	Improvements to selected reaches in KM No 0.00 to 19.90 of Alagawadi-Bastwad-Sousuddi Road	Alagawadi-Bastwad-Sousuddi	91.58	26.37	13.46	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra,Cotton	Poultry & Animal husbandry	Yes	7846
	Kudachi	Improvements to selected reaches in KM No 0.00 to 13.30 of Gurlapur-Itnal-Khandal-Bastwad Road	Gurlapur-Itnal-Khandal-Bastwad	91.37	57.06	2.37	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra,Cotton	Poultry & Animal husbandry	Yes	13327
	Kudachi	Improvements to selected reaches in KM No 0.00 to 9.90 of Nilagi-Suttatti-Kudachi Road	Nilagi-Suttatti-Kudachi	92.79	22.16	0.51	Ragi,Jowar wheat,maize,sugarcane,groundnut,Bajra,Cotton	Poultry & Animal husbandry	No	20845

Source : Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Raibag Taluk

III.3 Hukkeri Taluk

The implementation of Suvarna Raste Vikas Yojana in Hukkeri taluk covers ten roads. The maximum road length improved of a selected road under the said scheme is 3.62 K.M. In most of the selected roads, the improved road length ranges from less than one K.M to around 2 K.M. The portion of the roads which is in pathetic condition, such roads have been selected for improvement(table-III 20 and 21). Looking into the objectives of the scheme, the study observes that instead of selecting ten roads and improving small portion of the road, few roads with the larger portion of the road should have been selected under the said scheme. For instances in case of Madalaga-Shippur road(near Hadalaga) , only 0.66 K.M has been improved, though rest of the road is not in good condition. In case of Mangasuli-Laxmeshwar road(near Pachapur), only 0.10 K.M has been selected for the improvement with the estimated of cost 2.13 lakhs. Though the scheme is meant for MDRs, two State Highways have been considered for the improvement.

The progress of the scheme in terms of completion of the selected road for improvement on time, financial and physical achievements reveal that, since the inception of the scheme during the year 2009-10, ten roads have been undertaken for the improvement with an estimated budget of Rs 295.33 lakhs spread over three years. The expenditure (contract amount) for improvement of ten roads in three years is Rs 428.88 lakhs. Of the ten roads, improvement in six roads has been completed and work is in progress in four roads (table-20 and 21).

Description of the Improved Roads

The detailed description about each road in terms of connectivity, selection of the road, public utility of the improved road and socio-economic impact has been analyzed in the following paragraphs.

III.3.1 Madalaga-Shippur road

As mentioned earlier, only 0.66 K.M of the Madalaga -Shippur road has been improved with an estimated cost 15.02 lakhs. The road has been improved from Hadalaga to Maharashtra state border. The remaining road is not in a good condition. The road also connects Goa state. It is an important road, which connects major towns of Belgaum to Goa. It is the nearest route for Nippani, Hukkeri and Sankeshwar towns to reach Goa. Large quantities of milk and vegetables grown in the surrounding villages are supplied to Goa. It is the busiest road also. The study strongly feels that the entire road from Hukkeri to state border needs to be improved.

The road is useful for Hadalaga village. Hadalaga is a small village with the population of 1253, does not have high school, health centre and banking (table-22,23 and24). The road is useful for the children of Hadalaga to attend the schools and colleges at Nippani and Sankeswar.

III.3.2 Shettihalli-Ichalakaranji Road(SH-78)

The Shettihalli -Ichalakaranji road (SH-78) has been improved in two places, with the estimated cost of Rs 50 lakhs, with the length of 1.85 K.M near Badakudri village and with the estimated cost of Rs 117 lakhs, with the length of 3.62 K.M from NH-4 to till Jirnal cross. The road is more useful to the commuters from Hukkeri to Belgaum, further

to Athani and Bijapur. It is the most busiest road. Long route vehicles from Belgaum to Chikkodi, Athani and Bijapur ply on this road. Before the improvement, the road was in bade shape, difficult for the vehicle movement, consuming more time and fuel, commuters used to take other route to reach Belgaum. The improved road has reduced the travel time, cost and fuel consumption. The improved road has enabled the people of Hanchinal and Jirnal villages to have an accessibility to education, medical and marketing facilities in Belgaum and Hukkeri. However, the road of Jirnal and Hanchinal needs to be improved.

III.3.3 Sultanpur-Noginhal-Awargol- Kotabagi

The selection of Sultanpur-Noginhal-Awargol- Kotabagi is strategic. The road is useful for surrounding small villages such as Awargol, Shirgaon and Kotabagi. Improvement in selected road has been completed during the year 2010-11 at the estimated cost of 42.20 lakhs, with the length of 2.26 K.M.

At one end, through Shirgaon and Kotabagi, towards North, it connects SH-44 (helpful in reaching Hukkeri) and in another end, it connects Awargol. The road is useful for the children of Shirgaon and Kotabagi to go to school at Awargol. Ghataprabha and Noginhal to avail medical facilities. The road is useful for the supply of Sugarcane and Vegetables to Hukkeri. The survey results show that before the improvement of the road it was in a pathetic condition. Particularly near Kotabagi and Shirgaon, the road was not safe for the pedestrians. Commuters used to take long time, fuel consumption was high, vehicles used to create problems frequently, difficult to carry milk and poultry products and inconvenient for the students to reach schools and college on time. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the

vehicles has been reduced, the transport of perishable goods has been increased and school children enrolments in Awargol and Hukkeri has also increased. The improved road has also been useful for the people to go to Noginhal government hospital. The public strongly felt that the entire road needs to be widened and regular maintenance of the road is very much required.

III.3.4 Hukkeri-Madihalli-Shiragaon- Awargol Road

The selection of the road is strategic and helpful for irrigated villages Madihalli and Gajabarwadi to supply vegetables and milk to Hukkeri. Useful for the children and students to attend schools and colleges in Hukkeri. The said road has been considered for the improvement from Madihalli to Hukkeri with the estimated cost of 42.25 lakhs, with the length of 3.60 K.M. The road is not yet completed and is under progress.

The Madihalli public opined that the present road is inconvenient to supply perishable products. They feel that with the improvement of the road, there will be an increase in milk and vegetables.

III.3.5 Goudwad- Awargol Road

The selected road in K.M. No 0 to 12.43 of Goudwad- Awargol Road considered for the improvement during the year 2010-11 with the estimated cost of 42.15 lakhs, with the length of 2.83 K.M. It is not yet completed and work is under progress. The improved road will be useful to highly irrigated villages Noginhal and Sultanpur to supply sugarcane, vegetable and milk to Hukkeri.

III.3.6 Hebbal-Kochari-Nerli Road

The selection of the road is strategic and helpful for Hebbal, Kochari and Nerli villages. At one end towards west of the road, it connects NH-4(helpful in reaching Belgaum) and in another end near Nerli it connects Sankeswar-Gokak road (SH-44). Improvement in selected reaches from K.M No from 0 to 7.48 K.M of the said road has been completed during the year 2010-11 at the estimated cost of 51.10 lakhs, with the length of 2.45 K.M. Around 25 per cent of the area is irrigated in Kochari and Hebbal. Sugarcane and vegetables are mainly grown in these villages. Milk and seasoned fruits are also grown. Improved road is useful to supply the sugarcane to Sankeswar and Gokak sugar factory, vegetable and milk to Belgaum and Sankeswar. Though it is the only road for Hebbal and Kochari villages to supply their perishable products and also important for students to commute to Belgaum for college education, the entire road is not improved. But the public of Hebbal and Kochari are happy about the improved road, and strongly asserted that entire road from Nerli to NH-4 needs to be improved.

III.3.7 Managaon-Dondagatti Road

Only 1.60 K.M of the said road near Mangav has been improved with the estimated cost of 29.81 lakhs. It is a border road useful in supplying the sugarcane to Hemaras and Harali sugar factories located in Maharashtra. The road is also useful for surrounding villages to access Belgaum and Sankeswar. Yamakanamaradi is the nearest village for these villages for marketing, medical and education. In surrounding villages of the road, large quantities of milk and vegetables are also produced. The road is useful in supplying vegetables and milk to Belgaum, Sankeswar and Yamakanamaradi. The public strongly asserted that the entire road from NH-4 near Mangutti cross to state border near Mangavi needs to be maintained properly.

Table- III.20: Hukkeri Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount Rs in Lakhs	Contract Amount Rs in Lakhs	Budget Estimation Rs in Lakhs	Length Improved In KM	Width Improved in metres	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2009-10	Hukkeri	Improvements to selected reaches in Km.No 0 to 2 of Madalaga-Shippur Road	14.16	15.02	7.08	0.66	5.50mtr	MDR	Work Completed	Hadalaga, Bugatealur and Rashing
	Hukkeri	Improvements to selected reaches in Km.No.31 to 42 of Shettihalli-Ichalakaranji Road	50.00	55.57	25	1.85	5.50mtr	SH	Work Completed	Badakudri
	Hukkeri	Improvements to selected reaches of Sultanpur-Noginhal-Awargol- Kotabagi Road	40.0	42.20	20.00	2.26	3.75 mtr	MDR and VR	Work Completed	Awargol,Shirgaon and Kotabagi
	Yamakanam aradi	Strengthening and Improvements in Km.No. 23.75 to 27.43 of Shettihalli-Ichalakaranji Road	104.16	117.00	52.08	3.62	7.00mtr	SH	Work Completed	Hanchinal, Jirnal and Kurnwadi

Source: Collected from the office of Assistant Executive Engineer (AEE) of Hukkeri Taluk

Table- III.21: Hukkeri Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount Rs in Lakhs	Contract Amount Rs in Lakhs	Budget Estimation Rs in Lakhs	Length Improved Im meters	Width Improved Im meters	Category Of the road SH/MDR	Status	Beneficial Villages
2010-11	Hukkeri	Improvements to selected reaches in Km.No 0 to 12.33 of Hukkeri-Madihalli-Shiragaon- Awargol Road	39.06	42.45	39.06	3.60	3.75 mtr	MDR	Work is in progress	Madihalli and Gajabarwadi
	Hukkeri	Improvements to selected reaches in Km.No 0 to 12.43 of Goudwad- Awargol Road.	39.06	42.15	39.06	2.83	3.75 mtr	MDR	Work is in progress	Noginhal and Sultanpur
	Yamakanamar adi	Improvements to selected reaches in Km.No 0 to 7.48 of Hebbal-Kochari- Nerli Road	50.00	51.10	50.00	2.45	3.75 mtr	MDR	Work Completed	Hebbal and Kochari
	Yamakanamar adi	Improvements to NH-4 Managutti- Managaon-Dondagatti Road Up to state border	28.12	29.81	28.12	1.60	3.75 mtr	MDR	Work Completed	Mangav, Daddi-Nagar and Naganur,
2011-12	Hukkeri	Improvements to selected reaches in Km. No 0 to 7.28 of Noginhal-Ghodageri-Nadigudkahetra Road	33.00	31.28	33.00	1.55	3.75 mtr	MDR	Work is in progress	Noginhal, Godageri and Nadigudkahetra
	Yamakanamar adi	Improvements to selected reaches in Km. No. 98.61 to 106.67of Mangasuli-Laxmeshwar	2.13	2.13	2.13	0.10	5.50	SH	Work is to be started	Pachapur

Table-III.22: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Hukkeri Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Hukkeri	Improvements to selected reaches in Km.No 0 to 2 of Madalaga-Shippur Road	Hadalaga, Bugatealur and Rashing	80.05	3.90	00	Groundnut,Sugarcane,Cerels, Maze, Pulses,Ragi,Jawar , Bajra	Poultry & Animal husbandry	No	3997
	Hukkeri	Improvements to selected reaches in Km.No.31 to 42 of Shettihalli-Ichalakaranji Road	Badakudri	74.57	42.61	00	Ragi,Jowar, Maize,Wheat, Groundnut,sugarcane,cotton	Poultry & Animal husbandry	No	3013
	Hukkeri	Improvements to selected reaches of Sultanpur-Noginhal-Awargol-Kotabagi Road	Awargol, Shirgaon and Kotabagi	83.59	23.59	0	Groundnut,Cerels, Pulses, Ragi, Jawar,Wheat, Cotton,	Poultry & Animal husbandry	No	8272
	Yamakana maradi	Strengthening and Improvements in Km.No. 23.75 to 27.43 of Shettihalli-Ichalakaranji Road	Hanchinal, Jirnal and Kurnwadi	96.16	8.51	0	Groundnut,Sugarcane,Cerels,Pulses, Ragi,Jawar,Cotton ,	Poultry & Animal husbandry	No	3098

Table-III.23: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Hukkeri Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2010-11	Hukkeri	Improvements to selected reaches in Km.No 0 to 12.33 of Hukkeri-Madihalli-Shiragaon- Awargol Road	Madihalli and Gajabarwadi	98.43	41.44	0	Groundnut,Ragi,Wheat,Jawar, Bajra	Poultry & Animal husbandry	No	2915
	Hukkeri	Improvements to selected reaches in Km.No 0 to 12.43 of Goudwad- Awargol Road.	Noginhal and Sultanpur	83.31	62.79	0	Groundnut,Ragi,Wheat,Jawar,Bajra	Poultry & Animal husbandry	No	4354
	Yamakanam aradi	Improvements to selected reaches in Km.No 0 to 7.48 of Hebbal-Kochari-Nerli Road	Hebbal and Kochari	67.55	24.10	0	Maize,wheat,Ragi,Cotton,sugarcane,Groundnut, Bajra	Poultry & Animal husbandry	Yes	9747
	Yamakanam aradi	Improvements to NH-4 Managutti-Managaon-Dondagatti Road Up to state border	Mangav, Daddi-Nagar and Naganur,	52.34	5.89	24.29	Groundnut,sugarcane,cotton,Jawar,Maize, Ragi, Wheat, Bajra	Poultry & Animal husbandry	No	1749

Table- III.24: Economic Profile of Surrounding Villages of Imprved Road Under SRVY in Hukkeri Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2011-12	Hukkeri	Improvements to selected reaches in Km. No 0 to 7.28 of Noginhal-Ghodageri-Nadigudkahetra Road	Noginhal, Godageri and Nadigudkahetra	85.67	31.96	8.44	Ragi,Jowar, Maize,Wheat, Groundnut,sugar cane,cotton	Poultry & Animal husbandry	No	5862
	Yamakanam aradi	Improvements to selected reaches in Km. No. 98.61 to 106.67of Mangasuli-Laxmeshwar	Pachapur	81.65	4.43	00	Ragi,Jowar, Maize,Wheat, Groundnut,sugar cane,cotton	Poultry & Animal husbandry	Yes	5715

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Hukkeri Taluk

III.4 Chikkodi Taluk

A large portion of cultivable land in Chikkodi taluk is irrigated. Sugarcane and vegetables are mainly grown in the surrounding villages. This taluk is potential to set up agro-based industries, produce and process agricultural products by attracting private investment. The taluk is potential for contract and organic farming also. For this taluk, good rural connectivity, particularly good road network is very much essential.

Three constituencies (Chikkodi-Sadalaga, Nippani and Raibag) come under Chikkodi taluk. Since the inception of Suvarna Raste Vikas Yojane during 2009-10, sixteen roads have been undertaken for the improvement with estimated budget of Rs 659.25 lakhs spread in three years. The expenditure (contract amount) incurred in the improvement of these roads in three years is 678.01 lakhs. Improvement in the selected 12 roads have been completed, covering 37.54 K.M road (table-III.25.26 and 27). Work in other four roads, which were considered for the year 2011-12, are yet to commence. It is important to note that though SRVY is meant for improvement of MDRs, five state highways have been considered for the improvement. In most of the selected roads during the year 2010-11, the improved road length ranges from one K.M to around 2 K.M. As told in the case of Hukkeri taluk, in case of Chikkodi taluk also, the portion of the road which was in a pathetic condition, such roads have been selected for improvement. Looking into the objectives of the scheme, the study observes that instead of selecting sixteen roads and improving small portion of the road, few roads with the larger portion of the road should have been selected for under the said scheme.

Except one improved road near Ankali, the selection of the rest of roads under the said schemes, seems to be strategic. Improvements in these roads reduce time and cost of travel to a great extent and enhance the comfort of commuters of the area surrounding the improved roads.

III.4.1 Khadakalat-Kothali-Shantagir Road

The selection of the said road is strategic as it connects remote villages Kothali and Kuppanawadi. The road connects state highway near Chichani cross, useful in connecting Chikkodi. The road is surrounded by remote villages, these villages lack marketing, educational and health facilities. The surrounding villages produce vegetable, milk and sugarcane. The road is useful to these villages to access education and health facilities at Chikkodi. It is useful to supply vegetables and milk to Chikkodi and Nippani and for children and students to attend schools and colleges in Chikkodi and Nippani. The said road has been considered for the improvements to selected reaches of Khadakalat-Kothali-Shantagir road, from Baloba cross- to join Chinhani Road, with the estimated cost of 58.99 lakhs, with the length of 3.70 K.M and width of 3.75 K.M.

The survey results show that before the improvement of the road, condition of the road was in a very bad shape. Particularly during night, it was very difficult for pedestrians. There used to be frequent accidents. Especially during the rainy season, it was very difficult for the vehicle movement, causing consumption of more fuel time. With the improvement of the road, such inconvenience has been reduced drastically. The public opined that with improvement of the road, the production and transportation of vegetables and milk to Chikkod and Nippani has been increased. The cost of

transportation of vegetables and milk has come down. However, villagers strongly assert that entire said road needs to be improved. They also opined that with improvement of only small portion of the road, there can not be shift in economic activities. And, they strongly felt that good road net work is very important for them and needs to be maintained properly. In this context, the study observes that the entire road needs to be improved and maintained properly.

III.4.2 Nagarmunnoli-Jodakurali-Kerur

The selection of Nagarmunoli – Jodkurli road is strategic and useful for remote villages Kerur and Jodakurali. It is the only road for these villagers. The villages are quite far from major towns, difficult to access to near by towns for marketing, health and education purposes. The good roads will quicken the accessibility to near by towns. At one end towards north-east of the road, through MDR-13 it connects SH- 12 (helpful in reaching Chikkodi). Chikkodi is nearest for marketing, medical and education centre for the students of said villages.

Improvement in selected reaches from K.M No from 10 to 13.3 K.M of the said road has been completed during the year 2009-10 at the estimated cost of 52.76 lakhs, with the length of 3.3 K.M. Around 70 per cent of the area is irrigated. Sugarcane and Vegetables are mainly grown in these villages (table-III.28). The improved road is useful to supply the sugarcane to Chikkodi sugar factory. The survey results show that though the surrounding villagers are happy about the improved road, they strongly assert that the entire road, particularly MDR-13, between Kerurur and SH-12 needs to be improved.

Though it is the only road for these villages to supply their perishable products and also important for students to commute to Chikkodi for college education, but the entire road is not considered for the improvement.

The study observes that the area is potential for milk and seasoned fruits. Due to lack of good road connectivity, the potentiality of milk and seasoned fruits production cannot be explored.

III.4.3 Bhatanaganoor- Borganwadi- Road

Improvements to selected reaches in KM No 15 to 43 of Bhatanaganoor-Borganwadi- Road has been completed during the year 2009-10, with the estimated cost of 57.72 with the length of 6.3 K.M. The long said road has been improved in three places, i.e., near Kunnur, Karadga and Bogaon. The rest of the road has been improved in other state funded and central relief funds. The surrounding villages of the said road is prone to flood during the rainy season. During the rainy season, most of the roads will be in a pathetic condition. Maintenance of good road is a challenging task. It is the busiest road. Vegetables and sugarcane are mainly grown. The improved border road is useful for the surrounding villages to supply their perishable products to Kolhapur and Nippani.

The survey results show that due to floods, the condition of the entire road was in a pathetic condition, causing accidents. During the rainy season, it was very difficult for the vehicle movement, consuming more fuel and time. With the improvement of the road, such inconvenience has been reduced drastically. The public stated that with improvement of the road, the production and transportation of vegetables and milk has been increased, reducing the cost of transportation. Children enrolment has increased.

However, our visit to the road reveals that, though the road has been improved recently, but in some places, may be due to heavy rains, the road is not in condition. In this context the study observes that for such flood hit and important roads, maintaining roads in good condition is very much required and should be considered as a predominant task.

III.4.4 Nippani-Kottalagi Road

Improvements to selected reaches in KM No 10.00 to 20.00 of Nippani-Kottalagi Road has been improved during the year 2009-10, with estimated cost of Rs 34 lakhs, with the length of 3.34 and width of 5.5 meters. The long road has been improved near Mamadapur. The road is useful for Mamadapur and Akol villages. Akol is a small village that lacks education and health facilities. Mamadapur is the nearest market place for Akol. The road is useful for Akol villagers to commute Mamadapur for various purposes. The road is important for surrounding villages to supply vegetables and milk to Nippani. The students also use this road to go Nippani for college education.

The survey of the road users show that prior to the improvement of the road, the road was in very bad condition, commuters used to take long time, fuel consumption was high, vehicles used to create problems frequently, difficult to carry perishable products and inconvenient for the students to reach the schools and college on time at Nippani. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the supply of perishable goods has been increased to Nippani. and also helpful for the people to utilize medical and banking facilities at Nippani.

III.4.5 Nagarmunnoli-Hanchinahal-Donawad Road

Improvements to selected reaches of Nagarmunnoli-Hanchinahal-Donawad Road (SH-18) has been completed during the year 2009-10 with an estimated cost of Rs 32.97 lakhs, with the length of 4.90 and width of 3.75 meters. The selection of the road is strategic, useful for remote villages such as Hanchinal, Donawad and Belkud. At one end, towards north-east of the road, it connects SH- 73 (helpful in reaching Chikkodi and Raibag). Chikkodi and Raibag are nearest for marketing, medical and education for the said villages. The road is useful for these irrigated villages to supply their agricultural products and perishable products to Chikkodi and Raibag on time. The road users told that prior to the improvement of the road, the road was in very bad condition, commuters used to take long time, used to take other route (MDR -02) to reach Chikkodi, fuel consumption was high, vehicles used to create problems frequently, difficult to carry perishable products and inconvenient for the students to reach the schools and college on time at Chikkodi. After the improvement of the road, there is an increase in the traffic, the fuel consumption by the vehicles has been reduced, the supply of perishable goods has been increased to Chikkodi.

III.4.6 Hattarawat Road

Only small portion of (i.e 1.5 K.M) of the SH-12 near Hattarawat has been improved during the year 2009-10. However, the road is helpful to small village Bidarhalli. It is the only road for Bidarhalli villagers to commute to Hattarwat and further to Nippani, Raibag and Sankeswar for marketing, medical and education facilities. The survey results show that Bidaralli villagers are happy about the improved road. Before the improvement of the road, condition of the road was in very bad shape, causing inconvenience for

commuters. With the improvement of the road, such inconveniences have been reduced drastically. The public opined that with improvement of the road, the production and transportation of vegetables and milk has been increased. The cost of transportation of vegetables and milk has come down. Now children of Bidaralli can reach their school at Hattarwat village on time.

III.4.7 Kerur- Kadapur Road

Widening and electrification of Kerur-Kadapur road which connects to SH-12 was undertaken for the improvement under SRVY. Small portion of the road, i.e., 1.20 K.M from Kerur Siddeswar PKS to Aranya Siddheswar PKPS to Aranya Siddheswar temple has been considered for the improvement during the year 2010-11. The road is helpful for the pilgrims to visit to Siddheswar temple.

Public opined that the improved road is useful for the farmers to carry their produced products. Some portion of the money has been spent on electrification of the temple.

III.4.8 Ankali Bus stand to Nasalapur nala

Widening and Electrification from Ankali Bus stand to Nasalapur nala (Old JCS road balance reach) has been completed during the year 2010-11. The small portion of the road i.e., 1.10 K.M from SH-12 (Chikkodi-Athani road) towards Ankali bus stand has been improved. The road is also widened. It is important to note that though the SRVY is meant for improvement of the MDR, the money has been spent on some other road. Our visit to road reveals that selection of this road under the said scheme was not required.

III.4.9 Examba –Danwad Road

Improvements in selected reaches of Examba-Danwad road (KM No 0.00 to 3.00 & 3.70 to 4.20) has been completed during the year 2010-11. The small portion of the road i.e., 1.5 K.M from SH-12 towards Danawad has been improved. An interaction with the farmers reveal that before the improvement of the road, road was highly inconvenient. Particularly during night, it was difficult for the pedestrians. With the improvement of the road, such inconvenience has been reduced drastically.

III.4.10 Bhatanaganoor- Borganwadi- Road

Improvements to selected reaches of Bhatanaganoor- Borganwadi- Road in KM No 11 to 25.50 (Soundalaga PHC to Kunnur circle, Mangur to state border) has been completed during the year 2010-11 with the estimated cost of Rs 80.98 laks, with 3.5 K.M length improved. The selection of the road is strategic and improved road is useful for Barwad and Mangur villages. The remaining part of the road is also improved under the said scheme. The said road is an important border road for the surrounding villagers, useful in supplying produced goods to cities of Maharashtra. Both Barwad and Mangur villages lack education and health facilities. The said road is useful for the students, pregnant women and diseased to commute to Karadga. The survey results show that the villagers are happy as the entire road has been improved. Due to floods, the condition of the entire road was in pathetic condition, causing accidents. During the rainy season, it was very difficult for the vehicle movement, consuming more fuel and time. During the night, it was very difficult for the pedestrians to go to their field. With the improvement of the road, such inconvenience has been reduced drastically. The public stated that with improvement of the road, the production and transportation of vegetables and milk has

been increased thereby reducing the cost of transportation. Children enrolment has also increased in Karadga. However, our visit to the road reveals that, though the road has been improved recently, but in some places, may be due to heavy rains, the road is not in condition. In this context the study observes that for such flood hit and important roads, maintaining roads in good condition is very much required.

III.4.10 Jaganur Road

Improvements in selected reaches of Jaganur to SH-18 road, KM No 00.00 to 6.00 has been improved during the year 2010-11 with the estimated cost of 20.86 lacs and length of 2.0 K.M. The selection of the road is strategic as improvement has been made to the remote MDR near Mamdapur K.K. The improved road at one end towards north-east, it connects SH-12. The said improved road is very useful to Mamdapur K.K. Mamdapur K.K is a small village with population of 1718 (2001 Census). Around 88 per cent of the said village area is irrigated. Sugarcane and Vegetables are mainly grown. Milk is also produced in large quantities. The village lacks education and health facilities. The improved road though it is very small, but very helpful to Mamdapur K.K village to access the market, health and education facilities of nearer towns.

III.4.12 Majalatti - Kamtyanatti -Wadral Road

Improvements in selected reaches of Majalatti-Kamtyanatti-Wadral road KM No 10.00 to 14.00 has been improved during the year 2010-11 with the estimated cost of Rs 18.39 lakhs and only 1.70 K.M that too in two places (near SH-78 and near Bennihalli village). Though small portion of the said road has been improved, it is useful for Kamtyanatti and Bennihal villages. The said road is very useful for these small villages to have an access to the market, health and education facilities at Chikkodi.

The survey results show that the said villagers, particularly Bennihalli villagers are happy about the improved road. Before the improvement of the road, condition of the

road was in very bad shape, causing inconvenience for commuters. With the improvement of the road, such inconveniences have been reduced drastically. The public opined that with improvement of the road, the production and transportation of vegetables and milk has been increased. The cost of transportation of vegetables and milk has come down. Now children of Bennihalli and Kamtyanatti villagers can reach the school at Chikkodi on time.

Table- III.25: Chikkodi Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount In lakhs	Contract Amount In lakhs	Budget Estimation In lakhs	Length Improved in Km	Width Improved In Mtrs	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2009-10	Chikkodi-Sadalaga	Improvements to selected reaches of Baloba cross-Khadakalat-Kothali-Shantagir to join Chinhani Road	54.16	59.01	27.08	3.70	3.75	SH	Work competed	Pangeri Khadaklat Manuchivadi
	Chikkodi-Sadalaga	Improvements to Nagarmunnoli-Jodakurali-Kerur to join Bijapur-Sankeshwar Road near Laxminagar	50.00	52.76	25.00	3.3	3.75	SH	Work in Progress	Jodkurli Kerur
	Nippani	Improvements to selected reaches in KM No 15 to 43 of Bhatanaganoor-Borganwadi- Road	54.16	57.72	27.08	6.30	5.5	MDR	Work competed	Karadga Bogaon Kunnur
	Nippani	Improvements to selected reaches in KM No 10.00 to 20.00 of Nippani-Kottalagi Road	50.00	56.61	25.00	3.34	5.5	MDR	Work competed	Mamdapur K.L Akkol
	Raibag	Improvements to selected reaches of Nagarmunnoli-Hanchinahal-Donawad Road (SH-18)	30.00	32.97	15.00	4.90	3.75	MDR	Work competed	Hanchinal ,Dodvad,B elkud, Nagarmun oli
	Raibag	Improvements to selected reaches of Hattarawat Road (From SH-12).	22.08	22.68	11.04	1.50	3.75	MDR	Work competed	Hattarwat, Bidarhalli

Table- III.26: Chikkodi Taluk Improved Roads Under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount In lakhs	Contract Amount In lakhs	Budget Estimation In lakhs	Length Improved In Km	Width Improved In Mtrs	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2010-11	Chikkodi-Sadalaga	Widening and Electrification from SH-12 to Kerur Kadapur to join SH 12 road which connects to SH-12 road (Kerur Siddeshwar PKPS to Aranya Siddheswar temple)	39.06	42.61	13.02	1.20	5.50	MDR	Work Completed	Kadapur Kerur
	Chikkodi-Sadalaga	Widening and Electrification from Ankali Bus stand to Nasalapur nala (Old JCS road balance reach)	39.06	42.71	13.02	1.10	3.75	MDR	Work Completed	Ankali Siddapurwadi
	Chikkodi-Sadalaga	Improvements to Examba Danwad road KM No 0.00 to 3.00 & 3.70 to 4.20.	39.06	40.68	13.02	1.70	3.75	MDR	Work Completed	Yadanwad Donwad
	Nippani	Improvements to selected reaches of Bhatanaganoor-Borganwadi- Road in KM No 11 to 25.50 (Soundalaga PHC to Kunnur circle, Mangur to state border)	78.12	85.41	39.06	3.50	5.50	SH	Work Completed	Mangur Barwad
	Raibag	Improvements to selected reaches of Jaganur to SH-18 road KM No 00.00 to 6.00	20.00	20.24	10.00	2.00	3.70	MDR	Work Completed	Mamdapur K.K
	Raibag	Improvements to selected reaches to SH-78 Majalatti Kamtyanatti Wadral road KM No 10.00 to 14.00	19.06	19.41	9.53	1.70	3.75	MDR	Work Completed	Kamatyanatti Bennihalli

Table-III.27: Chikkodi Taluk Improved Roads under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount In lakhs	Contract Amount In lakhs	Budget Estimation In lakhs	Length Improved In Km	Width Improved In Mtrs	Category Of the road SH/MDR	Status	Beneficial Villages
1	2	3	4	5	6	7	8	9	10	11
2011-12	Chikkodi-Sadalaga	Improvements to Sankeshwar Sadalaga (SH-97) road KM No 28.50 to 31.70 (Khadakalat to Putanwadi)	50.00		52.08			SH	Under progress	Khadaklat Puttanwadi
	Chikkodi-Sadalaga	Improvements to Examba Danawad road KM No 1.475 to 3.625	50.00		52.08			MDR	Under progress	Yadanwad Donwad Examba
	Nippani	Improvements to Nej - Sadalaga Boragaon- Kasanal	50.00	50.00	52.08	3.50			Under progress	Kasanal Borgoan
	Raibag	Improvements to SH-18 to Majatti-Kamtyanatti-Wadral road KM No 10.00 to 13.00	26.04	26.04	26.04	1.00			Under progress	Wadral Kamatyanatti Majalatti

Source: Collected from the office of Assistant Executive Engineer (AEE) of Chikkodi Taluk

Table- III.28: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Chikkodi Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	Chikkodi-Sadalaga	Improvements to selected reaches of Baloba cross-Khadakalat-Kothali-Shantagir to join Chinhani Road	Pangeri Khadaklat Manuchivadi	91.17	15.07	0.13	Raagi,Jowar,Sugercane,Groundnut,Wheat,Maize	Poultry & Animal husbandry	Yes	13739
	Chikkodi-Sadalaga	Improvements to Nagarmunnoli-Jodakurali-Kerur to join Bijapur-Sankeshwar Road near Laxminagar	Jodkurli Kerur	87.38	69.33	0.57	Ragi,Jowar,Bajra,Groundnut,Sugercane,Cotton, Maize,	Poultry & Animal husbandry	Yes	20227
	Nippani	Improvements to selected reaches in KM No 15 to 43 of Bhatanaganoor- Borganwadi-Road	Karadga Bogaon Kunnur	77.22	56.79	00	Jowar,Bajra,Wheat,Maize,Sugercane, groundnut,pulses	Poultry & Animal husbandry	Yes	27915
	Nippani	Improvements to selected reaches in KM No 10.00 to 20.00 of Nippani-Kottalagi Road	Mamdapur K.L Akkol	90.71	26.10	00	Groundnut,Sugercane,Pulses,CerealsJowar,wheat, Ragi	Poultry & Animal husbandry	No	10965
	Raibag	Improvements to selected reaches of Nagarmunnoli-Hanchinahal-Donawad Road (SH-18)	Hanchinal,Dodvad,Belkud, Nagarmunoli	82.14	39.39	0.28	Maize,Ragi,Jowar,Bajra,Groundnut,Sugercane, Cotton,	Poultry & Animal husbandry	Yes	10054
	Raibag	Improvements to selected reaches of Hattarawat Road (From SH-12).	Hattarwat, Bidarhalli	82.43	1.65	00	Ragi,Jowar,Wheat,Maize,Sugercane,Cotton,Groundnut	Poultry & Animal husbandry	No	3465

Table- III.28: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Chikkodi Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2010-11	Chikkodi-Sadalaga	Widening and Electrification from SH-12 to Kerur Kadapur to join SH 12 road which connects to SH-12 road (Kerur Siddeshwar PKPS to Aranya Siddheswar temple)	Kadapur Kerur	89.50	87.36	0.68	Ragi,Jowar,Wheat,Maize,Sugercane,Cotton, Groundnut	Poultry & Animal husbandry	Yes	21478
	Chikkodi-Sadalaga	Widening and Electrification from Ankali Bus stand to Nasalapur nala (Old JCS road balance reach)	Ankali Siddapurwadi	95.21	90.30	00	Ragi,Jowar,Wheat,Maize,Sugercane,Cotton, Groundnut	Poultry & Animal husbandry	Yes	12261
	Chikkodi-Sadalaga	Improvements to Examba Danwad road KM No 0.00 to 3.00 & 3.70 to 4.20.	Yadanwad Donwad	83.75	38.80	1.80	Ragi,Jowar,Wheat,Maize,Sugercane,Cotton, Groundnut	Poultry & Animal husbandry	Yes	3520
	Nippani	Improvements to selected reaches of Bhatanaganoor-Borganwadi- Road in KM No 11 to 25.50 (Soundalaga PHC to Kunnur circle, Mangur to state border)	Mangur Barwad	79.39	127.18	00	Ragi,Jowar,Bejra,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	Yes	4278
	Raibag	Improvements to selected reaches of Jaganur to SH-18 road KM No 00.00 to 6.00	Mamdapur K.K	87.73	00	00	Ragi,Jowar, Bejra,wheat, Sugercane,Groundnut,Cotton	No	No	1718
	Raibag	Improvements to selected reaches to SH-78 Majalatti Kamtyanatti Wadral road KM No 10.00 to 14.00	Kamatyanatti Bennihalli	93.82	14.60	00	Jowar,Maize,sugarcane,Cotton,Groundnut	Poultry & Animal husbandry	No	3260

Table- III.28: Economic Profile of Surrounding Villages of Improved Road Under SRVY in Chikkodi Taluk

2011-12	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
	Chikkodi-Sadalaga	Improvement to Sankeshwar Sadalaga SH-97 road KM No 28.50 to 31.70 (Khadaklat to Putanwadi)	Khadaklat Puttanwadi	93.68	16.56	00	Bajra, wheat, Groundnut, Sugercane, Cotton	Poultry & Animal husbandry	Yes	11540
	Chikkodi-Sadalaga	Improvement to Examba Danwad road KM No 1.475 to 3.525	Yadanwad Donwad Examba	93.12	87.22	0.28	Ragi, Jowar, Wheat, Maize, Sugercane, Cotton, Groundnut	Poultry & Animal husbandry	Yes	17602
	Nipani	Improvement to Nej Sadalaga Boaragaon Kasanal to State border road KM No 13.00 to 16.00	Kasanal Borgoan	88.53	47.66	00	Bajra, Sugercane, Groundnut, Cotton	Poultry & Animal husbandry	Yes	14594
	Raibag	Improvements to SH-18 to Majatti-Kamtyanatti-Wadral road KM No 10.00 to 13.00	Wadral Kamatyanatti Majalatti	78.46	4.35	00	Ragi, Jowar, Wheat, Maize, Bajra, Sugercane, Cotton, Groundnut	Poultry & Animal husbandry	Yes	5971

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Chikkodi Taluk

III.5 Gokak Taluk

The road connectivity and condition of the roads of Gokak Taluk is very poor, particularly the condition of MDRs and Village roads is very poor. An interaction with the concerned officials reveal that, since in most parts of Gokak taluk, sugarcane is mainly grown and tractors are used to carry the sugarcane to sugar factory and bullock carts also ply on the road. They opine that though roads are improved regularly, heavy load on the roads is main reason for pathetic condition of the roads in Gokak taluk.

Gokak taluk has two constituencies (Gokak and Arabanvi). Though Suvarna Raste Vikas Yojane started during the year 2009-10, roads have been undertaken from the year 2010-11. Since the year 2010-11, four roads have been considered for the improvement with an estimated budget of 364.56 lakhs spread in two years. The expenditure (contract amount) incurred in the improvement of roads in two years is Rs 402.14 lakhs. Improvement in two roads have been completed (table- III.29) and work in the other two roads is under progress. The total of length 16.25 K.M road has been improved. It is important to note that though SRVY is meant for improvement of MDRs, only state highways (SH) have been considered for the improvement under the said scheme.

Description of the Improved Roads

The detailed description of each road in terms of connectivity, selection of the road, public usefulness of the improved road and socio-economic impact has been analyzed in the following paragraphs.

III.5.1 Mangsooli-Laxmeswar Road(SH-73)

Improvement in selected reaches of Mangsooli-Laxmeshwar in K.M no from 87.0 to 97.00 (near Mailamatti and Godchimalki villages) and KM from 106.50 to 112.00 (near Nelaganti village) has been completed during the year 2010-11 with the estimated cost of 115.14 lakhs, with the length of 8.99 K.M width of 3.75 meters. The improved road is useful for Mailamatti, Godachimalki and Nelaganti villages.

Socio-Economic Impact

As told earlier, the Mangsooli-Laxmeshwar road has been improved in two places. At one place, the road is very useful to remote village Mailamatti and tourists to visit Godachimalki falls. Mailmatti is a small village with the population of 858(census 2001). For marketing, education, health and banking, the Mailmatti villagers depend on Gokaka town. Agriculture is a major economic activity of the Mailmatti village. With an adequate availability of irrigational facility sugarcane and vegetables are mainly grown. Milk and seasoned fruits are also produced. Improvement of the road has helped in a quick supply of such perishable products to Gokak. Fruits are also supplied to Belgaum city and also to Kolhapur and Pune. There is also the existence of agricultural allied activities, such as poultry and animal husbandry. It is expected that the improved road will foster the existing potential of milk and poultry production and improve the income of the villagers. The village lacks higher education facilities, it has only primary school. For higher education, children have to travel by this road. The road is very useful to the tourist to visit to Godachimalki falls.

Improved road is helpful to the Mailmatti villagers to commute to Gokak towns and near by villages for marketing, banking, medical and education facilities.

The survey results show that before the improvement of the road, condition of the road was in very bad shape. Certain portion of the road is covered by thin forest. Particularly during night, it was very difficult for pedestrians. There used be frequent occurrence of the accidents. Especially during the rainy season, it was very difficult for the vehicle movement, causing consumption of more fuel and time. With the improvement of the road, such inconvenience has been reduced drastically. The public opined that with improvement of the road, the production and transportation of vegetables and milk to Gokak city has been increased that has virtually reduced the cost of transportation of vegetables and milk.

III.5.2 Sankeshwar-Sangam Road(SH-44)

The selection of the Sankeshwar-Sangam road is strategic. Before the improvement of the road, the condition of the road was in a very bad condition. It is an important road for Kulgod, Yadawad, Hanumasagar and Timmmapur villages. 6.30 K.M between Kulgod and Timmapur cross has been improved with the estimated cost of 119.71 under the SRVY during the year 2010-11. The road is widened from 3.75 meters to 5.5 meters. The remaining portion of the road has been improved under other state fund. Yadawad is the nearest for marketing, education, health and banking for the surrounding villagers. A large number of students commute every day to Yadawad for their education. The small villages such as Hanumasagar and Timmmapur lack education, marketing, health and banking facilities. Kolgod is nearest for Hanumasagar and Timmmapur villages for education, marketing, health and banking facilities. The road connects important towns such as Gokaka, Sankeshwar and Lokapur.

The improved road helped sugarcane and vegetable growers to supply their surplus production towards Yadwad, Gokak and Lokapur. Most of the sugarcane produced in the surrounding villages depend on sugar factories located in Lokapur and Gokak. The road is also helpful for transport of limestone from the surrounding area of Yadwad to Lokapur and Gokak cement factories.

Public opinion

The villagers of Hanumasagar and Timmmapur strongly asserted that the road of these villages need to be improved.

III.5.3 Jatt-Jamboti Road (SH-31)

The selection for improvement of Jatt-Jamboti road is strategic as the present road condition in pathetic condition, it is the busiest road and the road is surrounded by small villages Benchanamardi and Kolvi. Gokak is the nearest for marketing, education, health and banking for the surrounding villagers. A large number of students commute every day to Gokak for their education. Particularly, the road is useful for the children of Benchanamardi and Kolvi, who travel every day to Gokak.

The selected reaches in KM No 106.50 to 112.00 of Jatta –Jamboti road taken up for improvement during the year 2011-12, with the estimated cost of Rs 82.45 lakhs, with road length 4.93 K.M (table-III.29). Improvement of the road is not yet completed, it is still under progress.

III.5.4 Badami-Godachi-Gokak Falls (SH-134)

The selected reaches in KM No 100.00 to 110.00 of Badami-Godachi-Gokak Falls road considered for improvement during the year 2011-12, with the estimated cost of Rs

84.84 lakhs, with road length of 6.10 K.M (table-III.29). Improvement of the road is not yet completed, it is under progress. Selection of the road is strategic as road is useful for the surrounding villages such as Adibetti, Chikadoli, Melavanki, Kalarkoppa and Hadaginal villages. Gokak is the nearest for marketing, education, health and banking for the surrounding villagers. A large number of students commute every day to Gokak for their education. Particularly, the road is useful for the children of Adibetti and Chikadoli, who travel every day to Gokak. Adibetti and Chikadoli villages lack education facilities. In the surrounding villages of the road, along with agriculture, they are also engaged in poultry and milk production. The improved road will be useful to supply perishable products to Gokak. The milk dairies such as KMF, Varna and Satish located at Gokak collect milk from the near by villages. The public strongly opined that the entire road needs to be improved urgently. The remaining part of the road is in a pathetic condition.

Table-III.29: Gokak Taluka Improved Roads under Suvarna Raste Vikas Yojane

Year	Constituency	Name of the Road	Estimated Amount Rs in Lakhs	Contract Amount Rs in Lakhs	Budget Estimation Rs in Lakhs	Length Improved In KM	Width Improved In metres	Category Of the road SH/MDR	Status	Beneficial Villages
2009-10	NIL 104.16									
2010-11	Gokak	Improvements to selected reaches of Mangsooli-Laxmeswar Road (SH-73) in KM No 87.0 to 97.00 and KM No 118.00 to 122.67	104.16	115.14	39.06	8.99	3.75	SH	Work completed	Mailamatti Panjanhatti
	Arabanvi	Improvements to selected reaches of Sankeshwar-Sangam (SH -44) in KM No 63.00 to 74.00	104.16	119.71	39.06	6.30	5.50	SH	Work completed	Kulagod, Timmapur, Hanamasagar and Yadawad
2011-12	Gokak	Improvements to selected reaches of Jatta-Jamboti (SH-31) in KM No 106.50 to 112.00.	78.12	82.45	52.08	4.93	5.50	SH	Under Progress	Benchanamadi, Kolvi and Maldinni
	Arabanvi	Improvements to selected reaches of Badami-Godachi-Gokak Falls (SH-134) in KM No 100.00 to 110.00	78.12	84.84	52.08	6.10	3.75	SH	Under Progress	Adibetti, Chikadoli, Melavanki, Kalarkoppa and Hadaginal

Source: Collected from the office of Assistant Executive Engineer (AEE) of Gokak Taluk

Table-III.30: Economic profile of Surrounding Villages of Improved Road Under SRVY in Gokak Taluk

Year	Constituency	Name of the Road	Beneficial Villages	Percentage of area under cultivation	Percentage of area under Irrigation	Percentage of forest area	Major agricultural crops	Agricultural allied activities	Non-Farm Economic Activities (Existence of industries Y/N)	Population
2009-10	NIL									
2010-11	Gokak	Improvements to selected reaches of Mangsooli-Laxmeswar Road (SH-73) in KM No 87.0 to 97.00 and KM No 118.00 to 122.67	Mailamatti Panjanhatti	56.30	00	83.46	Ragi,Jowar, Bajra,Maize, Wheat,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	No	1396
	Arabanvi	Improvements to selected reaches of Sankeshwar-Sangam (SH -44) in KM No 63.00 to 74.00	Kulagod, Timmapur, Hanamasagar and Yadawad	93.28	9.17	00	Ragi,Jowar, Bajra,Maize, Wheat,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	Yes	16979
2011-12	Gokak	Improvements to selected reaches of Jatta-Jamboti (SH-31) in KM No 106.50 to 112.00.	Benchanamadi, Kolvi and Maldinni	88.65	1405.	14.40	Ragi,Jowar, Bajra,Maize, Wheat,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	No	9077
	Arabanvi	Improvements to selected reaches of Badami-Godachi-Gokak Falls (SH-134) in KM No 100.00 to 110.00	Adibetti, Chokdoli, Melavanki, Kalarkoppa and Hadaginal	102.42	14.06	00	Ragi,Jowar, Bajra,Maize, Wheat,Groundnut,Sugercane,Cotton	Poultry & Animal husbandry	No	13151

Source: Collected from Rural Development and Panchayat Raj Development GoK Website and the office of Assistant Executive Engineer (AEE) of Gokak Taluk

CHAPTER-IV: MAJOR FINDINGS AND RECOMMENDATIONS.

- The study finds that there was no strong reason for separate Suvarna Raste Vikas Yojane for MDRs. The same work could have been done under existing schemes meant for construction/ improvement of the roads.
- The amount sanctioned under the scheme for each road is very small and it is equally distributed to each constituency.
- The length of roads improved under the scheme is very small. In some places, it is less than one KM and in other places, long roads have been improved with the co-ordination of the other schemes thus resulting in an improvement in major portion of the road.
- There is a large difference between the budget allocation and actual amount spent, leading to spillover of the amount for next financial year. This has created problem for taking up for fresh work.
- Large delay in release of the amount has affected the contractors to maintain the quality of the work. A major policy reform is required in this regard.
- There is complete interference of the politician in the selection of the road. From the information so collected, it is found that the selection of the roads is completely done by the local MLA and there is interference of politicians even in tender process also. The study suggests that the committee consisting of elected representatives, concerned officials and civil society members may be formed for the selection of road under such schemes
- Though the Suvarna Raste Vikas Yojane is meant for MDRs, in many places, State Highways have been selected.
- The selection of the roads in some places is very strategic. It is useful in reducing the travel cost and time, connecting the main road and very helpful for children and students to go to

schools and colleges of nearby places. In some places the amount is used to repair the bad roads. In some places, it seems that roads have been selected under political considerations. For instance, at Ankali of Chikkodi division, the existing state highway has been widened in the Ankali town itself. This could have been done under other schemes meant for State Highways. In some places the scheme is very helpful in cropping up of new economic activities such as Dairy, Horticulture and Poultry. In some places helpful in transporting vegetables, fruits, flowers and sugarcane to near by places. It is difficult to expect the spur of new economic activities, diversification in agricultural activities and large improvement in non-farm activities in the surrounding villages from the improvement of a small portion of the road. There should be good rural-urban connectivity and an holistic approach is needed in this regard.

- Some of the surrounding villages are away from the main road. Unless these village roads are improved, the benefits from improved roads may not accrue to the remote villagers. It is very important to improve the remote village and MDRs to harness the existing potentiality of the village economy.
- Exploring the existence of potentiality of villages, good road connectivity is very important. Good road connectivity attracts the others to come to villages and to invest in various economic activities. It is essential to attract private investment in villages. It is the responsibility of the state to provide basic infrastructure for such villages. Looking into the geographical, economic conditions and public opinion of the surrounding villages of improved roads under Suvarna Raste Vikas Yojane(SRVY) of Belgaum District, the study observes that good road network will spur the economic activities, diversify agricultural activities and bring an improvement in the income of villagers.

- Looking into the large volatility in food grains, fruits and vegetable prices, good road is very important for such potential and highly irrigated area. In the present context, there is the need of establishment of agro-based and food processing industries to enhance the quality of agricultural products. In this regard, it is the prime responsibility on the part of the government to improve the rural-urban connectivity.

Appendix Table- A.1: Description (Reasons for not completing the work on due date and visit of the officials during the construction) of the Roads Under Suvarna Raste Vikas Yojane of Bailahongal Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Mangsuli-Laxmeshwar Road	16-1-2010	15-6-2010	20-6-2010	-	Executive Engineer P.W.D. Division Belgaum Date:6-1-2010.
Mangsuli-Laxmeshwar (SH-73) Road	2-1-2010	1-6-2010	12-8-2010	-	Executive Engineer P.W.D. Division Belgaum Date:6-1-2011.
Sindanur-Hemmadaga (SH-30) Road	21-1-2011	20-6-2011		Due to non payment work delay	Work under progress. Chief Engineer C&B Dharwad and SEBC Belgaum Circle Belgaum.
Halga-Tigadi-Marihal Road	23-2-2011	22-7-2011	21-12-2011		Executive Engineer Division Dharwad Date:13-12-2011.

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Bailahongal Dated 30-01-2012

Appendix Table- A.2: Description (Reasons for not completing the work on due date and visit of the officials during the construction) of the Roads Under Suvarna Raste Vikas Yojane of Belgaum Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Bagewadi-Halagimaradi-Kalarakoppa Road	8-5-2010	7-10-2010	28-2-2011	-	SE PWD Circle Belgaum Date:11-5-2010,Executive Engineer PWD Division Belgaum Date :26-11-2011. AEE PWD Sub Dn Belgaum Date:22-6-10,5-8-10,4-8-10,30-11-10,13-12-10,18-1-11,19-1-11,21-1-11,25-1-11,5-2-11, 16-2-11.
Bhendigeri-K.K.Koppa Road	14-11-2010	13-2-2011	13-2-2011	-	SE PWD Circle Belgaum Date:12-1-2011. EE PWD Division Belgaum Date :12-1-2011. AEE PWD Sub Division Belgaum Date:21-11-10,30-11-10,13-12-10,21-12-10,19-1-11,21-1-11, 25-1-11,5-2-11,10-2-11.
Halaga Road (From NH-4 to Halaga village)	15-1-2011	14-3-2011	10-3-2011	-	SE PWD Circle Belgaum Date:12-1-2011. EE PWD Division Belgaum Date :12-1-2011,18-1-2011. AEE PWD Sub Dn Belgaum Date:19-1-11,21-1-11,22-1-11, 10-2-11.
Balekundri Road	21-10-2010	20-12-2010	18-12-2010	-	EE PWD Division Belgaum Date :23-12-2010. AEE PWD Sub Dn Belgaum Date:29-11-11,6-12-10,9-12-10,16-2-10.

Collected from Assistant Executive Engineer PWP & IWTD sub Division Belgaum Dated 2-02- 2012

Appendix Table –A.3: Description (Reasons for not completing the work on due date and visit of the officials during the construction) of the Roads Under Suvarna Raste Vikas Yojane of Khanapur Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Devachihatti-Bailur Road	4-02-2010	03-07-2010	31-05-2010	-	S.E.Bgm. Circle, on Date :26-02-2010 Executive Engineer Belgaum Division on Date:20-02-2010. S.E.Q.C.Dharwad on Date:26-03- 2010.
Nagurde Approach Road	27-11-2010	26-04-2011	25-04-2011	-	ExicutiveEngineer PWD, Division Belgaum Date: 13-12-2010. Executive Engineer Monitoring cell, Bangalore Date:.21-9-2011.

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Khanapur Dated 31-01-2012

Appendix Table-A.4: Description (Reasons for not completing the work on due date and visit of the officials during the construction) of the Roads Under Suvarna Raste Vikas Yojane of Savadatti Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of actual work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Mabanoor,Jalikatti and Tallur Road	23-3-2010	23-8-2010	20-8-2010	-	Executive Engineer PWP& IWTD Division Belgaum, A.E.E PWP & IWTD Sub-Division Saudatti, Section officer PWP & IWTD Sub-Division Savadatti,
Yraganavi-Madamageri-Shivapur Road.	3-12-2010	2-5-2011	8-1-2011	-	Executive Engineer PWP& IWTD Division Belgaum,
Alnawar-Betigeri (SH-140) Road	14-10-2011	3-12-2011	9-12-2011	-	Executive Engineer PWP& IWTD Division Belgaum,

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Savadatti Dated 3- 02-2012

Appendix Table –A.5: Description (Reasons for not completing the work on due date and visit of the officials during the construction)of the Roads Under Suvarna Raste Vikas Yojane of Ramadurga Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Aurad Sadashivaghad Road SH-33 Km.475.00 to 476.00 & 477.00 to 479.89	3-11-2010	6-10-2010	6-3-2010	-	Shri.C. R.Ballari.E.E Shri.R.S.Ballol.A.E.E.
Aurad Sadashivaghad Road SH-34	12-15-2010	3-14-2011	Work Under progress	Due to labour Problems, contractor was not able to complete the work	Shri.R.S.Ballol A.E.E. Shri.C.S.Joshi.A.E.E
Salahalli -Chipalkatti Hulkund Road (MDR)	2-2-2010	6-1-2010	4-10-2011	-	Shri. C.R.Ballari.E.E Shri.R.S.Ballol.A.E.E.
Yaragatti Mudhol road SH-139	11-12-2010	1-11-2011	1-8-2011	-	Shri.C. R.Ballari.E.E Shri.R.S.Ballol.A.E.E.
Munavalli-Kotumachagi road SH-83	12-12-2010	2-11-2011	11-8-2011	Re tendered and completed	Shri.C.S.Joshi.A.E.E

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Ramadurga Dated 12- 02-2012

Appendix Table –A.6: Description (Reasons for not completing the work on due date and visit of the officials during the construction)of the Roads Under Suvarna Raste Vikas Yojane of Athani Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Radderahatti-Naganur P.K-Dodawad-Satti-Janawad Road	23-11-2010	22-5-2011	31-01-2012		Sri. A.G.Mulla.J.E Sri.G.S.Burli A.E.E Sri.G.N.Tenginakai E.E
Kagawad-Ganeshwadi Road	14-12-2009	13-6-2010	6-2-2011		Sri.R.P.Awatade J.E Sri A.R.Hundekar A.E.E Sri.G.S.Burli AE.E Sri.G.N.Tenginakai E.E
Mangsuli-Laxmeshwar Road	22-02-2011	21-08-2011	20-8-2011	Work completed	Sri.R.P.Awatade J.E Sri.G.S.Burli A.E.E Sri.G.N.Tenginakai E.E

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Athani Dated 22- 02-2012

Appendix Table –A.7: Description (Reasons for not completing the work on due date and visit of the officials during the construction)of the Roads Under Suvarna Raste Vikas Yojane of Raibag Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Mangasuli-Laxmeshwar Road (SH-73)	6-1-2010	5-7-2010	4-7-2010		Section officer& A.E.E in January 2010-4 times , Section officer, A.E.E in February 2010-3 times , Section officer, AEE , Executive Engineer in April 2010-4 times, Section officer, AEE , Executive Engineer in May 2011-2 times, Section officer, A.E.E, Executive Engineer in June 2010 one time
Kagawad–Kaladagi Road(SH-53)	19-3-2010	18-9-2010	29-5-2010		Section officer& AEE - in March 2010 2 times , Section officer & AEE May 2010- 4 Times
Harugeri-Raibag-Nagaramunnoli Road	23-2-2011	22-5-2011	20-12-2011	Work not yet completed	Section officer &AEE in February 2011-2 times Section officer &A.E.E in March2011 – 2 times Section officer &A.E.E in May2011 – 2 times Section officer, A.E.E , Executive Engineer in December 2012-one time
Chinchali-Sutagatti Road.	27-1-2011	26-7-2011	21-5-2011		Section officer &A.E.E in February 2011-2 times Section officer &A.E.E in March 2011 – 3 times Section officer &A.E.E in April 2011 – one time Section officer, A.E.E , Executive Engineer in April 2011-2 times
Harugeri-Raibag Nagarmunnoli Road	20-12-2011	19-6-2012			Section officer &AEE in December 2011-3 times Section officer &AEE in January 2012 – 2 times
Alagawadi-Bastwad-Sousuddi Road	8-9-2011	7-12-2011			Section officer &AEE in August 2011- 2 times Section officer &AEE in September 2011 – 3 times Section officer &AEE in October 2011 – one time
Gurlapur-Itnal-Khandal-Bastwad Road	19-8-2011	18-11-2011			Section officer &A.E.E in September 2011-3 times Section officer &AEE in October 2011 – one time
Nilagi-Suttatti-Kudachi Road	27-8-2011	26-11-2011			Section officer in December 2011-one time

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Raibag Dated 9-02-2012

Appendix Table –A.8: Description (Reasons for not completing the work on due date and visit of the officials during the construction)of the Roads Under Suvarna Raste Vikas Yojane of Hukkeri Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Madalaga-Shippur road.	30.11.2009	28.2..2010	15.1.2011	The contractor has not completed the work within tender period	A.E.E, Date:15-7-2010 & 15-1-1-2011
Shettihalli-chalakaranji Road(SH-78)Km.31 to 42	30-11-2009	28-2-2010	28-2-2010	Work completed within tender period	A.E.E,Date:20-2-2010 & 28-2-2010
Shettihalli-Iichalakaranji Road(SH-78) km.23.75to 27.43	4-2-2010	3-8-2010	10-7-2010	-do-	A.E.E,Date:10-2-2009, 1-3-2010 & 10-7-2010
Sultanpur-Noginhal-Awargol-Kotabagi Road	19-11-2009	18-2-2010	10-1-2010	-do-	A.E.E,23-11-2009,29-12-2009 & 10-1-2010
Hukkeri-Madihalli-Shiragaon-Awargol Road	16-12-2010	5-6-2011	-	The contractor has not complited the work within the tender period	A.E.E,Date:1-1-2011&4-3-2011
Goudwad-Awargol Road	16-12-2010	5-6-2011	-	-do-	A.E.E,Date:25-12-2010,4-3-2011
Hebbal-Kochari-Nerli Road	27-1-2011	26-4-2011	30-3-2011	Work completed within tender period	A.E.E , Date:14-2-2011,1-3-2011 & 30-3-2011
Managaon-Dondagatti Road	16-12-2010	5-3-2011	28-1-2011	-do-	A.E.E , Date:28-1-2011

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Hukkeri dated 27-01-2012

Appendix Table –A.9: Description (Reasons for not completing the work on due date and visit of the officials during the construction)of the Roads Under Suvarna Raste Vikas Yojane of Chikkodi Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of actual work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Khadakalat Kothali Shantigiri road	2-3-2010	1-6-2010	1-6-2010	-	Executive Engineer - 5 times A.E.E - 10 Times Asst Engineer - 25 Times.
Nagarmunnoli Jodakurali Kerur road	31-12-2009	30-3-2010	30-3-2010	-	Executive Engineer - 4 times A.E.E - 9 Times Asst Engineer - 23 Times.
Bahatanaganur Boragaonwadi road	6-12-2010	5-3-2011	5-3-2011	-	Executive Engineer - 2 times A.E.E - 8 Times Asst Engineer - 20 Times.
Nipani - Kottalagi road	6-12-2010	5-3-2011	5-3-2011	-	Executive Engineer - 3 times A.E.E - 9 Times Asst Engineer - 19 Times.
Nagarmunnoli Hanchinal Donwad road	31-12-2009	30-3-2010	30-3-2010	-	Executive Engineer - 5 times A.E.E - 10 Times Asst Engineer - 20 Times.
SH-12 to Hattarwat road	19-12-2009	18-3-2010	18-3-2010	-	Executive Engineer - 5 times A.E.E - 12 Times Asst Engineer - 22 Times
Kerur Kadapur Road	7-2-2011	6-8-2011	6-8-2011	-	Executive Engineer - 6 times A.E.E - 11 Times Asst Engineer - 23 Times.
Ankali Bus Stand to Nasalapur Road	2-2-2011	1-5-2011	1-5-2011	-	Executive Engineer - 3 times A.E.E - 12 Times Asst Engineer - 25 Times.
Examba Danawad Road	4-2-2011	3-8-2011	3-8-2011	-	Executive Engineer - 3 times A.E.E - 12 Times Asst Engineer - 23 Times.
Bahatanaganur Boragaonwadi road	6-12-2010	5-3.2011	5-3-2011	-	Executive Engineer - 3 times A.E.E - 14 Times Asst Engineer - 21 Times.
Jaganur Road	10-11-2010	9-2-2011	9-2-2011	-	Executive Engineer - 3 times A.E.E - 13 Times Asst Engineer - 23 Times
Majalatti Kamtyanati Wadral Road	13-12-2011	12-6-2012	12-6-2012	-	Executive Engineer - 4 times A.E.E - 15 Times Asst Engineer - 25 Times.

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Ckikkodi dated 21-02- 2012

Appendix Table :A-10 Description (Reasons for not completing the work on due date and visit of the officials during the construction) of the Roads Under Suvarna Raste Vikas Yojane of Gokak Taluk

Name of the Road	Date of lineout/ Work started	Due date of completion of the work	Date of actual work completed	Reasons for not completing the work on due date	Number of times officials visited during the construction of the road (With designation and date)
Mangsooli-Laxmeswar Road(SH-73) in Km to.87.00 to 97.00 and 118.00 to 122.67(in selected reaches)in Gokak taluk Belgaum District	6-9-2010	5-3-2011	5-3-2011	Due to early mansoon season rain was started hence asphaltting works carried out delay	During execution concerned section officer was inspected and supervised daily for the above work A.E.E and divisional officer inspected above work as bellow .Shri.V.R Anniger A.E.E Date:11/10/2010, 20/11/2010, 8/2/2011,2)Shri S S Khanagavi CE C & B (N) Dharwad Dtd:14-01-2011.
Sankeshwar-Sangam Road(SH-44).	23-03-2010	26-08-2010	29-9-2010	Due to early mansoon season rain was started hence asphaltting works carried out delay	During execution concerned section officer was inspected and supervised daily for the above work. A.E.E and divisional officer inspected above work as bellow Shri.V.R Anniger A.E.E, Date:19/5/2010, 25/05/2010, 15/6/2011,28/7/2010,29/9/2010 Shri G.N.Tenginkai Executive Engineer PWD Dn Dtd:28/7/2010.
Jatt-Jamboti Road (SH-31)	29-3-2011	28-9-2011	-	Delay due to contractor	During execution concerned section officer was inspected and supervised daily for the above work A.E.E and divisional officer inspected above work as bellow Shri.V.R.AnnigerA.E.E,Date:24/5/2011,1/7/2011,19/8/2011 2)Shri Vinayak S Sugur SE B.C Belgaum Dtd:28/11/2011.
Badami-Godachi-Gokak Falls (SH-134) Road	17-2-2011	16-7-2011	16-8-2011	Due to early mansoon season rain was started hence asphaltting works carried out delay	During execution concerned section officer was inspected and supervised daily for the above work A.E.E and divisional officer inspected above work as bellow Shri.V.R.Anniger A.E.E, Date: 02/05/2011, 29/5/2011 Shri O.K.Swami CE C &B (N) Dharwad Dtd:9/9/2011 Krishnaji Chavan QC Dn Dharwad Dated:10/1/2012.

Source: Collected from Assistant Executive Engineer PWP & IWTD sub Division Gokak dated 25-01-2012

Appendix Table- B.1: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Bailahongal Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಮಂಗಸೂಳಿ -ಲಕ್ಷ್ಮೀಶ್ವರ ರಾ. ಹೆ-73	ಕಚ್ಚಾ	ಇಲ್ಲ	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ಬಹಳ ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಜನಸಂಚಾರಕ್ಕೆ ಉಪಯುಕ್ತವಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಮೊದಲಿನಂತೆ ಇದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಹೆಚ್ಚಾಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲರಿಗೂ ಸಹಕಾರಿ ಆಗಿದೆ	-
ಮಂಗಸೂಳಿ -ಲಕ್ಷ್ಮೀಶ್ವರ ರಾ. ಹೆ-73	ಕಚ್ಚಾ	ಹೌದು	ರಸ್ತೆಯ ಮಧ್ಯದಲ್ಲಿ ತಗ್ಗು ಬಿದ್ದಿರುವುದರಿಂದ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ರಾತ್ರಿ ವೇಳೆ ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಉಪಯುಕ್ತವಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಯಾವುದೇ ಬದಲಾವಣೆ ಆಗಿಲ್ಲ	ಗ್ರಾಮದಿಂದ ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲವಾಗಿದೆ	ಗುಡ್ಡದ ಮೇಲಿನಿಂದ ಬರುವ ಮಳೆ ನೀರನ್ನು ಸಾಗಿಸಲು ದೇಶನೂರ ಗ್ರಾಮದಲ್ಲಿ ಎರಡು ಕಡೆಗಳಲ್ಲಿ ಸಿ.ಡಿ ನಿರ್ಮಿಸಬೇಕು
ಸಿಂಧನೂರು -ಹೆಮ್ಮಡಿಗಾ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಸಾಕಷ್ಟು ಅನಾನುಕೂಲತೆಯಿಂದ ಕೂಡಿತ್ತು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ವಾಹನ ಸಂಚಾರ ಹೆಚ್ಚಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಹೆಚ್ಚಾಗಿದೆ	ಗ್ರಾಮದಿಂದ ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಜಿಲ್ಲಾ ಆಸ್ಪತ್ರೆ & ಖಾಸಗಿ ಆಸ್ಪತ್ರೆಗೆ ಹೋಗಲು ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲರಿಗೂ ಸಹಕಾರಿ ಆಗಿದೆ	-
ಹಲಗಾ- ತಿಗಡಿ ರಸ್ತೆ	ಮಧ್ಯಮ	ಈ ರಸ್ತೆ ಮತ್ತು ಎನ್.ಎಚ್-4 ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೆವು	ರಸ್ತೆಯ ಮಧ್ಯದಲ್ಲಿ ಅಲ್ಲಲ್ಲಿ ತಗ್ಗುಗಳು ಬಿದ್ದು ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ದಿನ ನಿತ್ಯ ಕಾಲೇಜಿಗೆ ಹೋಗಲು ಹಾಗೂ ಜನಸಾಮಾನ್ಯರಿಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಸಂಚಾರಕ್ಕೆ ಉಪಯುಕ್ತವಾಗಿದೆ	ಹೌದು	ಬಸ್ಸುಗಳು ಸರಿಯಾದ ಸಮಯಕ್ಕೆ ಬರುತ್ತಿವೆ	ಸಾರಿಗೆ ವೆಚ್ಚದಲ್ಲಿ ಸ್ವಲ್ಪ ಕಡಿಮೆ ಯಾಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ.	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಜಾಸ್ತಿ ಯಾಗಿದೆ	ಬೇಗನೆ ದವಾಖಾನೆ ಗಳಿಗೆ ಹೋಗಲು ಸಹಾಯಕಾರಿ ಯಾಗಿದೆ	ಕೃಷಿ, ವ್ಯಾಪಾರಕ್ಕೆ ಸಹಕಾರಿ ಯಾಗಿದೆ	ಎಲ್ಲರಿಗೂ ಸಹಕಾರಿ ಯಾಗಿದೆ	-

Source: Surveyed public opinion collected during the month of August, September and October 2011.

Appendix Table-B.2: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Belgaum Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಬಾಗೆವಾಡಿ-ಹಲಗಿಮಡಿ-ವಾಯಾ ಕಲಾರಕೊಪ್ಪ ರಸ್ತೆ	ಕಚ್ಚಾ	ಹೌದು	ರಸ್ತೆಯಲ್ಲಿ ಬಹಳ ತಗ್ಗುಗಳಿದ್ದು ವಾಹನ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆಯಾಗುತ್ತಿತ್ತು ಹಾಗೂ ಬೇರೆ ಊರು ಗಳಿಗೆ ಹೋಗಲು ಸಮಯ ಬಹಳ ಬೇಕಾಗುತ್ತಿತ್ತು	ಬೆಳೆದ ಬೆಳೆಗಳನ್ನು ಮಾರುಕಟ್ಟೆಗೆ ಒಯ್ಯಲು ಅನುಕೂಲವಾಗಿದೆ ಮತ್ತು ನೌಕರರಿಗೆ ಸರಿಯಾದ ಸಮಯಕ್ಕೆ ತಲುಪಲು ಅನುಕೂಲವಾಗಿದೆ	ಸಮೀಪದ ಗ್ರಾಮಗಳಿಗೆ ಹೋಗಿ ಬರಲು ಅನುಕೂಲವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಖಾಸಗಿ ಬಸ್ಸುಗಳ ಸೌಕರ್ಯ ಹೆಚ್ಚಾಗಿದೆ	ಸಮಯದ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಯಾವುದೇ ಸಮಯದಲ್ಲಾದರು ಆರೋಗ್ಯ ಕೇಂದ್ರ ಗಳಿಗೆ ಹೋಗಲು ಅನುಕೂಲವಾಗಿದೆ	ಆರ್ಥಿಕ ಸ್ಥಿತಿ ಸುಧಾರಣೆ ಆಗುತ್ತಿದೆ	ಅನುಕೂಲವಾಗಿದೆ	ಸರಕಾರಿ ಬಸ್ಸಿನ ಸೌಕರ್ಯ ಒದಗಿಸ ಬೇಕಿದೆ
ಬೆಂಡಿಗೇರಿ-ಕೆ.ಕೆ.ಕೊಪ್ಪರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯ ವಿಲ್ಲ													
ಹಲಗಾ ಕೂಡು ರಸ್ತೆ	ಕಚ್ಚಾ	ಹೌದು	ರಸ್ತೆ ತೀರಾ ಹಾಳಾಗಿದ್ದರಿಂದ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಆಗುತ್ತಿತ್ತು	ಬದಲಾವಣೆ ಆಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗಲು ಮತ್ತು ಶಹರಕ್ಕೆ ಹೋಗಲು ಅನುಕೂಲ ವಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಇಲ್ಲಾ ಇನ್ನು ಬಸ್ಸಿನ ಸೌಕರ್ಯವಿಲ್ಲ	ಹೌದು ಇಂಧನ & ವೇಳೆಯ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಹೌದು ಆಗಿದೆ	ಹೌದು ಆಗಿದೆ	ತರಕಾರಿ ಮತ್ತು ಹೂವಿನ ವ್ಯಾಪಾರ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲಾ ರೀತಿಯಿಂದ ಅನುಕೂಲವಾಗಿದೆ	
ಬಾಳೆಕುಂದ್ರಿ ರಸ್ತೆ (ರಾ.ಹೆ 20 - ಬಾಳೆಕುಂದ್ರಿರಸ್ತೆ)	ಮಾಹಿತಿ ಲಭ್ಯ ವಿಲ್ಲ													

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table-B.3: Public Opinion About the Roads Improved Under Suvarna Raste VikasYojane of Khanapur Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ದೇವಚಿಹಟ್ಟಿ-ಬೈಲೂರ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ನಾಗುರ್ಡೆ ಗ್ರಾಮಕ್ಕೆ ಸೇರುವ ರಸ್ತೆ ಸುಧಾರಣೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ರಸ್ತೆ ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯ ವಾಗಿರಲಿಲ್ಲ, ಹೆಚ್ಚು ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ಬದಲಾವಣೆ ಆಗಿದೆ ಮತ್ತು ಹೆಚ್ಚಿನ ಅನುಕೂಲ ವಾಗಿದೆ	ಜನರ ಓಡಾಟಕ್ಕೆ ಅನುಕೂಲ ವಾಗಿದೆ ಮತ್ತು ಬೆಳೆದ ಬೆಳೆಗಳನ್ನು ಮಾರುಕಟ್ಟೆಗೆ ಸಾಗಿಸಲು ಅನುಕೂಲವಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಮೊದಲಿನಂತೆ ಇದೆ	ವೇಳೆಯ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಬದಲಾವಣೆ ಆಗಿಲ್ಲ	ಹೌದು ಆಗಿದೆ	ಹೌದು ಆಗಿದೆ	ಹೌದು ಆಗಿದೆ	ಅನುಕೂಲವಾಗಿದೆ	

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table- B.4: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Savadatti Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದಿರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದಿರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಸೋಮಾಪುರ ಜಾಲಿಕಟ್ಟೆ ತಲ್ಲೂರ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಮಾಡಮಗೇರಿ-ಶಿವಾಪುರ ರಸ್ತೆ	ಮಧ್ಯಮ	ಬೇರೆ ರಸ್ತೆ ಇರದ ಕಾರಣ ಇದೇ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದರು	ರಸ್ತೆ ಬಹಳ ತಗ್ಗು ಗಳಿಂದಕೂಡಿದ್ದು ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯ ವಾಗಿರಲಿಲ್ಲ	ಅನಾನುಕೂಲತೆ ನಿವಾರಣೆಯಾಗಿ ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯ ವಾಗಿದೆ	ಕೃಷಿ ಉತ್ಪನ್ನಗಳನ್ನು ಮಾರುಕಟ್ಟೆಗೆ ಸಾಗಿಸಲು ಮತ್ತು ಜನ ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯವಾಗಿದೆ	ಹೌದು ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಕಡಿಮೆಯಾಗಿ ಸಮಯದ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲಾ ರೀತಿಯಿಂದಲೂ ಅನುಕೂಲ ವಾಗಿದೆ	

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table- B.5: Public Opinion About the Roads Improved Under Suvarna Raste VikasYojane of Ramdurga Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯಚ್ಚ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜು ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಜಿರಾದ - ಸದಾಶಿವಘಡ ರಸ್ತೆ (ರಾ.ಹೆ.140)	ಕಚ್ಚಾ	ಇಲ್ಲಾ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುವುದಿಲ್ಲ	ಶಾಲಾ ಮಕ್ಕಳು ಮತ್ತು ಜನ ಸಾಮಾನ್ಯರಿಗೆ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಆಗುತ್ತಿತ್ತು	ಹೌದು ಬದಲಾವಣೆ ಯಾಗಿದೆ. ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯವಾಗಿದೆ	ರಸ್ತೆಯಲ್ಲಿ ನೀರು ಹರಿಯುವಿಕೆ ಕಡಿಮೆ ಯಾಗಿದೆ ಮತ್ತು ರೋಗಗಳು ಕಡಿಮೆಯಾಗಿ ಒಳ್ಳೆಯವಾತಾವರಣ ಸೃಷ್ಟಿಯಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಕಡಿಮೆಯಾಗಿದೆ ಮತ್ತು ಸರಕುಗಳನ್ನು ಸಾಗಿಸಲು ಅನುಕೂಲ ವಾಗಿದೆ	ಬಸ್ಸಿನ ಸೌಕರ್ಯವಿಲ್ಲ	ಗ್ರಾಮಕ್ಕೆ ಬಸ್ಸಿನ ಸೌಕರ್ಯವಿಲ್ಲ	ಶಾಲಾ ದಾಖಲಾತಿಯಲ್ಲಿ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ-ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಮಹಿಳೆಯರು ಹೊಲಿಗೆ, ಕಸೂತಿ ತರಬೇತಿಯಿಂದ ಉದ್ಯೋಗ ಸೃಷ್ಟಿಸಿ ಕೊಂಡಿರುತ್ತಾರೆ	ಗ್ರಾಮ ಪ್ರಗತಿ ಹೊಂದಲು ಅನುಕೂಲವಾಗಿ	ಗ್ರಾಮದ ಹೊರಗಿನ ರಸ್ತೆ ಸುಧಾರಣೆ ಆಗಬೇಕಿದೆ. ಮತ್ತು ಬಸ್ಸಿನ ಸೌಕರ್ಯವಾಗ ಬೇಕಿದೆ
ಸಾಲಹಳ್ಳಿ - ಚಿಪ್ಪಲಕಟ್ಟಿ - ಹುಲಕುಂದ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಯರಗಟ್ಟಿ ಮುಧೋಳ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಮುನ್ನೋಳಿ-ಕೊಟಮಾಚಗಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													

Source: Surveyed public opinion collected during the month of August,September and October 2011

Appendix Table-B.6: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Athani Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯಚ್ಚ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ರಡ್ಡೆರಟ್ಟೆ-ನಾಗುರ್ಡ್ ಪಿ.ಕೆ-ದೊಡವಾಡ-ಸತ್ತಿ-ಜನವಾಡರಸ್ತೆ	ಕಚ್ಚಾ	ಇದ್ದಂತಹ ಕಚ್ಚಾರಸ್ತೆಯನ್ನೇ ಉಪಯೋಗಿಸುತ್ತಿದ್ದರು	ಶಾಲೆಗೆ ಹೋಗಲು, ಜನಸಂಚಾರಕ್ಕೆ ಮತ್ತು ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಹೋಗಲು ಅನಾನುಕೂಲ ವಾಗುತ್ತಿತ್ತು	ಹೌದು ಬದಲಾವಣೆ ಆಗಿದೆ	ಶಿಕ್ಷಣ, ಆರೋಗ್ಯ ಮತ್ತು ಜನಸಾಮಾನ್ಯರ ಕಸುಬಿಗೆ ಅನುಕೂಲ ವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ ಮತ್ತು ಶಿಕ್ಷಣ ಮಟ್ಟ ಸುಧಾರಣೆ ಆಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಕಡಿಮೆ ಸಮಯದಲ್ಲಿ ಆರೋಗ್ಯ ಕೇಂದ್ರಕ್ಕೆ ತಲುಪ ಬಹುದಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದ್ದು, ಗ್ರಾಮ ಪ್ರಗತಿ ಹೊಂದುತ್ತಿದೆ	ಎಲ್ಲಾ ರೀತಿಯಿಂದ ಅನುಕೂಲವಾಗಿದೆ	ಸತ್ತಿ, ನಂದೇಶ್ವರ ಮಠಿಷವಾಡಗಿ ರಸ್ತೆ ಸುಧಾರಣೆ ಆಗಿದ್ದು ರಸ್ತೆ ಪೂರ್ತಿಯಾಗಿ ಹಾಳಾಗಿದೆ ಮತ್ತೊಮ್ಮೆ ಕ್ರಮ ಜರುಗಿಸಲು ವಿನಂತಿಸಿದೆ
ಕಾಗವಾಡ-ಗಣೇಶವಾಡಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಮಂಗಳಸೂಳಿ-ಲಕ್ಷ್ಮೀಶ್ವರ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ರಸ್ತೆ ಬಹಳ ತಗ್ಗು ಗಳಿಂದ ಕೂಡಿತ್ತು ಮತ್ತು ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯವಾಗಿರಲಿಲ್ಲ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ವ್ಯಾಪಾರಕ್ಕೆ ಮತ್ತು ಸಕ್ಕರೆ ಕಾರ್ಖಾನೆಗೆ ಕೆಲಸಕ್ಕೆ ಹೋಗುವುದು ಹೆಚ್ಚಾಗಿದೆ	ಸಂಚಾರಿವಾಹನಗಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆಯಾಗಿದೆ	ಉನ್ನತ ಶಿಕ್ಷಣ ಪಡೆಯುವಂತಾಗಿದೆ ಮತ್ತು ಶಿಕ್ಷಣ ಮಟ್ಟ ಸುಧಾರಣೆ ಆಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲಾ ರೀತಿಯಿಂದ ಅನುಕೂಲವಾಗಿದೆ	

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table- Appendix Table - B.7: Public Opinion About the Roads Improved Under Suvarna Raste VikasYojane of Raybhag Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣ ದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯಚ್ಚ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು	
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು		
ಮಂಗಳೂಳಿ - ಲಕ್ಷ್ಮೀಶ್ವರ ರಸ್ತೆ (ರಾ.ಹೆ-73)	ಕಚ್ಚಾ	ಹೌದು	ಹೆಚ್ಚು ಸಮಯ ಬೇಕಾಗುತ್ತಿತ್ತು ಮತ್ತು ಬಸ್ಸಿನ ಸಂಪರ್ಕ ಸರಿಯಾಗಿರಲಿಲ್ಲ	ಹೌದು ಅನುಕೂಲಕರವಾಗಿದೆ	ವಾಹನ ಸಂಪರ್ಕಕ್ಕೆ ಅನುಕೂಲಕರವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯಚ್ಚದಲ್ಲಿ ಬದಲಾವಣೆಯಾಗಿದೆ ಮತ್ತು ಸಮಯದ ಉಳಿತಾಯವಾಗುತ್ತಿದೆ	ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವಾಣಿಜ್ಯ ಮತ್ತು ವಾಣಿಜ್ಯೀತರ ವ್ಯವಹಾರಕ್ಕೆ ಅನುಕೂಲವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಉಂಟಾಗಿದೆ	ಎಲ್ಲವರ್ಗದವರಿಗೂ ಅನುಕೂಲವಾಗಿದೆ		
ಕಾಗವಾಡ- ಕಲಾದಗಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ														
ಹಾರೋಗೇರಿ - ರಾಯಭಾಗ ನಾಗರಮುನ್ನೋಳಿ ರಸ್ತೆ	ಕಚ್ಚಾ	ಹೌದು	ಸಮಯ ಮತ್ತು ಹಣ ವ್ಯರ್ಥವಾಗುತ್ತಿತ್ತು	ಸಮಯದ ಉಳಿತಾಯವಾಗುತ್ತಿದೆ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಮತ್ತು ವ್ಯಾಪಾರಕ್ಕೆ ಅನುಕೂಲಕರವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಮಯದ ಉಳಿತಾಯದ ಜೊತೆಗೆ ಹಣದವ್ಯಚ್ಚ ಕಡಿಮೆಯಾಗಿದೆ	ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಕಬ್ಬಿನ ಮತ್ತು ಇತರ ವಸ್ತುಗಳ ವ್ಯಾಪಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲಕರವಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲವಾಗಿದೆ		
ಚಿಂಚಲಿ ಸುತಗಟ್ಟಿ ರಸ್ತೆ	ಕಚ್ಚಾ	ಹೌದು, ಈ ರಸ್ತೆಗೆ ಸಮಾನಾಂತರವಾಗಿದ್ದ ಇನ್ನೊಂದು ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸಲಾಗುತ್ತಿತ್ತು	ಜನಸಂಚಾರಕ್ಕೆ ಮತ್ತು ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಹೌದು. ಸಮಯದ ಉಳಿತಾಯವಾಗಿದೆ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ಅನುಕೂಲವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಬಸ್ಸಿನ ಸೌಕರ್ಯ ವಿಲ್ಲ	ಸಮಯದ ಅಭಾವ ಕಡಿಮೆಯಾಗಿದೆ, ಇಂಧನ ದಕ್ಷತೆ ಹೆಚ್ಚಾಗಿದೆ	ಇಲ್ಲ	ಕಬ್ಬು ಸಾಗಣೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಆಗಿಲ್ಲ	ಆಗಿಲ್ಲ	ಬಸ್ಸಿನ ಸೌಕರ್ಯವಾಗ ಬೇಕಿದೆ	
ಹಾರೋಗೇರಿ - ರಾಯಭಾಗ ನಾಗರಮುನ್ನೋಳಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ														
ಅಲಗವಾಡಿ ಬಸ್ಸವಾಡ ಸೌಸುದ್ದಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ														
ಗುರಾಪುರ- ಎತ್ತಾಲ ಬಸ್ಸವಾಡ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ														
ನಿಲಗಿ-ಸುತ್ತಟ್ಟಿ- ಕುಡಚಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ														

Source: Surveyed public opinion collected during the month of August,September and October 2011

Appendix Table –B.8: Public Opinion About the Roads Improved Under Suvarna Raste Vikasyojane of Hukkeri Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿ ವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿ ವಾಹನ ದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜುಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಮಡಲ್ಗಾ-ಶಿಪುರ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ಸಾರಿಗೆ ಸಂಪರ್ಕಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಇಲ್ಲ	ಆಗಿಲ್ಲ	ಆಗಿಲ್ಲ	ಆಗಿಲ್ಲ	ಆಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	
ಶೆಟ್ಟಿಹಳ್ಳಿ ಈಚಲಕರಂಜಿ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಸುಲ್ತಾನಪುರ-ನೂಗಿನಹಾಳ-ಅವರಗೋಳ-ಕೊಟಬಾಗಿ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ಜನ ಸಂಚಾರಕ್ಕೆ ಮತ್ತು ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ಅನಾನುಕೂಲ ವಾಗಿತ್ತು	ಬದಲಾವಣೆಯಾಗಿದೆ	ಜನ ಸಂಚಾರ ಮತ್ತು ವಾಹನ ಸಂಚಾರ ವ್ಯವಸ್ಥೆ ಕಡಿಮೆಯಾಗಿದೆ	ಇಲ್ಲ	ಆಗಿದೆ	ಸಮಯದ ಉಳಿತಾಯದ ಜೊತೆಗೆ ಹಣದವ್ಯಯ ಕಡಿಮೆಯಾಗಿದೆ	ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಕಬ್ಬಿನ ಮತ್ತು ಇತರ ವಸ್ತುಗಳ ವ್ಯಾಪಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲಕರ ವಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	
ಹುಕ್ಕೇರಿ-ಮದಿಹಳ್ಳಿ-ಶಿರಗಾಂ-ಅವರಗೋಳ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಆಗುತ್ತಿತ್ತು	ಬಹಳ ಬದಲಾವಣೆ ಉಂಟಾಗಿದೆ	ಸರಕು ಸಾಗಣೆಗೆ ಬಹಳ ಅನುಕೂಲಕರವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ದಲ್ಲಿ ಯಾವುದೇ ಬದಲಾವಣೆ ಆಗಿಲ್ಲ	ದಾಖಲಾತಿ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಹಾಲಿನ ವ್ಯಾಪಾರ-ವಹಿವಾಟು ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲಕರ ವಾಗಿದೆ	ಉಂಟಾಗಿದೆ	ಎಲ್ಲವರ್ಗದ ವರಿಗೂ ಅನುಕೂಲ ವಾಗಿದೆ	
ಗೌಡವಾಡ-ಅವರಗೋಳ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಹೌದು. ಸಮಯದ ಉಳಿತಾಯ ವಾಗಿದೆ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ಅನುಕೂಲವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಮಯದ ಅಭಾವ ಕಡಿಮೆಯಾಗಿದೆ.	ಇಲ್ಲ	ಕಬ್ಬು ಸಾಗಣೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಅನುಕೂಲವಾಗಿದೆ	ಆಗಿದೆ	ಆಗಿದೆ	
ಹೆಬ್ಬಾಳ-ಕೊಚರಿ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಮತ್ತು ಜನಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಹೌದು ಬದಲಾವಣೆಯಾಗಿದೆ	ಜನ ಸಂಚಾರಕ್ಕೆ ವ್ಯಾಪಾರ ವೃದ್ಧಿಗೆ ಮತ್ತು ಶಿಕ್ಷಣ ಹಾಗೂ ಇತರೆ ಕಾರ್ಯಗಳಿಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಇಲ್ಲ	ಖಾಸಗಿ ಬಸ್ಸಿನ ಸೌಕರ್ಯ ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಮಯದ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರಕ್ಕೆ ಅನುಕೂಲವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲ ವಾಗಿದೆ	ಉಂಟಾಗಿದೆ	ಎಲ್ಲವರ್ಗದ ವರಿಗೂ ಅನುಕೂಲವಾಗಿದೆ	
ಮನಗಾಂ-ದೂದಗಟ್ಟಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													

Source: Surveyed public opinion collected during the month of August,September and October 2011

Appendix Table-B.9.i: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Chikkodi Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾ ಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಖಡಕಲಾಟ- ಖೋರಾಳಿ ಶಾಂತಿಗಿರಿ ರಸ್ತೆ	ಕಚ್ಚಾ	ಹೌದು	ಜನ ಸಂಚಾರಕ್ಕೆ ಮತ್ತು ವಾಹನ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಆಗುತ್ತಿತ್ತು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಜನ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ಅನುಕೂಲವಾಗಿದೆ	ಹೌದು	ಆಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಕಡಿಮೆ ಆಗಿದೆ ಮತ್ತು ವಾಹನ ಸಂಚಾರ ಹೆಚ್ಚಾಗಿದೆ	ಹಾಜರಾತಿ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ.	ವ್ಯಾಪಾರ ವ್ಯವಹಾರಕ್ಕೆ ಅನುಕೂಲವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	
ನಾಗರಮುನ್ನೋಳಿ - ಜೋಡಕುರಿ - ಕೇರೂರ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ಹೆಚ್ಚು ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ರಸ್ತೆ ಪೂರ್ತಿಯಾಗಿಲ್ಲ	ಇಲ್ಲ	ಅನ್ವಯಿಸುವುದಿಲ್ಲ	ಹಾಗೆಯೇ ಇದೆ	ಅನಾನುಕೂಲತೆಗಳು ಹೆಚ್ಚಾಗಿವೆ.(ರಸ್ತೆ ಕಾಮಗಾರಿ ಪೂರ್ತಿಯಾಗಿಲ್ಲ)	ಇಲ್ಲ	ಇಲ್ಲ	ಅನಾನುಕೂಲತೆಗಳು ಹೆಚ್ಚಾಗಿದೆ	ಇಲ್ಲ	ಮೊದಲಿಗಿಂತ ಹೆಚ್ಚು ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದೆ	ರಸ್ತೆ ಕಾಮಗಾರಿಯನ್ನು ಪೂರ್ಣಗೊಳಿಸ ಬೇಕಿದೆ
ಬಾಟನಾಗೂರ - ಬೋರಂಗವಾಡಿ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ತಗ್ಗು ಗುಂಡಿಗಳಿಂದ ಅನಾನುಕೂಲತೆ ಉಂಟಾಗಿತ್ತು	ಪ್ರಗತಿ ಯಾಗಿದೆ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಅನುಕೂಲವಾಗಿದೆ	ಇಲ್ಲ	ಇಲ್ಲ	ಇಲ್ಲ	ಹೆಚ್ಚಾಗಿದೆ	ಸ್ವಲ್ಪ ಸುಧಾರಣೆ ಯಾಗಿದೆ	ಆಗಿರುತ್ತದೆ	ಆಗಿರುತ್ತದೆ	ಆಗಿರುತ್ತದೆ	
ನಿಪ್ಪಾಣಿ ಕೊಟ್ಟಲಗಿ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ನಾಗರಮುನ್ನೋಳಿ - ಹಂಚಿನಾಳ - ದೋಣವಾಡ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ತಗ್ಗು ಗುಂಡಿಗಳಿಂದ ಅನಾನುಕೂಲತೆ ಉಂಟಾಗಿತ್ತು	ಹೌದು ಬದಲಾವಣೆ ಯಾಗಿದೆ	ವಾಹನ ಸಂಚಾರ ಸುಲಭವಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಿದೆ	ಸಾಕಷ್ಟು ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಹಾಜರಾತಿ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ.	ವ್ಯಾಪಾರ ವ್ಯವಹಾರಕ್ಕೆ ಅನುಕೂಲ ವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	
ಹತ್ತರವಾಟ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ರಸ್ತೆ ತಗ್ಗುಗಳಿಂದ ಕೂಡಿದ್ದು ವಾಹನ ಸಂಚಾರಕ್ಕೆ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ಹೌದು ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಜನ ಸಂಚಾರಕ್ಕೆ ವ್ಯಾಪಾರ ವೃದ್ಧಿಗೆ ಮತ್ತು ಶಿಕ್ಷಣ ಹಾಗೂ ಇತರೆ ಕಾರ್ಯಗಳಿಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಇಲ್ಲ	ಖಾಸಗಿ ಬಸ್ಸಿನ ಸೌಕರ್ಯ ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಮತ್ತು ಸಮಯದ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರಕ್ಕೆ ಅನುಕೂಲ ವಾಗಿದೆ	ತುರ್ತು ಚಿಕಿತ್ಸೆಗೆ ಅನುಕೂಲವಾಗಿದೆ	ಉಂಟಾಗಿದೆ	ಎಲ್ಲವರ್ಗದ ವರಿಗೂ ಅನುಕೂಲ ವಾಗಿದೆ	
ಕೇರೂರ ಕಾಡಾಪುರ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಅಂಕಲಗಿ ಬಸ್ ನಿಲ್ದಾಣದಿಂದ ನಲಸಾಪುರ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ತಗ್ಗುಗುಂಡಿಗಳಿಂದ ಹೆಚ್ಚು ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಜನಸಂಚಾರಕ್ಕೆ ಉಪಯುಕ್ತ ವಾಗಿದೆ	ವಾಹನದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಮೊದಲಿನಂತೆ ಇದೆ	ಸಾರಿಗೆ ವ್ಯವಸ್ಥೆ ಹೆಚ್ಚಾಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲರಿಗೂ ಸಹಕಾರಿ ಆಗಿದೆ	

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table- B.9.ii: Public Opinion About the Roads Improved Under Suvarna Raste Vikas Yojane of Chikkodi Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣ ದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ದಿಂದ ಸಂಚಾರಿ ವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣ ದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯಚ್ಚ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲಗಳು	
ಯಕ್ಷಂಬಾ- ದಾನವಾಡ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಜಾಗನೂರ ರಸ್ತೆ	ಮಾಹಿತಿ ಲಭ್ಯವಿಲ್ಲ													
ಮಜಲಟ್ಟ- ಕಮತ್ಯಾನಟ್ಟಿ- ವಡ್ರಾಳ ರಸ್ತೆ	ಮಧ್ಯಮ	ಇಲ್ಲ	ರಸ್ತೆಗಳು ತಗ್ಗು ಗುಂಡಿಗಳಿಂದ ಕೂಡಿದ್ದು ಹೆಚ್ಚು ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ಇಲ್ಲ	ವಾಹನ ಸಂಚಾರಕ್ಕೆ ಯೋಗ್ಯ ವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಾರಿಗೆ ವ್ಯಚ್ಚ ಹೆಚ್ಚಾಗಿದೆ	ಶಾಲೆಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಆರ್ಥಿಕ ಚಟುವಟಿಕೆ ಹೆಚ್ಚಾಗಿದೆ	ಎಲ್ಲರಿಗೂ ಸಹಾಯಕ ಆಗಿದೆ	

Source: Surveyed public opinion collected during the month of August, September and October 2011

Appendix Table-B.10: Public Opinion About the Roads Improved Under Suvarna Raste Vikasyojane of Gogak Taluk

ರಸ್ತೆ ಹೆಸರು	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ರಸ್ತೆ ಹೇಗಿತ್ತು?	ರಸ್ತೆ ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚೆ ದೈನಂದಿನ ಮತ್ತು ಇತರೆ ಚಟುವಟಿಕೆಗಳಿಗೆ ಬೇರೆ ರಸ್ತೆಯನ್ನು ಉಪಯೋಗಿಸುತ್ತಿದ್ದೀರಾ?	ನವೀಕರಣಕ್ಕಿಂತ ಮುಂಚಿನ ರಸ್ತೆಯಿಂದಾಗುತ್ತಿದ್ದ ಅನಾನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣ ಆದಾಗಿನಿಂದ ನಿಮ್ಮ ಕಸುಬಿನಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ? ಅಥವಾ ಬದಲಾವಣೆ ಬಯಸಿದ್ದೀರಾ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದಾಗಿ ಗ್ರಾಮಕ್ಕೆ ಆಗಿರುವ ಅನುಕೂಲಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಂಚಾರಿವಾಹನ ದಟ್ಟಣೆಯಲ್ಲಿ ಏನಾದರು ಬದಲಾವಣೆ ಆಗಿದೆಯೇ?	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಬಸ್ಸಿನ ಸೌಕರ್ಯ	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಸಾರಿಗೆ ವ್ಯಚ್ಛ ಮತ್ತು ಸಾರಿಗೆ ವೇಳೆಯಲ್ಲಾದ ಬದಲಾವಣೆಗಳು	ರಸ್ತೆ ನವೀಕರಣದಿಂದ ಆಗಿರುವ ಇತರ ಅನುಕೂಲಗಳು					ಸಲಹೆಗಳು
									ಶಾಲಾಕಾಲೇಜ್ ಗಳಿಗೆ ಹೋಗುವ ಮಕ್ಕಳ ಸಂಖ್ಯೆಯಲ್ಲಿ ಬದಲಾವಣೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ದಲ್ಲಾದ ಬದಲಾವಣೆ	ಆರೋಗ್ಯ ತಪಾಸಣೆಗೆ ಅನುಕೂಲ	ಇತರ ಆರ್ಥಿಕ ಚಟುವಟಿಕೆಗಳ ಹಿಗ್ಗುವಿಕೆ	ಇನ್ನಿತರ ಅನುಕೂಲ ಗಳು	
ಮಂಗಳೂಳಿ-ಲಕ್ಷ್ಮೀಶ್ವರ ರಸ್ತೆ (ರಾ.ಹೆ.-73)	ಮಧ್ಯಮ	ಇಲ್ಲ	ಹೆಚ್ಚು ವಾಹನ ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಗ್ರಾಮಕ್ಕೆ ಏನು ಉಪಯೋಗ ವಾಗಿಲ್ಲ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹಾಗೆಯೇ ಇದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಮೊದಲಿನಂತೆ ಇದೆ	ಮೊದಲಿನಂತೆ ಇದೆ	ಆಗಿದೆ	ಇನ್ನೂ ಆಗಬೇಕಿದೆ	ಇನ್ನೂ ಆಗಬೇಕಿದೆ	
ಸಂಕೇಶ್ವರ ಸಂಗಮ ರಸ್ತೆ (ರಾ.ಹೆ.-44)	ಕಚ್ಚಾ	ಇಲ್ಲ	ತಗ್ಗು ಗುಂಡಿ ಗಳಿಂದ ಕೂಡಿದ್ದು ಬಹಳ ಅಪಘಾತಗಳು ಸಂಭವಿಸುತ್ತಿದ್ದವು	ವ್ಯಾಪಾರದ ಮತ್ತು ಸಮಯದ ದೃಷ್ಟಿಯಿಂದ ಬಹಳ ಉಪಯೋಗ ವಾಗಿದೆ	ವಾಹನ ಸಂಚಾರ ಜಾಸ್ತಿಯಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಖಾಸಗಿ ವಾಹನಗಳ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಆಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	
ಜತ್ - ಜಾಂಬೋಟಿ ರಸ್ತೆ	ಕಚ್ಚಾ	ಇಲ್ಲ	ರಸ್ತೆ ಸಂಚಾರಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಉಂಟಾಗುತ್ತಿತ್ತು	ವ್ಯಾಪಾರಕ್ಕೆ ಅನುಕೂಲ ವಾಗಿದೆ	ವಾಹನ ಸಂಚಾರ ಸುಗಮ ವಾಗಿದೆ	ವಾಹನ ದಟ್ಟಣೆ ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಸಮಯ ಮತ್ತು ಸಾರಿಗೆ ವ್ಯಚ್ಛದ ಉಳಿತಾಯ ವಾಗುತ್ತಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ವ್ಯಾಪಾರ ವ್ಯವಹಾರ ಹೆಚ್ಚಾಗಿದೆ	ಆಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	
ಬಾದಾಮಿ-ಗೊಡಚಿಮಕ್ಕಿ-ಗೋಕಾಕ ಪಾಲ್ವ ರಸ್ತೆ (ರಾ.ಹೆ.-134)	ಕಚ್ಚಾ	ಇಲ್ಲ	ವಾಹನ ಅಪಘಾತಗಳು ಹೆಚ್ಚು ಸಂಭವಿಸುತ್ತಿತ್ತು	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಗ್ರಾಮಕ್ಕೆ ಏನು ಉಪಯೋಗ ವಾಗಿಲ್ಲ	ಇಲ್ಲ	ಹೆಚ್ಚಾಗಿದೆ	ಬದಲಾವಣೆ ಯಾಗಿದೆ	ಆಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಹೆಚ್ಚಾಗಿದೆ	ಅನುಕೂಲ ವಾಗಿದೆ	ರಸ್ತೆ ಇನ್ನೂ ಸುಧಾರಣೆ ಯಾಗ ಬೇಕಾಗಿದೆ

Source: Surveyed public opinion collected during the month of August, September and October 2011