



Road Development Program in India

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Preface:

Infrastructure is important role in national development. Road development is considered a priority in infrastructure development. Transport infrastructure is one of the major components of the country's development. Transportation is seen as the regulator of the country's economy. Transportation is an important link between the production of goods and the delivery of goods to the end consumer. The amount of traffic on the country's roads shows how much progress. The current transport system in India includes different modes of transport such as rail, air, road and coastal shipping. Since independence, the Government of India has given priority to road development programs. However, due to lack of investment, there was no Persian progress in road development till 1991. The length of roads in India has been increasing since 1991 when the Government of India gave priority to private investment in road construction.

When transportation develops the ease of access to jobs, goods, services and activities for the public and businesses, productivity also increases. This increase may be due to reduced transport infrastructure and reduced travel time. Improved travel times have temporarily brought the labor market closer to their areas of work, giving companies the experience of improving worker productivity. Although India has a huge and diverse transport industry with its own challenges, it is striving to implement more and more energy-efficient technologies and customer-centric approaches. It would not be wrong to call it the 'lifeline' of a country. This article attempts to review this lifeline system.

The purpose of the research

- * To study the road development program of the Government of India.
- * To study various road development schemes of the Government of India.
- * To study the progress of road development in India.

Transport Sector Development Program in India

The construction of roads in India started during the British period. In 1848, Lord Dalhousie established the Department of Public Works for the purpose of building roads. This department first undertook the construction of the National Highway from Delhi to Amritsar built by Sher Shah Suri. After independence, the Government of India launched the Community Development Program in 1952 with the objective of providing minimum facilities to the people in rural areas. Since then, roads in India have been constantly expanding. There are four types of roads in India. Super highways, national highways, state highways and district highways

- * **Expressway:** Expressway Roads built between two metro cities are known as expressways. There are currently a total of 25 expressways in India, two of which are in Maharashtra. India's first expressway was built between Pune and Mumbai. Due to this highway, the traffic in both the cities became faster. At the same



time, the development of a new industrial zone between the two cities got a boost. On this basis, the Government of India undertook the program of construction of highways in other important cities of India.

* **National Highways:** National Highways are connected to major ports, important cities, industrial centers and state capitals by National Highways. Currently, there are 3.62 million national highways out of the total length of roads in India. This highway carries 45% of the traffic. These roads are maintained, managed and controlled by the Government of India. After the Modi government came to power, Transport Minister NitinGadkari started a program to cement the existing national highways. This road used to be asphalted in the past. Asphalt roads would deteriorate in the rainy season and the roads would be heavily potholed. This caused a great deal of disruption to traffic. At the same time, there were a lot of accidents. These roads have become permanently sustainable as the Government of India has undertaken a road symmetry program. This has led to pollution and huge fuel savings.

* **State Highways:** State Highways are generally connected to the National Highways, connected to the major industrial centers of the State and the roads connecting the districts are known as State Highways. The state government is responsible for the construction, management and maintenance of state highways.

* **District and Rural Highways:** ZillaParishad is responsible for construction, management and maintenance for District and Rural Highways.

Government of India Road Construction Program

Nagpur Plan - 1944

The Nagpur Plan was formulated by the Government of India in 1944 with the objective of developing roads in the pre-independence period. Under this plan, the Government of India had undertaken a program to build roads in the country over the next ten years.

Community Development Program

The Government of India launched the Community Development Program in 1952 with the objective of developing rural areas. Under this program, the Government of India has given priority to road development programs in rural areas.

National Highways Development Program

This program started during the time of Prime Minister AtalBihari Vajpayee. Under this, a program was undertaken to build high speed highways connecting Mumbai, Delhi, Chennai and Kolkata. In addition, a program has been undertaken to build an expressway connecting Kashmir to Kanyakumari and Silchar to Saurashtra.

Prime Minister's Village Road Scheme

The program was announced in December 2000 during the tenure of Prime Minister AtalBihari Vajpayee. Under this program, a program has been undertaken to connect 500 populated villages with nearby major cities by 2007.

Golden Quadrilateral Scheme



Former Prime Minister of India AtalBihari Vajpayee announced the Golden Quadrilateral project in 2001. The Golden Quadrilateral is the largest road construction project in India and the 5th largest in the world undertaken by the Government of India. The National Highways Authority of India is important for the Golden Quadrilateral. The total length of roads in this project is 5,846 km. Under this scheme, the four major metros of India, Delhi, Mumbai, Kolkata and Chennai, were connected by four-lane or six-lane expressways.

*** Sagarmala Project:** This project was started during the time of former Prime Minister AtalBihari Vajpayee. The Government of India has announced a program to build 83 lakh 677 km of roads across the country by 2022 at a total cost of Rs 5 lakh 92,000 crore. Under the project, tribal areas, religious places, adventure sports areas will be added to India under the project. Under this project 44 economic corridors are being developed out of which 11 corridors will pass through Maharashtra. 115 inter-corridors will be constructed connecting these major corridors. The Mumbai-Kolkata corridor is the longest with a length of 1854 km. Logistics parks will be constructed in 35 cities along this corridor route. Seven express highways will be constructed in India under the project.

*** Chardham Highway Development Project:** This is an important road development project undertaken by the Modi Government. Under this scheme, Gangotri, Yamunotri, Kedarnath and Badrinath in India are located in the state of Uttarakhand. These four dhams are major pilgrimage sites. Will be connected by road. A total of 889 km of highways will be constructed under this project.

*** Samrudhi Highway:** Government of Maharashtra Mumbai-Nagpur Expressway or Maharashtra Samrudhi Highway is a planned highway. This road is 701 km length, 8 lanes, 2120 m width. The project will connect Mumbai, the capital of Maharashtra, with Nagpur, the sub-capital of Maharashtra. The highway will pass through 10 districts, 26 talukas and 390 villages. Service channels such as OFC cables, gas pipelines and electricity transporters will be laid in the supplementary route along this expressway.

Statistics of Government of India Road Development Program

Road type	1951		2011		2017	
	Length	ratio	length	ratio	length	ratio
1. National Highways	19811	4.54%	70,934	1.52%	1,14,158	1.93%
2. State Highways	-	-	1,63,898	3.50%	1,75,036	2.97%
3. District Roads	1,73,723	43.44%	9,98,895	21.36%	5,86,181	9.93%
4. Rural Roads	2,06,408	51.61%	27,49,804	58.80%	41,66,576	70.65%
5. Urban Roads	-	-	4,11,679	8.80%	5,26,483	8.93%
6. Project Roads	-	-	2,81,628	6.02%	3,28,897	5.57%
Total	3,99,942	100%	46,76,838	100%	58,97,671	100%

(Source :Annual Report of Ministry of Road & Transport 2017)



Conclusion

Infrastructure is of paramount importance in the development of any nation. Agriculture and industry are important contributors to the economic development of any nation. The development of this sector is not only based on state-of-the-art machinery; The development and expansion of the sector also requires a large number of other resources, including electricity, roads, market management, transportation services, telecommunications and trained human resources. These factors help to take the product; So these are called infrastructure. Although the components involved in infrastructure do not actually produce, they create favorable conditions for raising the level of economic resources. Only when these factors are conducive can agriculture and industry develop and accelerate the pace of development of the nation. For this reason, infrastructure is considered a prerequisite for the economic development of nations. In 1991, the Government of India adopted a policy of privatization for infrastructure development. This has accelerated the road development program in the last 25 years. Today, India ranks second in the world after the United States in terms of road length.

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