

## MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (Government of India)

Consultancy Services for Preparation of Detailed Project Report for Rehabilitation and Upgrading to 2-Lane/2-Lane with Paved Shoulders Configuration and Strengthening from **Km 0+000 (Paonta) to Km 97+000** (Gumma) of NH-707 in the State of Himachal Pradesh (Package No. SP/C/5)

## FINAL DETAILED PROJECT REPORT





**DECEMBER – 2019** 



CEG Tower, B - 11 (G), Malviya Industrial Area, Jaipur - 302017 India Tel. + 91 141 2751801, 2751802, 2751803, 2751804 Fax : 0141-2751806 Email address: hqjpr@cegindia.com; URL : www.cegindia.com



CONTENTS

### TABLE OF CONTENTS

EXEC	UTIVE SUMMARY	
E.1	PROJECT BACKGROUND & INTRODUCTION	1
E.2	PROJECT DESCRIPTION	
E.3	SOCIO ECONOMIC PROFILE OF THE PROJECT AREA	3
E.4	R & R PRINCIPLES, POLICY FRAME WORK & ENTITLEMENT MATRIX	3
E.5	STAKEHOLDER'S CONSULTATIONS AND DISCLOSURE	
E.6	ANALYSIS OF ALTERNATIVES	4
E.7	PROJECT IMPACTS	4
E.8	GENDER ISSUE & WOMENS PARTICIPATION	5
E.9	REHABILITATION & RESETTLEMENT BUDGET	6
E.10	INSTITUTIONAL ARRANGEMENT FOR RAP IMPLEMENTATION	6
E.11	GRIEVANCE REDRESSAL MACHANISM	6
E.12	MONITORING AND EVALUATION (M&E)	7
CHAP	TER-1 PROJECT BACKGROUND AND INTRODUCTION 1-	
1.1	PROJECT BACKGROUND	
1.2	PROJECT ROAD DESCRIPTION	2
1.3	IMPORTANCE AND NEED FOR PROJECT	4
1.4	SCOPE OF IMPACT	5
1.5	OBJECTIVE OF SIA AND RAP	7
1.6	APPROACH AND METHODOLOGY	7
CHAP	TER-2 PROJECT DESCRIPTION	1
2.1	INTRODUCTION	1
2.2	PROJECT DESCRIPTION	
2.3	EXISTING ROAD AND STRUCTURES	2
2.4	CORRIDOR OF IMPACT (COI)	4
2.5	DESIGN CONSIDERATIONS	5
2.5.1	PROPOSED DESIGN STANDARDS FOR HIGHWAY 2-	5
	2.5.2 Intersection/Junction – With Improvement of Cross Road 2-	7
	2.5.3 Improvement Proposal for Bridges and Culverts	1
	2.5.4 Slope Protection Structures	1
	2.5.5 Bioengineering	2
	2.5.6 Project Facilities	2
	2.5.7 Other Features	3
CHAP	TER-3 SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA	1
3.1	INTRODUCTION	
3.2	SOCIO- ECONOMIC STATUS OF PROJECT INFLUENCE DISTRICTS	1
	3.2.1 Shimla & Sirmaur District Profile	1
3.3	PROJECT IMPACT AREA	3
	3.3.1 Socio-Economic Profiling	3
	3.3.2 Demographic details	6
	3.3.3 Literacy Status	
	3.3.4 Working and Non- Working Population	6
	3.3.5 Existing Public Amenities	
CHAP	TER-4 R&R PRINCIPLES, POLICY FRAMEWORK & ENTITLEMEN	
MATI		
4.1	INTRODUCTION	
4.2	APPLICABLE LEGAL AND POLICY FRAMEWORK 4-	1

4.3	COMPARATIVE ANALYSIS OF APPLICABLE POLICY	
4.4	RESETTLEMENT POLICY FRAMEWORK	
	4.4.1 Definitions	4-4
4.5	RESETTLEMENT PRINCIPLES AND ELIGIBILITY CRITERIA	
4.6	ENTITLEMENT MATRIX	
	PTER-5 STAKEHOLDER'S CONSULTATIONS AND DISCLOSURE	
5.1	INTRODUCTION	5-1
5.2	METHODOLOGICAL FRAMEWORK FOR PUBLIC CONSULTATION	
5.3	DETAILS OF STAKEHOLDER'S CONSULTATION	
	5.3.1 District level Consultations	
	5.3.2 Local Level Consultations	
	5.3.3 Information Disclosure through Media	
5.4	SUMMARY OF FINDINGS OF ALL TYPE OF CONSULTATIONS	
5.5	WOMEN'S PARTICIPATION IN CONSULTATIONS AND OUT COMES	
5.6	DISCLOSURE	
5.7	FRAMEWORK FOR CONTINUED CONSULTATION	
5.8	SUGGESTION AND COMPLAINT HANDLING MECHANISM (SCHM)	
	PTER-6 ANALYSIS OF ALTERNATIVES AND MINIMIZATION	
	CTS	
6.1	GENERAL "WITH" AND "WITHOUT" PROJECT SCENARIO	
6.2 6.3	SAFETY ASPECTS	
0.5 6.4	WHY ALTERNATIVE FOR REALIGNMENT AND BYPASSES ARE	
0.4	APPLICABLE FOR THIS ROAD	NOI
6.5	MINIMIZATION OF LAND UPTAKE BY PROVIDING INTERMED	
0.5	Ινιμητινίτζατιστη στη μαίνιζη στη από το εκσνιστική πητεκινικά	
6.6	CARRIAGEWAY	6-4
6.6		6-4 DERS
	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL	6-4 DERS 6-5
	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL	6-4 DERS 6-5 <b>7-1</b>
CHAF	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL PTER-7 PROJECT IMPACTS INTRODUCTION LAND AVAILABILITY	6-4 DERS 6-5 <b> 7-1</b> 7-1 7-2
<b>CHAF</b> 7.1	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL PTER-7 PROJECT IMPACTS INTRODUCTION	6-4 DERS 6-5 <b> 7-1</b> 7-1 7-2
<b>CHAF</b> 7.1 7.2	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL PTER-7 PROJECT IMPACTS INTRODUCTION LAND AVAILABILITY	6-4 DERS 6-5 7-1 7-1 7-2 7-2
<b>CHAF</b> 7.1 7.2 7.3	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4
<b>CHAF</b> 7.1 7.2 7.3 7.4	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4
<b>CHAF</b> 7.1 7.2 7.3 7.4	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4 7-4 7-4
<b>CHAF</b> 7.1 7.2 7.3 7.4	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOULD <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4 7-4 7-4
<b>CHAF</b> 7.1 7.2 7.3 7.4	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOULD <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-5
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOULD <b>PTER-7 PROJECT IMPACTS.</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-5 7-6
<b>CHAF</b> 7.1 7.2 7.3 7.4	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>TER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-6 7-6 7-6
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-6 7-6 7-6
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOULD <b>PTER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households 7.6.2 Social Category	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-8
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY. MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS.</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND. IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons. SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households. 7.6.3 Family Types	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-4 7-5 7-6 7-6 7-8 7-9
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY. MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS.</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-9 7-9 7-9
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS.</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons. SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households 7.6.2 Social Category 7.6.3 Family Types 7.6.4 Literacy & Educational Status 7.6.5 Occupational Pattern	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-8 7-9 7-10
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>TER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons. SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households. 7.6.2 Social Category 7.6.3 Family Types 7.6.4 Literacy & Educational Status. 7.6.6 Income Level	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-6 7-8 7-9 7-10 . 7-10
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5 7.6	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>PTER-7 PROJECT IMPACTS.</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons. SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households. 7.6.2 Social Category 7.6.3 Family Types 7.6.4 Literacy & Educational Status 7.6.6 Income Level VULNERABLE GROUPS	6-4 DERS 6-5 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-6 7-9 7-10 . 7-11
<b>CHAH</b> 7.1 7.2 7.3 7.4 7.5	CARRIAGEWAY MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOUL <b>TER-7 PROJECT IMPACTS</b> INTRODUCTION LAND AVAILABILITY LAND REQUIREMENT FOR THE PROJECT IMPACT ON LAND IMPACT ON STRUCTURES 7.5.1 Impact on structures by usage of structure 7.5.2 Impact on structures by typology of structure 7.5.3 Impact on Common Property Resources (CPRs) 7.5.4 Ownership status of private structures 7.5.5 Affected Households & Persons. SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS 7.6.1 Demographic details of affected households. 7.6.2 Social Category 7.6.3 Family Types 7.6.4 Literacy & Educational Status. 7.6.6 Income Level	6-4 DERS 6-5 7-1 7-1 7-2 7-2 7-2 7-3 7-4 7-4 7-4 7-4 7-5 7-6 7-6 7-6 7-6 7-6 7-9 7-9 7-10 . 7-11 . 7-11

CHAF	PTER-8 GENDER ISSUE & WOMEN'S PARTICIPATION	8-1
8.1	GENERAL	
8.2	LEGAL AND POLICY ENVIRONMENT FOR WOMEN'S SAFETY	8-1
	8.2.1 International Instruments	8-1
	8.2.2 National Instruments	
	8.2.3 Other Instruments related to the Project	8-4
8.3	WORLD BANK GOOD PRACTICE NOTE	
8.4	PROPOSED ACTION PLAN	
8.5	GBV PREVENTION AND RESPONSE ACTORS	
	8.5.1 Identification of Service Providers and Assessment of capacities	8-8
	8.5.2 MoRTH: Social and Environmental Management Unit (SEMU)	
8.6	IMPACT ON WOMEN	
8.7	WOMEN HEADED HOUSEHOLD	
8.8	WOMEN INVOLVEMENT IN DEVELOPMENT PROCESS THE	ROUGH
	EMPOWERMENT	
8.9	INVOLVEMENT OF WOMEN IN CONSTRUCTION ACTIVITIES	
8.10	PROVISIONS IN THE CONSTRUCTION CAMP FOR WOMEN	8-11
	8.10.1 Temporary Housing	8-11
	8.10.2 Health Centre	
	8.10.3 Day Crèche Facilities	
	8.10.4 Proper Scheduling of Construction Works	
	8.10.5 Educational Facilities	
	8.10.6 Control on Child Labour	
	8.10.7 Special Measures for Controlling STD/AIDS	8-12
	8.10.8 Engaging woman Inspector of Works	8-13
8.11	STATUS OF CURRENT REFERRAL SYSTEM IN CASE OF REPORTI	
	INCIDENCE OF GENDER BASED VIOLENCE	
8.12	WOMEN BASED PUBLIC CONSULTATIONS	
8.13	WOMEN BASED CONSULTATIONS AND OUT COMES	
8.14	RECOMMENDED ACTIONS FOR GENDER ISSUES	
	PTER-9 REHABILITATION & RESETTLEMENT BUDGET	
9.1	R&R BUDGET	
9.2	COMPENSATION COST FOR LAND ACQUISITION	
9.3	COST OF STRUCTURE	
9.4	R&R ASSISTANCE	
9.5	ADMINISTRATIVE, NGO, MONITORING & OTHER EXPENSES	
9.6	COST OF NGO INVOLVEMENT	
9.7	RELOCATION AND ENHANCEMENT OF RELIGIOUS AND COMM	
	STRUCTURES	
9.8	TOTAL R&R BUDGET FOR THE PROJECT INCLUDING	
	STRUCTURES, ADMINISTRATIVE AND ASSISTENCE COSTS	
-	PTER-10 INSTITUTIONAL FRAMEWO RK FOR RAP IMPLEMENT	
10.1	INTRODUCTION	
10.2	CENTRAL LEVEL	
10.3	STATE LEVEL	
10.4	SUB-PROJECT LEVEL	
10.5	RAP IMPLEMENTATING SUPPORT AGENCY AT SUB-PROJECT LEVE	
10.6	REPLACEMENT COST COMMITTEE AT DISTRICT LEVEL	10-7

10.7	TRAINING AND CAPACITY BUILDING AT PROJECT AND SUB-PROJ	ECT
	LEVEL	10-7
CHAP	TER-11 GRIEVANCE REDRESSAL MECHANISM	11-1
11.1	NEED FOR GRIEVANCE REDRESS MECHANISM	11-1
11.2	GRIEVANCE REDRESSAL COMMITTEE (GRC)	11-1
11.3	SUGGESTION AND COMPLAINT HANDLING MECHANISM (SCHM)	11-3
CHAP	PTER-12 MONITORING AND EVALUATION	12-1
12.1	MONITORING AND EVALUATION	12-1
12.2	INSTITUTIONAL ARRANGEMENT FOR M & E	12-1
12.3	MONITORING AND EVALUATION (M&E) AT PROJECT AND SUB-PROJ	ECT
	LEVEL	12-2
12.4	PROCESS & PERFORMANCE MONITORING	12-3
12.5	EVALUATION	12-5
12.6	REPORTING	12-7

#### LIST OF TABLES

Table 1.1: Project Road	1-2
Table 1.2: List of Settlements and Habitation along the Project Road	1-5
Table 2.1: Summary of Road Inventory	
Table 2.2: Package-wise Length of Project Road	
Table 2.3: Typical Cross Section Schedule	
Table 2.4: Major Intersection Improvement Proposals	
Table 2.5: Schedule for Junctions With Minor Roads	
Table 2.6: Improvement Proposal for Bridges	
Table 2.7: Improvement Proposal for Culverts	2-11
Table 2.8: Summary of slope protection structures	2-11
Table 2.9: Summary of Bioengineering Provisions	2-12
Table 2.10: Details of Proposed Bus bay	2-13
Table 2.11: Details of Proposed Truck Lay Bye	2-13
Table 2.12: Salient Features of the Project	
Table 3.1: Demographic Features of the State and PIA Districts	3-2
Table 3.2: Major Project Affected Villages Falling within CoI along NH-707	3-3
Table 3.3: Socio-Economic Statistics of project-affected villages	3-4
Table 3.4: Public Amenities in both the Districts	3-6
Table 4.1: Applicable Legal and Policy Framework	4-1
Table 4.2: Entitlement Matrix	4-10
Table 5.1: Methods of Public Consultations	5-4
Table 5.2: Minutes of District Level Consultations in Project Area	5-5
Table 5.3: Some Selected Photographs and Minutes of Meeting (Summarized) of	the
Public Consultations held in Sep., 2019	5-12
Table 6.1: 'With' and 'Without' Project Scenario	
Table 7.1: Land Acquisition by District	7-2
Table 7.2: Land Acquisition Type by Area	7-2
Table 7.3 Land Required for Road Widening/ Curve Improvements, Dumping S	ites,
Facilities	7-3
Table 7.4: Summary of Total Landholders	7-3
Table 7.5: Agriculture and Non-agriculture Land	7-3
Table 7.6: Impact on Structures by Usage	
Table 7.7: Impact on Structures by Typology	
Table 7.8: Affected Area of Structures	
Table 7.9: Impact on Common Property Resources	
Table 7.10: Impact on Structures	
Table 7.11: Affected Households and PAPs	
Table 7.12: Affected Male & Female Population	
Table 7.13: Village Wise Demographic Details of Affected Households	7-7
Table 7.14: Village Wise Social Stratification of Affected Households	7-8
Table 7.15: Family Types of PAHs	7-9
Table 7.16: Literacy Status of PAPs	7-9
Table 7.17: Occupation Patterns of PAPs	
Table 7.18: Income Level of PAPs	
Table 7.19: Vulnerability Category	
Table 7.20: Level of Impacts	
Table 8.1: GBV Action Plan	
Table 8.2: Affected Women Headed Households	8-9

Table 9.1: Summary of Cost for Land Acquisition	
Table 9.2: Estimated cost of the structures	
Table 9.3: Estimated Cost of the R&R Assistance	
Table 9.4: Estimated Administrative Costs	
Table 9.5: Estimated cost of Common Property Resources	
Table 9.6: Summary of Total R&R Budget	
Table 12.1: Performance Monitoring for RAP Implementation	
Table 12.2: Impact Indicators	
—	

### LIST OF FIGURES

Figure ES.1: Location Map of the Project Road	2
Figure 1.1: Geographical Map of Project Area	
Figure 2.1: Location map of the project road	2-2
Figure 5.1: Various Level of Consultation	5-3
Figure 8.1: Women Based Public Consultation At Kafota, March, 2019	. 8-18
Figure 8.2: Women Based Consultations at village Bandli and Badwas in Sep., 2019	. 8-18
Figure 10.1: Institutional Arrangement for RAP Implementation	. 10-1
Figure 11.1: Grievance Redressal Mechanism	. 11-2

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### **ABBREVIATIONS**

<b>B.P.L</b> .	:	Below Poverty Line			
BP	:	Bank Policy			
B.S.R.	:	Basic Schedule of Rates			
HLARRP	:	Himachal Pradesh Land Acquisition, Resettlement and Rehabilitation Policy			
C.O.I	:	Corridor of Impact			
C.P.R.	:	Common Property Resources			
RRO	:	Rehabilitation and Resettlement Officer			
CD	:	Cross Drainage			
Ch.	:	Chainage			
CW	:	Carriageway			
DLC	:	District Level Committee			
EP	:	Entitled Person			
EA	:	Executing agency			
ESMF	:	Environment and Social Management framework			
GP	:	Gram Panchayat			
GoH	:	Government of Himachal Pradesh			
GDP	:	Gross Domestic Product			
GRC	:	Grievance Redreassal Committee			
Ha	:	Hectare			
IEC	:	Information Education Communication			
Km.	:	Kilometer			

RTFCTLARR		: Right to Fair Compensation and Transparency in Land Acquisition,
		Rehabilitation and Resettlement
LHS	:	Left Hand Side
m.	:	Meter
Max.	:	Maximum
Min.	:	Minimum
MoRT&H	:	Ministry of Road Transport and Highways
N.G.O.	:	Non-Government Organization
NRRP	:	National Resettlement and Rehabilitation Policy, 2007
N.H.A.	:	National Highways Act
NH	:	National Highways
NHDP	:	National Highways Development Project
GNHCP	:	Green National Highway Corridor Project
OD	:	Operational Directive
SCHM	:	Suggestion Complain Handling Mechanism

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EXECUTIVE SUMMARY

### **EXECUTIVE SUMMARY**

### E.1 PROJECT BACKGROUND & INTRODUCTION

The Ministry of Road Transport and Highways with an aim to improve interconnectivity, has under taken development of about 3800 km single or intermediate lane National Highways to 2 lane/2 lane with hard shoulders configuration under National Highways Interconnectivity Project (NHIIP) aided by the World Bank. The total No of Project Roads under this scheme is 33 including Paonta - Gumma Section of NH 72B (New NH-707) in Himachal Pradesh.

The Ministry of Road Transport and Highways (MORTH), as the employer has commissioned the Consultancy Services of Consulting Engineers Group Ltd, Jaipur (CEG), for Preparation of Detailed Project Report for Rehabilitation and Upgrading to 2 Lane/2 Lane with paved shoulder configuration and strengthening of Paonta Sahib-Gumma Section of National Highway No. 72B (New-NH-707) in the State of Himachal Pradesh (Package No. SP/C/5). In pursuance to the above, the consultants commenced the service w.e.f 15<sup>th</sup> June, 2010. The Final DPR of the project is submitted vide letter no. CEG/PR/DPR/Pao-Gumma/NH-72B/220 dated 11th June, 2014. Accordingly Modified DPR after incorporating all comments was approved vide letter No. PW/CE-NH-WB/NH-72B (Ponta-Gumma km 0/0 to 97/00)- 1121-26 dated 20.12.2017. Further in December, 2018, it was suggested by PWD/RO MORTH to modify DPR as per latest World Bank Guidelines and requirements after World Bank site visits and various meeting at CE (NH), World Bank, and MORTH. To modify DPR as per latest guidelines and to update the project cost as per revised proposal under GNHCP (Green National Highway Corridor Project) scheme additional consultancy services was required to execute in above contract that was recommended to CE(EAP) MORTH by RO MORTH vide letter RO/HP/CONSULTANCY(NH-72B)/2018-19/383 dated 20.03.2019.

The MoRTH intends to rehabilitate and up-grade the existing single lane/intermediate lane between Paonta Sahib to Gumma section of NH–707 to 2-lane/2-lane with paved shoulders configuration. The total length of the project is 97 Km passing through Sirmaur and Shimla districts. The existing highway NH-707 alignment passes through North Eastern part of Himachal Pradesh. The Existing project road predominantly passes through 85.50 km mountainous terrain, 11.5 km in rolling and plain terrain. This SIA report pertains to Paonta Sahib to Gumma Section (Km 0.00 to Km 97.00) of NH-707 in the State of Himachal Pradesh. The location map of the project road is depicted below in figure ES.1.

Preparation of Detailed Project Report for up gradation to 2-lane/2lane With paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh



Figure ES.1: Location Map of the Project Road

### **E.2 PROJECT DESCRIPTION**

Additional land area is needed for various purposes namely, widening of project road, junction improvement, Curve improvements etc. Approximately, 11.7423 hectare of additional land area which includes 2.8270 ha of Govt. land and 8.9153 ha private land would be required for the project road from 29 revenue villages. Efforts have been made to minimize the adverse impacts of the project by (i) utilizing available ROW as much as possible, (ii) adopting the principle of Corridor of Impact (CoI) for land requirements in open sections of project stretch instead of having a uniform land width throughout the road stretch (iii) different type of cross sections has been used for different locations to minimize the impact.

Based on traffic scenario and present road condition, the development proposal for the road project has been made as follows.

(i) The initial 1.5 km of road stretch is under built-up area of Paonta Sahib and hence proposed to be widened to four lane configuration.

(ii) Beyond this, the project road is surrounded by industrial area and scattered built up area up to Km 11.500 is proposed to develop as two lane with paved shoulder configuration along with provision of footpath. The project road up to Sataun (Km 18) carries heavy amount of truck load and hence is being proposed to be developed as two lane with paved shoulder configuration. (iii) Due to less traffic and existing road having single lane /intermediate lane, Proposal made for two lane only up to Ch. 70+000.

(iv) After Ch. 70+000, only intermediate lane proposal was finalized by MORTH and World Bank officials due to less traffic. Hence beyond this point the intermediate lane configuration with geometrics improvement is proposed.

The project include 1 Major bridge, 13 Minor bridges and 347 culverts. Various Engineering (Breast Wall, Gabion Structures, Toe Wall, Retaining Structure with Gabion Facing etc.) and Bio-engineering (Erosion Blanket, Hedge Brush Layer, bamboo plantation etc.) measures for slope protection will be adopted.

Various provisions like Thrie beam crash barriers, parapet wall, road studs, rumble strip, Road Signs and Road Markings is proposed along the project road to improve the safety for the commuters. Facilities as Bus bays are truck lay-by are provided. Solar lights and Water harvesting are also proposed under facilities in the project.

### E.3 SOCIO ECONOMIC PROFILE OF THE PROJECT AREA

The Sirmaur District has 5,29,855 and Shimla District has 8,14,010 Population as per 2011 Census of India. Population density per km sq in Himachal Pradesh is 123, while in project districts Shimla and Sirmaur it is 159 and 188 respectively. The sex ration of Sirmaur district is 918 against of Shimla district's 915. Literacy rates in the project districts are good as 84% in Shimla and 79% in Sirmaur district. Shimla district has Human development index of 0.409 and Sirmaur has 0.433 as per Census data 2011.

### E.4 R & R PRINCIPLES, POLICY FRAME WORK & ENTITLEMENT MATRIX

A Resettlement Policy Framework has been prepared by the Ministry of Road, Transport & Highways of Government of India for Green National Highways Corridor Project (GNHCP). This RPF includes resettlement and rehabilitation principles and approach which is to be followed in minimizing and mitigating adverse impacts likely to be caused by the project implementation, entitlements as per eligibility criteria and commensurate to the type and nature of impact, institutional arrangements, monitoring and evaluation and grievance redressal mechanism etc.

### E.5 STAKEHOLDER'S CONSULTATIONS AND DISCLOSURE

Public information and consultations were held during the social screening, census cum socio-economic survey stages. The different techniques of consultation with stakeholders were used during project preparation, viz., public meetings, group discussions, interactions with affected households, media interactions etc. The consultations have also been carried out with special emphasis on the vulnerable and women groups. It ensured participation of potential project affected persons (PAPs), local community and other stakeholders.

During consultations brief description about the project, road development agency, involvement of the funding agency, likely adverse impacts and positive impacts, employment generation, etc were discussed. Concerns, views and suggestions expressed by the participants during these consultations have been shared with design team for minimizing the impacts wherever possible. District level Consultations were held at 6 places and Village level Consultations were held at 20 Panchayat covering 23 villages during the project preparation.

Concerns and apprehensions expressed by the community covered compensation amount for land, structure and other assets, impacts on structures, impacts on sources of earning, road accidents, etc. Overall, project affected persons and other stakeholders are in favor of the proposed project. The community perceives that the project will help development in the area and also generate employment opportunities.

### E.6 ANALYSIS OF ALTERNATIVES

The project is to widen the existing 2 lane road to 2 lanes with paved shoulder and hence there is no alternative site involved. Keeping in view the site conditions and the scope of development of the area, the 'with' and 'without' project scenarios have been compared under chapter-6 of this report. It was concluded that "With" project scenario positive/beneficial impacts will enhance social and economic development of the region compared to the "Without" project scenario, which will further deteriorate the present Socio-environmental setup and quality of life.

The project will increase the potential of the area and fast connectivity between Himachal Pradesh, Uttarakhand and Haryana. Travel time will be reduced due to improved pavement conditions and road geometry. Trade of local produce like dairy products, agriculture products, and small scale industrial product will also be increased. Development of tourism and pilgrimage, Reduction in accidents, Improved quality of life for people etc. are some other benefits from the project.

### **E.7 PROJECT IMPACTS**

Socio-economic profile of the project affected households has been worked out on the basis of Census & Socio-economic survey conducted for structures and other properties likely to be affected. During Census survey it was found that 290 Nos. structures including 274 private structures and 16 CPRs will be affected in the project.

A total of 938 PAPs comprising 521 males (55.54%) and 417 (44.46%) females from 274 households are likely to be affected by the proposed widening and upgrading of the project road. There are 800 females per thousand males. Family types of PAHs have been categorized based on the number of members in the family. 39.42% of the

households belong to nuclear families, 36.86% lives in joint families and other families constitute of 23.72% of the total affected household. The average size of the household works out to be 3-4 members. PAHs constitute of 59.9% General caste, 15% OBCs, 11.7% SCs and 13.5% others.

It was found that out of the total affected PAPs who have achieved education upto primary level are 16.2%, Upper primary are 19.7%, high school are 17.5% and graduation are 17%. Only 4.4% of the affected PAPs have completed their post-graduation or are technically qualified. About 6% of the PAPs didn't respond about their educational qualification.

As per the census survey, 290 Nos. structures including 16 CPRs will be affected, out of which 53.10% are commercial structure. About 18.62% Residential and 22.76% resident-cum-commercial structures will be impacted.

Out of 274 private structures, 36.1% structures are owned by titleholders (Owners), 57.7% are Encroachers and 6.2%. are squatters.

Out of total 290 structures, 162 structures (55.86%) are permanent in nature which includes all the 16 CPRs/Govt. impacted structures. About 31.38% of affected structures are temporary and 12.76% are semi-permanent.

Occupational profile indicates that the affected PAPs are mainly engaged in trade and business (38.32%). A small percentage of earning members (22.12%) is either servicemen or are in professional jobs. About 23% persons are engaged in agriculture and agriculture labor work. About 17% persons are working as non-agriculture labor.

As per available information collected during survey, The Income Level of the affected households is mostly (71.5%) above Rs. 60,000 per annum. About 8.4% families earn between 36,000 to 60,000 per annum. About 20% families didn't share information about their income level.

Vulnerable Population has been identified as defined in the Resettlement Policy Framework for the project. They include Persons who are 65 years & above in age, households covered under below poverty line (BPL), WH, SC and PH. A total of 57 households have been identified as vulnerable.

### E.8 GENDER ISSUE & WOMENS PARTICIPATION

417 females are getting affected by the project (45% of the total population) out of 938 persons. Only 8 women headed households are affected by the project. They constitute around 2.9% of the total affected population in the project area. Socioeconomic parameters like literacy, work force participation rate and general health conditions etc. reveal that social status of women is low respectively, thereby brought forward the scope of considering the households headed by women as vulnerable. Participation of women has been envisaged specifically in the pre-planning and inclusion of planning stages. These include: women members as investigators/facilitators in the NGO/Consultancy firm for RAP implementation; encouragement in evaluate the project outputs with specific gender indicators. All assistance would be paid in a joint account in the name of both the spouses; involvement in construction activities by provision of preference in labor opportunities, temporary Housing, health centre, day crèches, and wherever feasible, primary educational facilities could be extended.

### E.9 REHABILITATION & RESETTLEMENT BUDGET

Based on the Entitlement Matrix, the R&R budget for the Paonta-Gumma Road Project has been estimated. It comprises of two broad components namely compensation and assistance.

The total estimated R&R budget for the project works out to Rs. 91.62 crore of which Rs. 73.06 crore is towards compensation for land, cost of Structures is Rs.10.10 crore, Costs for R&R Assistances is 6.49 crore and Administrative expenses of 1.43 cr.

### E.10 INSTITUTIONAL ARRANGEMENT FOR RAP IMPLEMENTATION

Institutional arrangements for the implementation of RAP have been made fixed by making it a part of the RPF. The Institutional Arrangements will be set up at three levels viz., MoRT&H (Central Govt.), State Level and Sub-Project Level on partnership model wherein concerned agencies at different levels supplement and complement each other efforts. The key elements of institutional arrangements are co-operation/ support, collaboration and sharing of responsibilities with clearly defined roles, involvement of key stakeholders and vertical and horizontal linkages amongst different agencies.

### E.11 GRIEVANCE REDRESSAL MACHANISM

Any disputes or grievances will be addressed through the grievance redressal mechanism proposed here. The GRCs are expected to resolve the grievances of the eligible persons within a stipulated time. The decision of the GRCs is binding, unless vacated by court of law.

The GRC will be constituted by the Project Authority with the aim to settle as many disputes as possible on LA and R&R through consultations and negotiations. There will be one GRC for each PIU. The GRC will comprise six members headed by a retired Revenue Officer/Social Welfare Officer not below Group I officer rank . Other members of the GRC will include the concerned Project Director-cum-Executive, a

retired PWD Officer (not below the rank of Executive Engineer), RRO, representative of PAPs and Sarpanch (Elected Head of Village) of the concerned village.

Grievances of PAPs in writing will be brought to GRC for redressal by the RAP implementation agency. The RAP implementation agency will provide all necessary help to PAPs in presenting his/her case before the GRC. The GRC will respond to the grievance within 15 days. The GRC will normally meet once in a month but may meet more frequently, if the situation so demands. A time period of 45 days will be available for redressing the grievance of PAPs. The decision of the GRC will not be binding to PAPs. The decision of the Grievance Committees will not be binding on the DPs and they will have the option of taking recourse to court of law, if s/he so desires at his or her own expense.

### E.12 MONITORING AND EVALUATION (M&E)

The overall purpose of the monitoring is to keep track of the implementation processes and progress, achievement of performance targets fixed in the annual work plans, learning lessons and taking corrective actions to deal with emerging constraints and issues.

The evaluation study will focus on assessing whether the overall objectives of the project are being met and will use the defined impact indicators as a basis for evaluation. Reports on the progress of RAP and TDP implementation including mobilization of staff members, opening of site offices, etc of the project would be prepared by Implementation agency and submitted to the R&R officer at sub-project level. The Monthly Progress Report shall be prepared by the Implementation agency. Quarterly Progress Reports shall be prepared by LA cum SDO, and six monthly progress reports shall be prepared by M&E agency. Evaluation Report shall be prepared by the M&E agency at the end of the project implementation as part of the project completion report.

The Resettlement Policy Framework (RPF) stipulates hiring services of an external agency (third party) for monitoring and evaluation of RAP implementation. This means the project authority through an external agency will carry out monitoring and evaluation from the subsequent month of the mobilization of RAP IA at project site. Internal monitoring will be carried out by the Social Officer of Project Coordination Unit (PCU) with assistance from R&R officer and RAP IA whereas external monitoring and evaluation will be carried by the third party engaged for the purpose. This will help monitor project activities closely. Regular monitoring by undertaking site visits and consultations with PAPs will help identify potential difficulties and problems faced in the implementation and accordingly help take timely corrective measures including deviations, if needed.

Components of monitoring will include performance monitoring i.e., physical progress of the work and impact monitoring and external evaluation. Indicative indicators to be monitored related to performance are provided in the following sections. In case during the project implementation, if some other indicators are found relevant they will also be considered for monitoring.

# CHAPTER-1 PROJECT BACKGROUND AND INTRODUCTION

## CHAPTER-1 PROJECT BACKGROUND AND INTRODUCTION

### 1.1 PROJECT BACKGROUND

The Road wing of MORTH has taken up massive development work of existing National Highways in the country. Up gradation, improvement, widening and strengthening of main and important arteries of National Highway network is taken up under 'National Highway Development Programme' (NHDP). About 19,702 km single lane or intermediate lane National Highways (non-NHDP roads) exist in the country. Also substantial length of such National Highways has already been taken up for improvement in one scheme or the other but 5,937 km stretches are not covered for improvement under any scheme. The Ministry of Road Transport and Highways with an aim to improve interconnectivity has under taken development of about 3800 km single or intermediate lane National Highways to 2 lane/2 lane with hard shoulders configuration under National Highways Interconnectivity Project (NHIIP) aided by the World Bank. The total No of Project Roads under this scheme is 33 including Paonta - Gumma Section of NH 72B (New NH-707) in Himachal Pradesh.

The Ministry of Road Transport and Highways (MORTH), as the employer has commissioned the Consultancy Services of Consulting Engineers Group Ltd, Jaipur (CEG), for Preparation of Detailed Project Report for Rehabilitation and Upgrading to 2 Lane/2 Lane with paved shoulder configuration and strengthening of Paonta Sahib-Gumma Section of National Highway No. 72B (New-NH-707) in the State of Himachal Pradesh (Package No. SP/C/5). In pursuance to the above, the consultants commenced the service w.e.f 15<sup>th</sup> June, 2010. The Final DPR of the project is submitted vide letter no. CEG/PR/DPR/Pao-Gumma/NH-72B/220 dated 11<sup>th</sup> June, 2014. Accordingly Modified DPR after incorporating all comments was approved vide letter No. PW/CE-NH-WB/NH-72B (Ponta-Gumma km 0/0 to 97/00)- 1121-26 dated 20.12.2017. Further in December, 2018, it was suggested by PWD/RO MORTH to modify DPR as per latest World Bank Guidelines and requirements after World Bank site visits and various meeting at CE (NH), World Bank, and MORTH. To modify DPR as per latest guidelines and to update the project cost as per revised proposal under GNHCP (Green National Highway Corridor Project) scheme additional consultancy services was asked to execute in above contract that was recommended to CE(EAP) MORTH by RO MORTH vide letter RO/HP/CONSULTANCY(NH-72B)/2018-19/383 dated 20.03.2019. This DPR incorporates all the comments/suggestions for latest Modification.

The MoRTH intends to rehabilitate and up-grade the existing single lane/intermediate lane between Paonta Sahib to Gumma section of NH–707 to 2-lane/2-lane with paved

shoulders configuration. The total length of the project is 97 Km passing through Sirmaur and Shimla districts. The existing highway NH-707 alignment passes through North Eastern part of Himachal Pradesh. The Existing project road predominantly passes through 85.50 km mountainous terrain, 11.5 km in rolling and plain terrain. This SIA report pertains to Paonta Sahib to Gumma Section (Km 0.00 to Km 97.00) of NH-707 in the State of Himachal Pradesh.

### **1.2 PROJECT ROAD DESCRIPTION**

The Project Road, section of NH-707 (Old NH-72 B), starts at Badripur Chowk near Paonta Sahib at km 0 of NH-707 and ends near near Gumma at km 97 of NH-707. The total length of project road as per existing chainage is 97 km and passes entirely through Himachal Pradesh. Total length as per design comes out to be 94.900 km. The latitude and longitude of project road are as follows:

- (a) Start Point (Paonta Sahib) 30°26' 40.18" Nlongitude, 77°36'23.026" E latitude
- (b) End Point (Gumma) 30 ° 48' 15.113" E longitude, 77 ° 43' 43.566" N latitude

The Project Highway transverses through two districts viz Sirmaur and Shimla about 89 (km) of the highway is in Sirmaur district and rest about 8 (km) is passing through Shimla district. After detailed discussion with MoRTH, the project road is proposed to be developed under four number of packages as shown in table below:

Package	Place		Existing Chainage		Design Chainage		Length
No.	From	То	From	То	From	То	( <b>km</b> )
Ι	Paonta Sahib	Hewna	0.000	25.345	0.000	25.000	25.000
II	Hewna	Ashyari	25.345	50.700	25.000	50.000	25.000
III	Ashyari	Shri Kyari	50.700	76.010	50.000	75.000	25.000
IV	Shri Kyari	Gumma	76.010	95.922	75.000	94.900	19.900
Total Length						94.900	

 Table 1.1: Project Road

Source: CEG survey

Only first 11.500 Km of the road falls in plain / rolling terrain and rest about 85.500 km are in Mountainous /steep Terrain. From Km 11.500 to 18.500 the hills are low rise with mild slopes, consists of earthen boulder or soft rocks. From Km 18.500 onward the Terrain is Mountainous / steep as road traverses in interior and on high altitude. A Geographical map of route plan of Project Highway is shown in **Figure 1.1**.





Figure 1.1: Geographical Map of Project Area

### **1.3 IMPORTANCE AND NEED FOR PROJECT**

The project road is a vital life line for the people living in interiors of Sirmour and Shimla District. Around 30 villages having about 2.7 lacs population will be directly benefited from this project road besides many other small habitats living in close vicinity of this road. It is the only single road connecting the area for commutation of people. At present, there are no major medical facilities and marketing area in the villages along the road and people are fully dependent on this road to access these facilities in the nearby town like Paunta, Sataun, Kafota, Shillai, Gumma for their day to day needs.

People of area grow cash crops mainly like Ginger, Potato, Cauliflower, Peas, capsicum, Tomato etc. Rajmah, Kulth, Maize & Urd Dals. Wall nuts are also grown in abundance in this area. All these produces are transported for marketing at New Delhi & Faridabad through this route only. In peak season, approximately 500 truck loads are daily transported to these markets from this area. The apple crop from Rohru, Jubbal and Chopal is also carried out only through this shortest road for marketing to New Delhi via Yamuna Nagar. Around 200 truckloads of apple ply through this road daily in productive season which may increase by another 200% as many other transporters using another route via Solan Parwanu will also shift to this route after its improvement. This route is the shortest route for New Delhi via Yamuna Nagar.

The area is rich in mines of lime stones between (Sataun) Km 18/0 to (Bohrad) Km 48/0 from where lime stone is quarried and stacked at stack yard in Sataun on Km 20/0 through small tippers from approved mines daily. From Sataun onwards, this lime stone is transported to various industrial units all over India after gradations as per requirements of industries. On a daily average, more than 180 truckloads carry this lime stone through Paonta Sahib and this project road is going to benefit these transporters directly by all means which will save their transportation time and running cost as well.

The project road will further improve the connectivity for tourists visiting various famous destinations like much famous Chanshal Valley Himalayan Raid de, pilgrimage places like Churdhar, Maa Hateshwari Temple, famous Mahasu Temple at Hanol and leading to much famous Chardham yatra.

Since the road further leads to Indo Tibetain Border, its importance from defense point of view also makes it more important. Dehradun where Indian Military Acadamy (IMA) is located is just 45 Km away from its project road Starting point and Defence Research and Development Organisation has its heavy base on RD 12/0 (Rajban) along this project road. There are 71 industries operating at present in industrial area along this road and around 17 more are in pipelines which are going to be operational in near future. The project road will be a major life line for these industries from where currently almost 200 trucks per day transport the raw material and manufactured produce to various destinations and the number is likely to be increased with setting up of new industries. A major cement plant has also been proposed at Gumma which will further generate more traffic through this route. The portion from Gumma km 97/0 to km 106/0 Feddus has been proposed under NH-(O) for further improvements which will further enhance the utility of this project road by feeding traffic to then on to Yamunotri, Gangotri etc. in Uttrakhand and Chopal area which is most backward area of district Shimla at present. Also, people working in Industrial area along the road, commute daily using this road.

Hence it can be said that this project road is utmost required and will directly benefitthe industries and the local people.

The map showing connectivity to different important Location and roads is shown in *Annexure-1A & Annexure-1B*.

### **1.4 SCOPE OF IMPACT**

The existing ROW, as per details obtained from State PWD, varies from 8 mtrs to 32.5 mtrs. Details of existing ROW is attached as **Annexure 2**. The proposed ROW for widening and improvement works is maximum 18 mtrs. At most of the locations, the existing ROW is sufficient and only at few locations, majorly requiring curve improvements, acquisition of private land will be required. To minimize the impact on private land, the design has such been finalized that few densely settlement areas the width of carriageway has been accommodated within the existing ROW. Also different type of cross sections has been used for different locations to minimize the impact. The typical cross section schedule and its detail is given in **Annexure 3**. Thus, proposed Width of carriageway is different in many sections of the project road. As per the final design, 8.91 Ha of private land will be acquired and about 290 structures will also be impacted due to the project.

The major towns along the project road are Paonta Sahib, Sataun, Kamrau, Kafota and Shillai. Apart from this, there are few small towns also along the project road. List of settlements and habitation along the project road is given in below table:

Villagos	Design Chainage		
Villages	From	То	
Paonta Sahib	0.000	0.630	
Taruwala	0.630	2.320	
Gondpur	2.420	3.520	

 Table 1.2: List of Settlements and Habitation along the Project Road

	Design Chainage			
Villages	From	То		
Nihalgarh	3.620	5.650		
Jawalapur	5.650	5.950		
Nariwala	5.950	6.450		
Kishan Kot	6.450	7.250		
Baliwala	8.450	9.250		
Rajban	9.450	11.050		
Rajban Chodiwala	11.380	11.640		
Sirmour	13.120	13.220		
Sataun	17.800	18.900		
Barwas	28.400	29.400		
Kamrau	30.300	32.600		
Kamrau	32.800	33.100		
Tillordhar	35.300	35.500		
Dugana	37.900	38.200		
Kafota	39.100	40.100		
Shilla	42.000	42.200		
Borar	44.900	45.150		
Chadeu	47.520	48.800		
Ashyari	49.920	50.020		
TImbi	50.800	51.020		
Gangtoli	54.150	55.880		
Uttri	58.300	58.400		
Shillai	60.100	60.350		
Tikkar	60.700	60.800		
Dhakali	63.500	63.900		
Shillai	64.320	65.300		
Bandli	67.700	67.800		
Kandobhathol	70.070	70.170		
Shri Kiyari	73.220	73.750		
Dravil	78.300	78.450		
Brasal	79.250	79.350		
Dharwa	82.060	82.160		
Jhakando	83.640	83.760		
Meenus	87.000	87.100		
Rohana	90.430	91.050		
Gumma	93.910	94.950		

### **1.5 OBJECTIVE OF SIA AND RAP**

The objective of the project is to augment capacity for safe and efficient movement of traffic in the project corridor, better connectivity among the settlement area, reducing the travel time and help the population to have easy accessibility of various basic facilities like health facilities, education facilities etc. The implementation of the subproject is likely to have positive as well as adverse impacts on the local people and community. To identify these impacts, a, Social Impact Assessment (SIA) study has been conducted tDuring the SIA, the profiling of the project area has been done for better planning and implementation of the project. Based on the findings of SIA, a Resettlement Action Plan (RAP) has been prepared to deal with the likely impacts due to project implementation. The Resettlement Action plan aims to mitigate the adverse impacts of the project.

Thus, the objective of SIA study and preparation of RAP is:

- to identify the project activities and assessment of potential impacts associated with these activities;
- to conduct stakeholders' consultation and make more informed decision making by involving public since the beginning of project;
- to assess the extent of asset loss and undertake the census of the project affected people
- to outline the entitlements for the affected persons for payment of compensation and assistance for establishing their livelihoods
- to propose suggest mitigation measures taking into consideration the suggestions of the community;

### **1.6 APPROACH AND METHODOLOGY**

This report is largely based on primary data collected during field survey and is well supported by a review of available secondary data for preparation of baseline information. A Census of the affected households was conducted in Sep.-Oct., 2019. Project specific Census Survey and Socio-Economic Questionnaires (attached as **Annexure- 4**) were administered to assess the potential adverse social impacts with the objectives to manage the social aspect of the subproject.

• Census and Socio-economic Survey: The census and the socio-economic survey were required in order to generate necessary data/input for preparing the Rehabilitation Action Plan. Each and every structure within the CoI was measured. The census and socio-economic survey were carried out jointly and covered all the affected households which included non-titleholders and squatters also. The Corridor of Impact (CoI) is the width considered for upgradation of the

road and curve improvements. A Chainage-wise table of propsed RoW and CoI is given in **Annexure-5**.

During the census survey, the location, size and shape, type of construction of the structures were recorded. Information about the affected household/ family, their occupation, literacy level, income and other socio-economic information was also collected to determine whether the households were to be categorized as vulnerable (for special considerations under the entitlement framework of the project). The existing ROW details were obtained from Public Works Department (PWD) and Revenue maps were collected from Revenue Departmentto ascertain the ownership status of the land and the structures falling within the CoI during the census survey. Assets such as boundary wall, public property and institutions were also recorded. With the completion of final designs for the project, only those within the CoI had been considered eligible for entitlement under the project.

- Stakeholder's Consultation: Public consultations, FGDs with stakeholder at village levels were also conducted during the SIA study and RAP preparation Community consultations were held along major settlements near to the proposed alignment and with those who are likely to be affected due to project implementation. Meetings were conducted with affected titleholders, cultivators, shopkeepers, squatters, kiosks etc at important junctions along the project stretch. Focus Group Discussions were also organized, in separate sessions, with groups like, youth / elders, shopkeepers / operators, women & especially vulnerable people who were available during survey. Government line agencies, implementing agencies were also consulted during the this study.
- Key informant interviews were conducted with local leaders / village Panchayat functionaries, members & Senior citizen of the area to gain an insider's views regarding specific highway related issues in the area. In some cases, interviews were undertaken at places convenient to the key persons, even beyond project impact zone.
- **Gender Analysis** has been given proper emphasis during public consultation discussions. Separate discussion sessions were held with women who could share their experience related to highway for the purpose that are specific for the women. Their collective perception about project impacts and probable benefits particularly for the women has been taken.
- **Review of Secondary Information-** Relevant baseline data on socio-economic were collected from available secondary sources, like census of India 2011, District Handbooks and respective government portals and website. Published

works, research reports, National Human Development reports, State women development cell reports and periodic reviews has been referred to get an overview of some important topics like general gender, health, trafficking issues.

### • Structure of the Report

The SIA study and preparation of RAP requirement is to assess and analyse the impacts on the properties, people and key stakeholders and prepare a mitigation plan to minimize, mitigate and compensate the affected people for their losses. It thus requires identification of broad categories of affected properties and project-affected people (PAPs) including assessment of beneficial and adverse social impacts. To meet the above requirements, this report has been organized in following Chapters:

Chapter 1: Background and Introduction

Chapter 2: Project Description

Chapter 3: Socio-Economic Profile of the Project Area

Chapter 4: R&R Principals, Policy Framework & Entitlement Matrix

Chapter 5: Stakeholder's Consultation and Disclosure

Chapter 6: Analysis of Alternatives and Minimization of Impacts

Chapter 7: Project Impacts

Chapter 8: Gender Issue & Women Participation

Chapter 9: R&R Budget

Chapter 10: Institutional Framwork for RAP Implementation

Chapter 11: Grievance Redressal Mechanism

Chapter 12: Monitoring and Evaluation

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CHAPTER-2 PROJECT DESCRIPTION

## CHAPTER-2 PROJECT DESCRIPTION

### 2.1 INTRODUCTION

The present project road NH-707 under consideration for Rehabilitation and Upgrading to 2 lane / 2 lane with paved shoulders configuration and strengthening from km 0.00 (Poanta Sahib) to km 97.00 (Gumma) Section of NH 707 package no SO (C/5). Aims to:

- Improve and strengthen the existing quality of the pavement to take heavy loads so that pavement failure, maintenance etc. are minimized.
- Improve the horizontal and vertical alignment of the existing road.
- Improve the existing speed of traffic flow by removing all bottlenecks at various important points.
- Increase the carrying capacity of the existing traffic volume and enable it to cater to the future traffic.
- Improve accessibility of the existing road net work.
- Provide highway amenities like Truck Lay-bye, bus bay, traffic and medical aid center, parking space etc.
- Improve the numerous intersections on entire stretch of the NH-707 within the section.

### 2.2 **PROJECT DESCRIPTION**

The Project Road section of NH-707 (Old NH-72 B), starts at Badripur Chowk near Paonta Sahib at km 0 of NH-707 and ends near Gumma at km 97 of NH-707.

The total length of project road as per existing chainage is 97 km and passes through Sirmaur and Shimla districts in Himachal Pradesh. Total length as per design comes out to be 94.900 km.

The location map of the project road is given in **Figure 2.1** below:

Preparation of Detailed Project Report for up gradation to 2-lane/2lane With paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh



Figure 2.1: Location map of the project road

### 2.3 EXISTING ROAD AND STRUCTURES

The road traverses through plain, rolling and mountainous terrain having mostly carriageway configuration as 2 lane and single lane road. The major towns along the project road are Paonta Sahib, Sataun, Kamrau, Kafota and Shillai. Apart from this, there are few small towns also along the project road. List of settlements and habitation along the project road is given in table no. 1.2 of chapter 1.

The inventory of road includes kilometer wise information regarding type of terrain, adjacent land use pattern, location of habitations along the road, carriageway and shoulders width and surface type, height of embankment/cutting, road side drains and type, horizontal and vertical curves with their approximate length, details of road side furniture, right of way, general drainage conditions etc. The summary of road inventory is shown in Table 2.1.

S. No.	Particulars	Details
1	Project stretch	Km 0.000 to Km 97.000 of NH-707
2	Length (km)	97 Km
3	District	Sirmaur- 89.500 km Shimla- 7.500 km

 Table 2.1: Summary of Road Inventory

S. No.	Particulars	Details
4	Type of Terrain	Plain Terrain- 1.500 km
		Rolling Terrain-10.000 km
		Steep Terrain- 85.500 km
5	Land Use	<ul><li>km 0 to km 11.500- Built-up Areas with commercial establishments</li><li>km 11.500 to km 97.000- Mostly Barren Hilly land with patches of forest and Habitations</li></ul>
6	Right of way (m)	8.0 m to 32.50 m
7	Height of Embankment (m)	Varies from 1.0 m to 1.50 m
8	Road Configuration	Km 0 to Km 11.500- Intermediate/Two Lane Km 11.500 to Km 97.000- Single/Intermediate Lane
9	Type of Pavement	Flexible
10	Carriageway Width (m)	Km 0 to km 11.500- BT- 5.5 m to 7 m Km 11.500 to km 97.000- BT- 3.5 m to 5.5 m
11	Type of Shoulder and width (m)	Earthen Shoulder (varies from 1.0 m to 1.5m on both sides)
12	Junctions	Major Junction - 05 Nos. Minor Junction - 71 Nos.
13	Cross Drainage Structure	Major Bridge- 01 No. Minor Bridges- 13 Nos. Culverts- 320 Nos.
14	Bus Bay	07 Nos.
15	Hill Slopes	Ranges from 50° to 85°
16	No. of Built up Areas	38 Nos.
17	Road Safety Features	W-beam and Concrete crash barriers
18	Slope Protection Works	Masonry Wall and Gabion Wall
19	Utilities	<ul> <li>(i) BSNL Main Optical Fiber Cables (OFC)- km</li> <li>0 to km 10 (Both Side), km 10 to km 97 (Hill Side)</li> </ul>

S. No.	Particulars	Details
		(ii) Local network OFC- valley side in Sataun (3
		km), Kamrau (2 km), in Kafota (2.6 km),
		Timbi (1 km), Shillai (2.4 km)
		(iii) Water supply mains-km 0 to km 11.
		(iv) Sewer line km 0 to km 2.000.
		(v) Electric lines- km 0 to km 10 (Both Side), km
		10 to km 97 (Hill Side)
20	Major Landslide	km 15.500 to km 17.300
	Zones	km 59.500 to km 64.100

### 2.4 CORRIDOR OF IMPACT (COI)

The existing ROW, as per details obtained from State PWD, varies from 8 mtrs to 32.5 mtrs. Details of existing ROW is attached as Annexure 2. The proposed ROW for widening and improvement works is maximum 18 mtrs. At most of the locations, the existing ROW is sufficient and only at few locations, majorly requiring curve improvements, acquisition of private land will be required. To minimize the impact on private land, the design has such been finalized that at few densely settlement areas the width of carriageway has been accommodated within the existing ROW. Also different type of cross sections has been used for different locations to minimize the impact. The typical cross section schedule and its detail is given in Annexure 3. Thus, proposed Width of carriageway is different in many sections of the project road. In context of present project improvement of NH-707 as 2-lane/2 lane with paved shoulders configuration, the Corridor of Impact was the most important parameter in determining the number of PAPs. The requirement of the project demands that the entire corridor of impact should be free from any encroachment, human habitation and structure causing hindrances to traffic. The details of proposed right of way and corridor of impact is shown in Annexure-5.

In context of Corridor of impact of project road and the encroachments in the ROW, total 290 Nos. the structures comprising of Temporary Hutments / Katcha, Semi Pucca and Pucca falling within the Corridor of Impact are likely to be partially or fully affected. These project-affected households are mainly encroachers and squatters.

Large number of kiosks is also located along the highway. They are in the form of Gumti, Tea stalls hutments, Booth, Fruit Stalls, Vegetable stalls, Small Carts.

### 2.5 DESIGN CONSIDERATIONS

### 2.5.1 PROPOSED DESIGN STANDARDS FOR HIGHWAY

Due importance and care has been given to environmental and social issues while road designing. The coordination between environmental, social and design team helped in minimizing the negative impact due to project. In view of its proposed development, Eccentric widening option has been proposed as most of the project section as most of the project road terrain is hilly in one side and to minimize the negative environmental Impact for one side only.

The improvement proposals will include widening, curve improvement, design and strengthening of pavement with all ancillaries such as the improvements of geometries; widening and reconstruction of culverts and bridges; providing drainage; junction improvements; providing road marking; signs and other safety devices; to enable all road users (motor vehicles, animal drawn vehicles, cyclists, pedestrians and animals) to use the facility without degrading the environment.

Based on traffic scenario and present road condition, the development proposal for the road project has been made as follows.

(i) The initial 1.5 km of road stretch is under built-up area of Paonta Sahib and hence proposed to be widened to four lane configuration.

(ii) Beyond this, the project road is surrounded by industrial area and scattered built up area up to Km 11.500 is proposed to develop as two lane with paved shoulder configuration along with provision of footpath. The project road up to Sataun (Km 18) carries heavy amount of truck load and hence is being proposed to be developed as two lane with paved shoulder configuration.

(iii) Due to less traffic and existing road having single lane /intermediate lane, Proposal made for two lane only up to Ch. 70+000.

(iv) After Ch. 70+000, only intermediate lane proposal was finalized by MORTH and World Bank officials due to less traffic. Hence beyond this point the intermediate lane configuration with geometrics improvement is proposed.

For above improvements the major consideration has been adopted for minimum land acquisition. Maximum improvements have been done within existing ROW. Land acquisition has been proposed for very deficient curve improvement only and for dumping areas (for dumping of cut material) which are to be developed for project facilities.

For Implementation purpose whole project road divided into four packages as per client requirement. The details of packages proposed and finalized are as below.
The package wise length of proposed project road is given in **Table 2.2** below.

Package	Pla	ce	Existing	Chainage	Design	Length		
No.	From	То	From	То	From	То	(km)	
Ι	Paonta Sahib	Hewna	0.000	25.345	0.000	25.000	25.000	
II	Hewna	Ashyari	25.345	50.700	25.000	50.000	25.000	
III	Ashyari	Shri Kyari	50.700	76.010	50.000	75.000	25.000	
IV	Shri Kyari	Gumma	76.010	95.922	75.000	94.900	19.900	
	Total Length							

Table 2.2: Package-wise Length of Project Road

The typical cross section schedule for the project road is shown **Table 2.3** and the drawing of the same is attached in **Annexure-3**. The details of proposed right of way and corridor of impact is shown in **Annexure-5**.

S. No.	-	Km of NH- Per Site	Proposed Chainage		Length (km)	Type of Cross - Section			
110.	From	То	From	То	(KIII)	Section			
	PACKAGE-I								
1	0+000	1+495	0.000	1.500	1.500	Type-1			
2	1+495	4+490	1.500	4.500	3.000	Type-2			
3	4+490	11+560	4.500	11.500	7.000	Type-2A			
3	11+560	15+310	11.500	15.160	3.660	Type-3A			
4	15+310	17+105	15.160	16.950	1.790	Type-5A			
5	17+105	17+960	16.950	17.800	0.850	Type-3A			
6	17+960	19+072	17.800	18.900	1.100	Type-4			
7	19+072	25+345	18.900	25.000	6.100	Type-3B			
	· · · · · · · · · · · · · · · · · · ·		Total Le	ength (Km)	25.000				
			PACE	KAGE-II					
1	25+345	32+275	25.000	31.880	6.880	Type-3B			
2	32+275	32+945	31.880	32.550	0.670	Type-4			
3	32+945	35+000	32.550	34.500	1.950	Type-3B			
4	35+000	35+867	34.500	35.360	0.860	Type-3C			
5	35+867	39+635	35.360	39.100	3.740	Type-3B			
6	39+635	40+390	39.100	39.820	0.720	Type-4			

 Table 2.3: Typical Cross Section Schedule

S. No.	e	Existing Km of NH- 707 as Per Site		l Chainage	Length (km)	Type of Cross - Section
140.	From	То	From	То	(KIII)	Section
7	40+390	45+777	39.820	45.000	5.180	Type-3B
8	45+777	50+700	45.000	50.000	5.000	Type-3B
			Total Le	ength (Km)	25.000	
			PACK	AGE-III		
1	50+700	51+450	50.000	50.750	0.750	Type-3B
2	51+450	51+670	50.750	50.970	0.220	Type-4
3	51+670	58+345	50.970	57.520	6.550	Type-3B
4	58+345	62+480	57.520	61.580	4.060	Type-5B
5	62+480	65+065	61.580	64.270	2.690	Type-3B
6	65+065	66+035	64.270	65.250	0.980	Type-4
7	66+035	70+905	65.250	70.000	4.750	Type-3B
8	70+905	76+010	70.000	75.000	5.000	Type-6A
			Total Le	ength (Km)	25.000	
			PACK	AGE-IV		
1	76+010	88+035	75.000	87.035	12.035	Type-6A
2	88+035	88+390	87.035	87.395	0.360	Type-6B
3	88+390	95+922	87.395	94.900	7.505	Type-6A
			Total Le	ength (Km)	19.900	
			Grand [	Fotal (Km)	94.900	

#### 2.5.2 Intersection/Junction – With Improvement of Cross Road

#### 1. Intersection Improvement Proposals

#### Table 2.4: Major Intersection Improvement Proposals

S. No.	Existing Chainage of New NH-707	Design Ch.	Type of Junction	Side	Remarks
			PAC	KAGE	-I
1	0.000	0.000	+	BS	Junction of NH-7 and NH-707 (Starting Point of Project)
2	8.130	8.100	Т	RHS	Link Road to Kishankot (SH-1) via. Bangran
3	18.675	18.510	+	BS	Link Road to Renukaji (Declared in Principle NH)

S. No.	Existing Chainage of New NH-707	Design Ch.	Type of Junction	Side	Remarks		
	PACKAGE-II						
4	39.920	39.355	Y	RHS	Link Road to village Jakhana (Declared in Principle NH)		
			PACK	KAGE-	Ш		
5	65.795	65.015	Y	RHS	Link Road to Village Balikoti (Declared in Principle NH)		

#### 2. Minor Intersections

#### **Table 2.5: Schedule for Junctions With Minor Roads**

S. No.	Existing Chainage of New NH-707	Design Ch.	Type of Junction	Side	Remarks
			PACK	AGE-I	
1	0+215	0.200	Т	LHS	Paonta Sahib Town Road
2	0+550	0.545	Т	LHS	Link Road to Jamniwala Road
3	0+790	0.780	Т	RHS	Paonta Sahib Town Road
4	1+170	1.180	Y	LHS	Tamwala to Jambu Khala
5	1+210	1.220	Т	RHS	Taruwala to Heerpur Road Village Taruwala
6	1+950	1.900	Y	RHS	Link Road to Jat Colony
7	3+280	3.320	Y	LHS	Link Road to Industry
8	3+600	3.630	+	Both Side	Link Road to Amarkota
9	3+985	4.000	Y	RHS	Link Road to Nihalgarh
10	4+105	4.100	Y	LHS	Link Road to Factory
11	4+735	4.750	Y	RHS	Link Road to Laribast/Nihalgarh
12	4+845	4.860	Т	LHS	Link Road to AIPL
13	5+505	5.520	Y	RHS	Link Road to Jawalpur & Bashipur
14	6+650	6.670	Y	RHS	Link Road to Naraingarh to Ajali Village Narainagarh
15	10+255	10.130	+	Both Side	Link Road to Army Camp & C.C.I Colony

S. No.	Existing Chainage of New NH-707	Design Ch.	Type of Junction	Side	Remarks
16	10+390	10.360	Y	RHS	Link Road to C.C.I Colony
17	11+000	10.980	Y	RHS	Link Road to Rajban Village
18	11+165	11.130	Y	RHS	Link Road to Giri Basti
19	11+685	11.570	Y	RHS	Link Road
20	11+840	11.950	Y	LHS	Link Road to Village Chhachati (MDR)
21	13+435	13.350	Y	RHS	Link Road Sirmauri Taal
22	13+905	13.800	Y	RHS	Link Road Sirmauri Taal
23	17+520	17.400	Y	LHS	Link Road
24	18+350	18.180	Y	RHS	Link Road
25	18+265	19.080	Y	RHS	Link Road
26	19+795	19.600	Y	RHS	Link Road
			PACKA	AGE-II	
1	26+530	26.190	Y	LHS	Link Road to Village Badwas
2	27+310	26.890	Y	RHS	Link Road to Mines Area
3	28+220	27.840	Y	RHS	Link Road
4	28+855	28.450	Y	RHS	Link Road
5	29+610	29.200	Y	RHS	Link Road
6	29+780	29.355	Y	RHS	Link Road
7	29+955	29.550	Y	LHS	Link Road
8	30+965	30.550	Y	LHS	Link Road
9	31+535	31.105	Y	LHS	Link Road
10	32+635	32.240	Y	RHS	Link Road
11	35+850	35.350	+	Both Side	To village Bhandh (RHS) & Tibati Colony (LHS)
12	36+490	35.990	Y	RHS	Link Road
13	38+580	38.050	Y	LHS	Link Road
14	38+785	38.330	Y	RHS	Link Road
15	39+640	39.200	Y	LHS	Link Road
16	42+540	41.920	+	RHS	Link Road
17	43+950	43.260	Y	LHS	Link Road to Village Sharii
18	44+350	43.650	Y	RHS	Link Road to village Simladar
19	44+910	44.150	Y	RHS	Link Road to Village Dadla

S. No.	Existing Chainage of New NH-707	Design Ch.	Type of Junction	Side	Remarks			
20	46+800	46.010	Y	RHS	Link Road			
21	47+300	46.535	Y	LHS	Link Road			
PACKAGE-III								
1	51+485	50.785	Y	LHS	Link Road			
2	51+580	50.880	Y	LHS	Link Road			
3	52+050	51.415	Y	LHS	Link Road to village Millar			
4	55+805	55.000	Y	LHS	Link Road to village Bambal			
5	58+970	58.050	Y	RHS	Link Road			
6	59+825	58.920	Y	LHS	Link Road to village Pad Manal			
7	62+070	61.150	Y	RHS	Link Road to village Tikee			
8	64+790	63.950	Y	RHS	Link Road			
9	65+600	64.700	Y	LHS	Link Road to village Tiker			
10	66+600	65.700	Y	RHS	Link Road			
11	67+200	66.360	Y	RHS	Link Road			
12	68+485	67.625	Y	RHS	Link Road to village Bandli			
13	69+125	68.240	Y	RHS	Link Road to village Bandli			
14	70+430	69.550	Y	LHS	Link Road			
15	71+160	71.250	Y	RHS	Link Road			
			РАСКА	GE-IV				
1	76+280	75.250	Y	LHS	Link Road to village Gattusanail			
2	78+660	77.620	Y	LHS	Link Road			
3	80+710	79.670	Y	RHS	Link Road			
4	81+310	80.285	Y	LHS	Link Road			
5	81+860	80.800	Y	LHS	Link Road			
6	82+990	81.850	Y	RHS	Link Road			
7	84+120	83.950	Y	LHS	Link Road to village Ronhat (Junction with Old SH-1)			
8	87+360	86.350	Y	RHS	Uttarkhand & Vikasnagar			
9	90+400	89.420	Y	LHS	Link Road to village Ronhat (Junction with Old SH-1)			

#### 2.5.3 Improvement Proposal for Bridges and Culverts

There is only one existing major bridge on the project road at km 17.415 over river Giri which is to be retained without any improvement proposal. There are 13 nos. of minor bridges on the project road out of which only four are having 7.5 m carriageway width and are in sound condition. These bridges are proposed to be retained with minor rehabilitation. One no. of bridge is proposed to be reconstructed and remaining eight nos. of bridges are proposed for new construction of single lane bridges adjacent and parallel to the existing bridges.

Out of the 320 nos. of existing culverts, 25 nos. of culverts (21 nos. of pipe culvert and 04 nos. of slab culvert) are discarded being redundant. 52 nos. of new culverts are proposed at the locations where cross drainage is found inadequate. Hence, there will be 347 nos. of culverts in the project.

Structure Type	Total No. Existing	Retained	Rehabil itation	Reconst ruction	New Construction adjacent to old structure	Total after Improvement
Major Bridges	01	01	-	-	-	1
Minor Bridges	13	-	04	01	08	13

 Table 2.6: Improvement Proposal for Bridges

 Table 2.7: Improvement Proposal for Culverts

Structure Type	Total No.	Retai ned	Aband oned		Recons tructio	Choked/ Not		Total after Improvement
	Existing				n	visible	st.	
Culverts	320	-	25	04	291	-	52	347

#### 2.5.4 Slope Protection Structures

Slope protection works has been provided in the form of breast wall, gabion wall, toe wall and retaining wall with gabion facing. The summary of the structures are shown in the table below,

S. No.	Side of Road	Provision	Length (m)
1	Hill Side	Breast Wall	21,658
2	niii Side	Gabion Structure	9,630
3	Valley Side	Toe Wall	19,829
4	valley Side	Retaining Structure with Gabion Facing	21,351

 Table 2.8: Summary of slope protection structures

#### 2.5.5 Bioengineering

Bioengineering in the form of jute netting/erosion blanket with shrub plantation, geo cell with bamboo plantation, hydro seeding and bamboo plantation has been proposed to ensure slope stability and reduce soil erosion. The summary of the same is shown in the table below,

S. No.	Type of Provision	Length (Km)/ Nos.	Avg. Height (m)	Criteria
1	Erosion Blanket with Grass and Shrub Plantation	7.169	8	Altitude-700 m to max altitude Hill Slope- upto 60 degree Geological Feature- Slight to moderately weathered rock
2	Hydroseeding	15.465	6	Hill Slope- 60 to 85 degrees Geological Feature- Slight to moderately weathered rock
3	Shotcrete Crib with Vegetation	6.641	10	Geological Feature- Moderately weak soil starta/Land slide prone area
4	Chain Link Mesh with Grass Strips	51.032	8	Altitude-700 m to max altitude Hill Slope-60 to 85 degrees Geological Feature- Hard rock
5	Hedge Brush Layer	3.170	8	At dumping sites along with provision of gabion wall on valley side

#### 2.5.6 Project Facilities

The project facilities proposed along the project stretch are shown in the section below. Project facilities mainly consists Bus stops and bays and truck lay-bye. Out of total 6 bus bays proposed 3 nos. are Bus bays with rain shelter and 3 nos. are bus stops only due to unavailability of RoW in curve portion. There is one truck lay-bye proposed near sataun in project section.

#### **Bus Bay**

The location of proposed Bus bay is shown in the table below,

S. No.	Design Chainage	Side	Village/Town Name	Type of Project Facilities			
1	5+450	LHS	Rajban	Bus Bay			
2	18+400	LHS	Sataun	Bus Bay			
3	32+275	RHS	Kamrau	Pick-up Bus Stop			
4	39+890	RHS	Kafota	Pick-up Bus Stop			
5	64+414	RHS	Shillai	Bus Bay			
6	94+010	RHS	Gumma	Pick-up Bus Stop			

Table 2.10: Details of Proposed Bus bay

#### Truck Lay-Bye

The location of proposed truck lay bye is shown in the table below,

 Table 2.11: Details of Proposed Truck Lay Bye

S. No.	Design Chainage	Side	Village/Town Name			
1	18+700	LHS	Sataun			

#### 2.5.7 Other Features

The project will provide various safety aspects to the users. Various provisions like Thrie beam crash barriers, parapet wall, road studs, rumble strip, Road Signs and Road Markings is proposed along the project road to improve the safety for the commuters.

Roadside drainage has been proposed throughout the project stretch with provision of rectangular closed drain along the built-up areas and trapezoidal drain in open country area. Footpaths, paver blocks, walkways and public toilets are provided with provisions for physically disabled persons and elderly persons. **Annexure-6** with this report provides specifications for the same.

Adequate illumination is provided in form of solar lights at built up areas and project facilities along the project stretch at 49 Nos. of locations on an approximate length of 18 Kms. Water harvesting structures has been proposed at 73 Nos. of locations along the project stretch for local use of people.

Details of the above features are provided under section salient features of the project road. The package-wise salient features are presented in **Table 2.12** below.

S. No.	Salient Features	PKG-I	PKG-II	PKG-III	PKG-IV	Total
1	Chainage	0+000 to 25+000	25+000 to 50+000	50+000 to 75+000	75+000 to 94+900	0+000 to 94+900
2	Overall Length (Km)	25	25	25	19.9	94.900
3	Large/Small Habitations (Nos)	12	9	12	6	39
4	Junctions					
Α	Major Junctions (Nos)	3	1	1	0	5
В	Minor Junctions (Nos)	26	21	15	9	71
5	<b>Cross Drainage Works</b>					
Α	Major Bridge	1 No. (93.40 m)	-	-	-	1 (93.40 m)
В	Minor Bridge	3 Nos. (72.65m)	1 No. (18 m)	6 Nos. (157 m)	3 Nos. (83 m)	13 Nos. (330.650m)
C	Culverts	87	87	92	81	347
6	<b>Retaining Structure for slope p</b>	rotection				
Α	Breast Wall (m)	4,560	5,998	7,436	3,664	21,658
В	Gabion Wall (m)	3,120	710	5,730	70	9,630
C	Retaining wall with gabion facing (m)	2,063	3,546	5,599	10,143	21,351
D	Toe wall (m)	1,793	6,140	7,058	4,838	19,829
7	Slope Protection Measures					
Α	Erosion Blanket with Grass and Shrub Plantation (m <sup>2</sup> )	37,304	15,600	4,448	0.000	5735.2
В	Hydroseeding (m <sup>2</sup> )	0.000	48,336	44,454	0.000	92,790
С	Shotcrete Crib with Vegetation (m <sup>2</sup> )	23,690	0.000	42,720	0.000	66,410
D	Chain Link Mesh with Grass Strips (m <sup>2</sup> )	42,472	1,14,360	92,504	1,58,920	4,08,256

#### Table 2.12: Salient Features of the Project

S. No.	Salient Features	PKG-I	PKG-II	PKG-III	PKG-IV	Total
E	Hedge Brush Layer (m <sup>2</sup> )	0.000	7.760	8.880	8.720	25,360
F	Others					
8	Project facilities					
Α	Bus Bay (Nos.)	2	2	1	1	6
В	Truck Lay bye (Nos.)	1	0	0	0	1
9	Others					
Α	Metal Beam Crash Barrier (m)	2.063	3.546	5.599	10.143	21.351
В	Parapet Wall (m)	10.191	20.044	18.050	9.668	57.953
C	Sub Surface Drainage (Nos.)	3	10	7	6	26
D	Water Harvesting Structure (Nos.)	9	27	24	13	73
E	Solar Lighting (Nos.)	12	14	14	9	49 Locations (Length 19.170 Km)
F	Road Studs (Nos.)	6,100	6,310	5,742	4,040	22,192
G	Rumble Strips (Nos.)	Length- 4,530 m Location-10 Nos.	Length-3,150 m Location-11 Nos.	Length- 5,980 m Location-12 Nos.	Length- 940 m Location-7 Nos.	Length- 14,600 m Location-40 Nos.
Η	Road Sign (Nos.)	222	222	185	131	760
Ι	Road Furniture (Nos.)	1,493	1,411	1,921	4,849	9,674
J	Footpath (m)	12,600	1,390	1,200	0	15,190
K	Paver Block (m)	10,000	0	0	0	10,000
L	Roadside Drainage (m)	Rectangular Closed Drain- 12,600 Trapezoidal Lined Drain- 12,400	Rectangular Closed Drain- 1,390 Trapezoidal Lined Drain- 23,610	Rectangular Closed Drain- 1,200 Trapezoidal Lined Drain- 23,800	Trapezoidal Lined Drain- 19,900	Rectangular Closed Drain- 15,190 Trapezoidal Lined Drain- 79,710

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# CHAPTER-3 SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA

### CHAPTER-3 SOCIO-ECONOMIC PROFILE OF THE PROJECT AREA

#### 3.1 INTRODUCTION

Himachal Pradesh is spread over on area 55,673 (Sq.Km) which is 1.69% of country area. It is located between 30°22' and 30°12' north latitude and between 75°47' and 79°4' east longitude. Himachal Pradesh is almost wholly mountainous with altitudes ranging from 350 meters to 6,975 meters above the mean sea level. It has a deeply dissected topography, complex geological structure and a rich temperate flora in the sub-tropical latitudes.

Population density per km sq in Himachal Pradesh is 123, while in project districts Shimla and Sirmaur it is 159 and 188 respectively. In 2011, the total population of H.P. was about 6,864,602 out of which 3,481,873 were males (50.72 %) and 3,382,729 (49.28%) were females.

Himachal Pradesh is one of the well literate states in India. Literacy rate among population age seven and above is 83% compared with 73% for India as a whole. The literacy rate is 91% for males and 77% for females. Notably the gender gap in literacy in state is not significant as compared to that of India.

The population living in a village with health facilities is 7% for hospitals and 41% for dispensaries or clinics. Overall 60% of women live in village that has some kind of health facility. Average distances from particular health facilities are 6.4 km from a primary Health Centers, 1.5 km from a sub centre, 9.9 km from a hospital and 2.3 km from dispensary or clinic. 8% rural population in Himachal Pradesh needs to travel a maximum 5-9 km in order to reach the nearest health facility.

#### 3.2 SOCIO- ECONOMIC STATUS OF PROJECT INFLUENCE DISTRICTS

The Project Highway transverses through two districts viz Sirmaur and Shimla about 89 (km) of the highway are in Sirmaur district and rest about 8 (km) are in Shimla district.

#### 3.2.1 Shimla & Sirmaur District Profile

**Shimla District** lies between 30° 45'48"-30°43'0" North latitude and 76° 59' 22" - 78° 18' 40" East longitude. It is bounded by Kinnaur district in the Northeast, by Kullu and Mandi districts in the Northwest, by Solan and Sirmaur districts in the Southwest and by the State of Utterakhand in the Southeast. The total area of the present district is 5,131 Sq. Kms. It has a total number of 2,897 villages, of these 2311 villages are inhabited and the remaining is uninhabited. The district comprises of 7 sub-divisions and 17 tehsil and sub tehsil the sub-divisions are, namely Shimla (rural), Shimla

(urban), Thoeg, Rampur, Rohru, Chopal and Dodra Kawar. The tehsil are namely Seoni, Shimla urban, Theog, Kumarsain, Rampur, Rohru, Kotkhai, Chopal, Jubbal-Cirgaon and Dodra Kwar while Junga, Nankhari, Tikkar, Chela, Nerwa are the Sub-Tehsil. For the rural development, the district has been divided into nine community development Blocks. The topology of the district is hilly and rolling.

**District Sirmaur** is the southern end district of Himachal Pradesh. The district shares its Boundary with district Shimla in the north; district Solan in the northwest, Panchkula and Yamuna Nagar districts of Haryana in the southwest and, Dehradun district of Uttaranchal and Saharanpur district of Uttar Pradesh in the east. Its longitudinal and latitudinal extend is from 77° 01' 12" to 77° 49' 40" East and from 30° 22' 30" to 31° 01' 20" North respectively. The district has an area of 2825 Sq km, which is only about 5 per cent of the area of the state.

The terrain is generally flat with a few areas having high mountainous slopes .It is one of the three districts to experience substantial industrialization in the state, the other two being Solan and Una. The district has a comparatively higher level of urbanization 10.4%.

**Demography-** Population density per km sq in Himachal Pradesh is 123, while in project districts Shimla and Sirmaur it is 159 and 188 respectively. In 2011, the total population of H.P. was about 6,864,602 out of which 3,481,873 were males (50.72 %) and 3,382,729 (49.28%) were females. In Shimla district, total population 8,14,010 consisting of 4,25,039 males and 388971 females. In Sirmaur district, total population 5,29,855 consisting of 2,76,289 males and 2,53,566 females.

Himachal Pradesh is one of the well literate states in India. Literacy rate among population age seven and above is 83% compared with 73% for India as a whole. The literacy rate is 91% for males and 77% for females. Notably the gender gap in literacy in state is not significant as compared to that of India. Literacy rates in the project districts are good as 84% in Shimla and 79% in Sirmaur district. Number of females per thousand males in Himachal Pradesh is 972 which is unfavorable to female nonetheless better than all India Sex ratio which is 943. On the other hand, Sex ratios in the project districts are very poor as 915 in Shimla and 918 in Sirmaur.

Table 3.1 shows the demographical statistics of Himachal Pradesh, Sirmaur & Shimla.

State/District	Hima	achal	Shi	mla	Sirmaur		
State/District	2001	2001 2011 2001 2011		2001	2011		
Area Sq. Km.	55,	673	51	31	2825		
Persons	60,77,900 6,864,602		7,22,502	8,14,010	458,593	5,29,855	
Male	3087940	3,481,873	38,0,996	4,25,039	241,299	2,76,289	

Table 3.1: Demographic Features of the State and PIA Districts

State/District	Hima	achal	Shi	mla	Sirmaur		
State/District	2001	2011	2001	2011	2001	2011	
Female	29,89,960	3,382,729	3,41,506	3,88,971	217,294	2,53,566	
Population growth	12.9	94%	12.0	57%	15.54%		
Population Density per Sq km	109	123	141	159	162	188	
Literacy Rate %							
Male	86.02	90.83	87.72	90.73	63.20	79.73	
Female	68.08	76.60	70.68	77.80	38.45	60.93	
Sex -ratio	970	972	898	915	901	918	
Human Development Index	0.5	18	0.4	109	0.433		

Source: Census of India 2011 data

#### **3.3 PROJECT IMPACT AREA**

The majority of the potentially affected / benefited persons living in the project influence zone frequently travel down the existing roads or proposed alignment of the project. Their purpose of visit brings them generally to the prominent market places by the roadside or transport boarding points along side the road. Other beneficiaries also pass through the important junctions of the feeder roads connecting the project roads / proposed alignment. There are administrative offices, places of worship, community structures, in the major settlements within the project impact zone.

For the purpose of Social Analysis, habitations within the corridor of impact has been considered as directly impacted. Habitations within 1 km of the project road has been considered as Indirectly impacted habitations.

#### **3.3.1** Socio-Economic Profiling

District wise list of major project impacted habitations/ settlements is presented in Table 3.2 below:

Name of the Road Station (project Road)	Districts Covered	Chainage/ Length (km)	Major Project affected villages				
Paonta Sahib- Gumma NH-707	Sirmor	0.000-89.500	Paonta Sahib, Nariwala, Badripur. Jwalapur,Taruwala, Gondpur, Amarkot, Nihalgarh, Rajvan, Sataun, Tilordhar, Kafota, Shillai, Timbi, Shillai				
	Shimla	89.500-97.000	Rohana, Meenus, Jamli, Gumma				

Table 3.2: Major Project Affected Villages Falling within CoI along NH-707

Source: CEG Soci--economic Survey, 2019

Table 3.3 below shows the Socio-Economic Statistics of project-affected villages.

Villages	No of Househ olds	Total Populat ion	Male	Female	Popul ation 0-6		ST Popul ation	Literat es Popula tion	Literat es Male	Literates Female	Illiterate Populati on	Total Workers	Main Workers	Main Cultiva tors	0	Marginal Worker Population	Non Working Population
Paonta Sahib	31460	169682	89150	80532	22127	36757	4123	109748	64466	45282	59934	74760	48772	19074	1614	25988	94922
Taruwala	215	1018	511	507	125	161	3	790	428	362	228	300	289	49	0	11	718
Gondpur	225	1024	555	469	127	104	0	716	422	294	308	459	397	101	2	62	565
Nihal Garh	273	1297	714	583	155	418	2	901	536	365	396	511	502	134	4	9	786
Jawalpur	141	703	376	327	89	231	1	478	292	186	225	254	253	100	1	1	449
Kishan Kot	162	799	414	385	109	97	0	543	320	223	256	206	192	49	0	14	593
Rajban	444	1877	999	878	207	288	43	1349	777	572	528	582	549	42	5	33	1295
Sirmauri Tal	83	464	230	234	72	392	6	299	178	121	165	135	135	49	0	0	329
Sataun	607	2963	1560	1403	351	693	9	2121	1193	928	842	993	920	167	26	73	1970
Barwas	159	1027	536	491	120	205	0	599	353	246	428	582	309	131	6	273	445
Kamrou	355	2217	1158	1059	223	347	8	1448	845	603	769	1161	684	256	4	477	1056
Kandon Dugana	379	2678	1374	1304	294	973	4	1545	902	643	1133	1528	821	512	102	707	1150
Shilla	195	1447	786	661	171	353	1	824	515	309	623	874	374	241	3	500	573
Borar	184	1438	755	683	253	515	0	770	448	322	668	1147	580	539	0	567	291
Chareu	53	467	241	226	80	252	0	277	174	103	190	123	24	1	0	99	344

#### Table 3.3: Socio-Economic Statistics of project-affected villages

Villages	No of Househ olds	Total Populat ion	Male	Female	Popul ation 0-6	Popul	ST Popul ation	Literat es Popula tion	Literat es Male	Literates Female	Illiterate Populati on	Total Workers	Main Workers	Main Cultiva tors	0	Marginal Worker Population	Non Working Population
Ashyari	243	1730	881	849	285	580	0	976	531	445	754	1079	422	338	5	657	651
Gangtoli	50	371	194	177	62	77	0	215	114	101	156	165	78	45	0	87	206
Tikar	73	487	261	226	71	181	0	294	183	111	193	300	280	244	13	20	187
Dhakoli	47	253	127	126	30	196	0	165	89	76	88	215	65	46	1	150	38
Shillai	8173	60229	31841	28388	9357	18644	30	34926	20534	14392	25303	37545	21961	18214	325	15584	22684
Bandli	188	1425	729	696	205	297	0	815	470	345	610	932	533	362	0	399	493
Kando Bhatnaul	247	2236	1203	1033	308	692	0	1227	735	492	1009	1194	828	776	1	366	1042
Shiri Kyari	175	1454	772	682	233	361	0	877	509	368	577	999	428	345	0	571	455
Syarla Barshol	193	797	407	390	93	312	14	612	345	267	185	320	314	194	16	6	477
Jhakandon	244	1990	1053	937	322	772	0	1114	645	469	876	750	594	458	1	156	1240
Rohana	19	94	49	45	15	0	0	71	40	31	23	73	38	34	1	35	21
Gumma	108	559	274	285	63	196	0	398	221	177	161	352	163	87	13	189	207
	44695	260726	137150	123576	35547	64094	4244	164098	96265	67833	96628	127539	80505	42588	2143	47034	133187

Source: Census of India-2011 data

#### **3.3.2** Demographic details

In the affected villages' total number of household are 44,695 and population of 2.61 lacs. There are 1,37,150 males and 1,23,576 females in the affected villages. Hence the sex ratio, which comes out to be 901 females per 1000 males, is very poor. The village wise population details is given in **Table 3.3 above**.

#### 3.3.3 Literacy Status

As per 2011, Census in the affected villages male literacy is about 71% and female literacy rate is 55%. Male literacy rate is higher in comparison to female literacy rate, but is still poor. Out of the total population about 37% population is still illiterate.

#### 3.3.4 Working and Non- Working Population.

Percentage of workers engaged in different activities indicates the nature of employment available in the area. The total working population in the project stretch is 48.5%. Out of them, main workers are 63% and marginal workers are 37%. Non workers constitutes of 51.5% of the total population which indicates high dependency ratio. Most of the non workers in the affected villages are females.

#### 3.3.5 Existing Public Amenities

Public amenities are those basic services utilized away from the individual residential dwelling unit within the public environment. Presence of basic infrastructure facilities is found only, in the project districts. They satisfy specific individual or community needs including communication, recreation, education, health and public administration. Public amenities are generally the responsibility of government or the local authorities of the area. Accessibility of basics infrastructure is an important factor from the social development context. List of public amenities in the districts of the project road is presented in **Table 3.4.** Improvement of project road will increase access to public facilities like higher level schools, colleges, health services (CHCs, PHCs), government offices, etc.

Amenities	Sirmaur	Shimla
Education		
Primary School	987	1616
Secondary School	202	355
Higher/ Sr. Secondary School	152	307
Colleges	6	4
Engg. College/ Medical College	3	1

 Table 3.4: Public Amenities in both the Districts

Amenities	Sirmaur	Shimla		
I.T.I.	7	-		
University	-	1		
Health Centres				
Hospitals	5	46		
PHCs/CHCs/ Sub Centres	184	313		
Subsidiary Health Centres	-	30		
ESI Dispensaries	3	30		
Ayurvedic Hospitals	1	2		
Ayurvedic Dispensaries	79	147		
Homeopathis Dispensaries	1	-		
Others				
Electrified Villages	966	100%		
Nationalized Bank Branches/ Cooperative Bank Branches	82	164		
Post Offices	169	348		

\*Sources- district website of Shimla and Sirmaur

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## CHAPTER-4 R&R PRINCIPLES, POLICY FRAMEWORK & ENTITLEMENT MATRIX

## CHAPTER-4 R&R PRINCIPLES, POLICY FRAMEWORK & ENTITLEMENT MATRIX

#### 4.1 INTRODUCTION

This chapter of the report discusses about the existing law and regulations of the country and state those are applicable to the proposed project. It is imperative to analyze the Acts and bylaws to understand the legalities and procedures in implementing project and identifying the gaps and area where there is a need for strengthening to comply with the World Bank policy on resettlement and rehabilitation of project affected persons.

The aim of the project is to establish and provide better connectivity of various existing National Highways in the country. Most of the infrastructure work planned for this Green National Highway Corridor project will take place within the existing Right of Way (RoW) except at some of the congested villages/settlements where Curve improvements proposed and at locations where minor improvements are required for accommodating road safety measures.

#### 4.2 APPLICABLE LEGAL AND POLICY FRAMEWORK

Applicable acts, notifications and policies relevant in the context of this project are discussed in tabular form is given below :

The Project Authority (MoRTH) will ensure that project activities implemented are consistent with the national, state, local regulatory/legal framework.

S. No.	Acts, Notifications and policies	<b>Relevance to this Project</b>	Applicability
1.	RTFCTLARR Act, 2013	Land required, R&R for the project shall be acquired and provided as per the provision of this Act.	Applicable via Himachal Pradesh Relevant Rules
2	The Provisions of the Panchayat (Extension to the scheduled Areas) Act, 1996	One of the important provisions of this act states "the Gram Sabha or Panchayat" at the appropriate level shall be consulted before making the acquisition of land.	Applicable

 Table 4.1: Applicable Legal and Policy Framework

S. No.	Acts, Notifications and policies	Relevance to this Project	Applicability
3	World Bank OP 4.12- Involuntary Resettlement	The project entails land acquisition though, at a low scale for widening, curve improvements, junction improvements etc. It would also adversely affect structures used for various purposes, livelihood of people) mainly earning their livelihood by means of petty shops, and providing various services). Many of them have been operating from the government land. Thus, both title holders and non- title holders alike would be affected as a consequence of the project.	Applicable
4	National Highways Act, 1956	Land acquired for the project shall be acquired as per the provision of this act.	Applicable
5	The Right to Information Act, 2005	The Act provides for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority, the constitution of a central Information Commission and State Information Commissions and for matters connected therewith or incidental thereto.	Applicable

#### 4.3 COMPARATIVE ANALYSIS OF APPLICABLE POLICY

For the purpose of development, maintenance and management of national highways, a special law, the National Highways Act (NH Act), 1956 has been promulgated in India. This act provides for acquiring land through a "competent authority", which means any person or authority authorized by the Central Government by notification in the official Gazette to perform functions of the competent authority for such areas as may be specified in the notifications.

National Policy specifies that the compensation award shall be declared well in time before displacement of the affected families. Full payment of compensation (section 3H under NH Act) as well as adequate progress in resettlement shall be ensured in advance of the actual displacement of the affected families. National and State policy also requires that the compensation and assistance to PAPs (other than capacity building support for livelihood restoration) be provided prior to any displacement or start of civil works.

Both the National Policy and the Himachal Pradesh Land Acquisition Act on rehabilitation and resettlement aim to see that involuntary resettlement should be avoided or minimized, wherever feasible, exploring all viable alternative project designs, and where displacement is unavoidable, people losing assets, livelihood or other resources shall be assisted in improving or at a minimum regaining their former status of living at no cost to themselves.

Also Central and State policy requires consultation with PAPs during planning and implementation of resettlement action plan and public disclosure of drafts. Once the draft is prepared it is to be made available at a place accessible to, and in a form, manner and language understandable to the displaced or affected people and local NGOs. RTFCTLARR Act, 2013, also requires disclosure of draft SIA, RAP and other project reports followed by Public Hearing as per project requirement. Based on the detailed comparative analysis of the above discussed applicable legal and policy framework, key differences identified between these policies which needs to be addressed under the Resettlement Policy Framework (RPF) is listed below:

- 1. Recognition of non-titleholders who have no recognizable legal right to the land they are occupying and extending R&R benefits under the project;
- 2. Establishment of cut-off date to identify the non-titleholders in the project;
- 3. Compensation for the entire replacement of the lost and other assets fully or partially;
- 4. Need for preparation and public disclosure of Social Impact Assessment (SIA) and Resettlement Action Plan (RAP) as per project requirements.

#### 4.4 RESETTLEMENT POLICY FRAMEWORK

This RPF for the GNHCP has been prepared based on the findings of Social Survey Report (SSR) covering initial impact assessment and review of applicable legal and policy framework discussed above.

In order to address the adverse impacts of land acquisition and involuntary resettlement, MoRTH, Govt. of India recognised the need for the development of Resettlement Policy Framework. Review of Social Screening Reports (SSRs) reveal

that applicable legal and administrative procedures vary from State to State and also there are gaps between Resettlement and Rehabilitation Policies of the country and certain states and the Bank's Resettlement Policy. Hence, there is a need to understand the critical elements of the existing legal and policy framework and agree on a mechanism that will address the key social issues and formulate a specific policy framework for the project to bridge the major gaps to conform to the provisions of World Bank's operational policies related to Involuntary Resettlement. This policy framework will help expedite the process and facilitate consistent preparation of RAPs across all project roads in different states.

The purpose of preparing a RPF is to:

- a) Bring commonality in resettlement and rehabilitation benefits under the project.
- b) Bridge the gap between Bank's policy on Involuntary Resettlement and LARR, 2013.
- c) Bring together and built upon the current good practices in terms of procedures to address more systematic and institutional issues.
- d) Establish institutional arrangements at project, state and central level (MoRTH) for the implementation of RAP.
- e) Establish mechanism for Redressal of grievances; and monitoring and evaluation, etc.

#### 4.4.1 Definitions

Following definitions that will be applicable unless otherwise stated specifically.

- Agricultural labourers: means a person primarily resident in the affected area for a period of not less than five years immediately before the declaration of the affected area, who does not hold any land in the affected area but who earns his livelihood mainly by manual labour on agricultural land therein immediately before such declaration and who has been deprived of his livelihood;
- Agricultural land: Denotes land used or capable of being used for the purpose of agriculture or horticulture, dairy farming, poultry farming, pisciculture, sericulture, breeding of livestock or nursery growing medicinal herbs, raising of crops, grass or garden produce and land used by an agriculturist for the grazing of cattle, but does not include land used for cutting of wood only;

- **Below poverty line (BPL) or BPL family:** means below poverty line families as defined by the Planning Commission of India, from time to time and those included in the BPL list for the time-being in force.
- **Corridor of impact (COI):** Refers to the minimum land width required for construction including embankments, facilities and features such as approach roads, drains, utility ducts and lines, fences, green belts, safety zone, working spaces etc. Additional land width would be acquired/purchased or taken on temporary lease if the Corridor of Impact extends beyond the available Right of Way.
- **Cut-off date:** Refers to the date on which the **census survey of PAPs starts** in that road section/stretch. For entitlement purpose, the PAPs would be those who have been in possession of the immovable or movable property within the affected area/zone on or prior to cut off date. However, the cut-off date for land acquisition purpose is the date on which the notification under section 3A will be issued under the NH Act, 1956.
- **Encroacher:** A person who has extended their building, agricultural lands, business premises or work places into public/government land without authority.
- **Entitled person (EP):** A person who is adversely impacted by the project and is entitled to assistance as per the project entitlement framework is considered to be an Entitled Person.
- **Holding:** means the total land held by a person as an occupant or tenant or as both;
- **Kiosk:** A kiosk is a booth/stall/cabin/cubicle made of wood or iron or any other building material which could be shifted to another location as a single unit without much damage and is used for carrying out petty business/ commercial activities and has been in operation/existence prior to cut off date.
- "Land acquisition" or "acquisition of land": means acquisition of land under the NH Act, 1956 for the time being in force.
- **Landowner:** A person who is an allot tee or a grantee of any land under any scheme of the Government under which such allotment or grant is to mature into ownership, who has mortgaged his land (or any portion thereof) or who has permanent rights and interest in land.
- **Marginal farmer:** Refers to a cultivator with an un-irrigated land holding up to one hectare or irrigated land holding up to half hectare.

- Non-agricultural laborer: means a person who is not an agricultural laborer but is primarily residing in the affected area for a period of not less than five years immediately before the declaration of the affected area and who does not hold any land under the affected area but who earns his livelihood mainly by manual labour or as a rural artisan immediately before such declaration and who has been deprived of earning his livelihood mainly by manual labour or as such artisan in the affected area;
- **Non-titleholder:** Affected persons/ families/ households with no legal title to the land, structures and other assets adversely affected by the project. Non-titleholders include encroachers, squatters, etc.
- **Notification:** means a notification published in the Gazette of India.
- **Occupier:** means a member of a Scheduled Tribes community in possession of forest land prior to the 13th day of December, 2005;
- **Project affected area:** Refers to the area of village or locality under a project for which land will be acquired under NH Act 1956 through declaration by Notification in the Official Gazette by the appropriate Government or for which land belonging to the Government will be cleared from obstructions.
- **Project affected family:** includes a person, his or her spouse, minor sons, unmarried daughters, minor brothers, unmarried sisters, father, mother and other relatives residing with him or her and dependent on him or her for their livelihood; and includes "nuclear family" consisting of a person, his or her spouse and minor children.
- **Project affected person (PAP):** Any tenure holder, tenant, Government lessee or owner of other property, or non-titleholder who on account of the project has been affected from such land including plot in the abadi or other property in the affected area will be considered as PAP.
- **Project displaced person (PDP):** Any tenure holder, tenant, Government lessee or owner of other property, or non-titleholder who on account of the project has been involuntarily displaced from such land including plot in the abadi or other property will be considered as PDP. A displaced will always be a PAP but all PAP may not be PDP.
- **Project affected household (PAH):** A household that may comprise of one family or several families.
- **Replacement cost:** A replacement cost/value of any land or other asset is the cost/value equivalent to or sufficient to replace/purchase the same land or other asset.

- **Small farmer:** Refers to a cultivator with an un-irrigated land holding up to two (2) hectares or with an irrigated land holding up to one (1) hectare.
- **Squatter:** A person who has settled on public/government land, land belonging to institutions, trust, etc and or someone else's land illegally for residential, business and or other purposes and/or has been occupying land and building/asset without authority.
- **Tenant:** A person who holds / occupies land / structure of another person and is or (but for a special contract) would be liable to pay rent for that land / structure to other person and includes the predecessor and successor-in-interest of such person but does not include mortgage of the rights of a landowner or a person to whom holding has been transferred or an estate or holding has been let in farm for the recovery of an arrear of land revenue or of a sum recoverable as such an arrear or a person who takes from Government a lease of unoccupied land for the purpose of subletting it.
- **Titleholder:** A PAP/PAF/PAH who has legal title to land, structures and other assets in the affected zone.
- **Vulnerable group:** This includes Scheduled Caste. ST, family/household headed by women/ female, disabled, handicapped, orphans, destitute, BPL, abandoned woman; unmarried girls; widows; and persons above the age of 65 years **irrespective of their status of title** (ownership). Vulnerable groups would also include those farmers who (after acquisition of land) become small/marginal farmers and also qualify for inclusion in BPL. For such cases, total land holding of the landowner in that particular revenue village will be considered in which land has been acquired.
- Wage earner: Wage earners are those whose livelihood would be affected due to the displacement of the employer. The person must be in continuous employment for at least six months prior to the cut-off date with the said employer and must have reliable documentary evidence to prove his/her employment.

### 4.5 RESETTLEMENT PRINCIPLES AND ELIGIBILITY CRITERIA

Based on the above analysis of government provisions and requirements as per World Bank IR policy the broad resettlement principle for this project shall be the following:

• Proposed highway improvement and strengthening work will take place mostly on the existing alignment and within the available RoW or at locations where curve improvement is necessary to incorporate required safety measures;

- The involuntary resettlement and adverse impacts on persons affected by the project would be avoided or minimized as much as possible exploring viable options;
- Where it is not feasible to avoid resettlement, resettlement activities should be conceived and executed as sustainable development programs, providing sufficient investment resources to enable the persons displaced by the project to share in project benefits;
- Efforts should be made to improve their livelihoods and standards of living or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher;
- Displaced persons should be meaningfully consulted and should have opportunities to participate in planning and implementing resettlement programs;
- Replacement land shall be an option for compensation in the case of loss of land. In case of unavailability of replacement land, cash-for-land with compensation on replacement cost option will be made available to the PAPs;
- Compensation for loss of land, structures and other assets will be based on full replacement cost and will be paid before physical displacement of PAPs including transaction costs;
- In the event of necessary relocation, PAPs shall be assisted to integrate into host communities;
- All land acquisition for the project would be done as per the National Highways Act, 1956. Additional assistance would be provided to the PAPs for meeting the replacement cost of the property;
- The un-economic residual land remaining after land acquisition will be acquired by the project. The owner of such land/property will have the option to seek acquisition of his entire contiguous holding/ property provided the residual land is less than the average land holding of the district;
- Any structure/asset rendered unviable/unsafe because of the project shall also be considered as affected and entitlements shall be extended accordingly;
- The affected persons who does not own land or other properties, but have economic interests or lose their livelihoods will be assisted as per the policy principles described in this document;

- Cut-off date for titleholders will be the date of publication of notification under Section 3A of the National Highways Act, 1956. For non-titleholders who has not any legal holding of the occupied land such as squatters and encroachers the date of project **census survey** or a similar designated date declared by the executing agency will be considered as **cut-off date**;
- An entitlement matrix for different categories of people affected by the project has been prepared and provisions will be kept in the budget for those who were not present at the time of census survey. However, people moving in the project area after the cut-off date will not be entitled to any compensation or assistance;
- Vulnerable groups (PAPs below poverty line (BPL), the landless, disabled, elderly persons, women and children, indigenous peoples) will be identified and given additional support and assistance under the project;
- All common property resources (CPR) lost due to the project will be reconstructed or compensated by the project;
- Information related to the preparation and implementation of resettlement plan will be disclosed to all stakeholders and people's participation will be ensured in planning and implementation;
- Appropriate grievance Redressal mechanism will be established at sub-project, state and central levels to ensure speedy resolution of disputes;
- An effective monitoring and evaluation mechanism will be established to ensure consistent implementation of resettlement activities planned under the project including third party monitoring.

#### 4.6 ENTITLEMENT MATRIX

This entitlement matrix has been developed in accordance with the basic principles adopted in the RPF and analysis of initial identification of project impacts.

In case where a State Government through any Act or Gazette Notification or as approved by any authority of State Government (duly authorized for the purpose) as per their approved procedure has fixed a rate for compensation of land and is higher than the provisions under the project, the same may be adopted by the Competent Authority in determining the compensation for land.

Similarly, in case where a State Government through any Act or Gazette Notification or as approved by any authority of State Government (duly authorized for the purpose) as per their approved procedure has fixed a rate for resettlement and rehabilitation assistance and is higher than the provisions under the project, the same may be adopted by the Executing Authority.

#### Table 4.2: Entitlement Matrix

S. No.	Impact	<b>Entitled</b> Unit	Entitlement Details	
A. Loss	A. Loss of Private Agricultural, Home-Stead & Commercial Land			
	-			
			OR annuity policies that shall pay not less than two thousand rupees per month for each affected land owner for twenty years with appropriate indexation to the Consumer Price Index for Agricultural Labourers. iii. Each land owner shall be given a one-time "Resettlement Allowance" of Rs. 60,000/- only. iv. Refund of stamp duty and registration charges incurred for replacement land to be paid by the project; replacement land must be bought within a year from the date of payment of compensation to project affected persons	

S. No.	Impact	<b>Entitled</b> Unit	Entitlement Details	
B. Loss	3. Loss of Private Structures (Residential/Commercial)			
2	Structure within the Corridor of	Title Holder/ Owner	i. Compensation in accordance with Sections 26 to 30 and Schedule I of RFCTLARR Act 2013	
	Impact (CoI)		ii. Right to salvage material from affected structures	
			iii. Three months advance notice to vacate structure	
			iv. For those losing cattle shed, a one-time assistance of Rs. 28,000/- would be payable	
			v. For each affected family of an artisan or self-employed or own non-agricultural land, that is displaced and must relocate, a one-time assistance of Rs. 28,000/- would be payable; and	
			vi. One-time subsistence grant of Rs. 40,000/- for each displaced family who are displaced and require to relocate;	
			vii. One-time financial assistance of Rs. 60,000/- for each affected family towards shifting/transportation cost for shifting of the family, building materials, belongings and cattle	
			viii. Refund of stamp duty and registration charges for purchase of new alternative houses/shops at prevailing rates on the market value as determined. Alternative houses/shops must be bought within a year from the date of payment of compensation	
			ix. For a house lost, a constructed house shall be provided as per the Indira Awas Yojana Specifications or equivalent cost of the constructed house in lieu, shall be payable.	
			x. <u>In case of partial impact</u> , 25% additional award to be paid on compensation award for the affected part of the structure to enable damage repair where the owner/occupier of his/her own will, interested to retain the remaining part of the structure, provided the unimpaired continuous use of the such structure is possible without hazards	

S. No.	Impact	<b>Entitled Unit</b>	Entitlement Details	
3	Structure within the Corridor of Impact (CoI) of Trees and Cro	Tenants/ Lease Holders	<ul> <li>i. Registered lessees will be entitled to an apportionment of the compensation payable to structure owner as per applicable local laws.</li> <li>ii. One-time financial assistance of Rs. 60,000/- as transportation.</li> <li>iii. Three months notice to vacate structures.</li> </ul>	
4	Standing Trees, Crops within the Corridor of Impact (CoI)	Owners and beneficiaries (Registered/ Un- registered tenants, contract cultivators, leaseholders & sharecroppers	<ul> <li>i. Cash compensation as estimated under Section 29(3) of Act to be paid at the rate estimated by:</li> <li>The Forest Department for timber trees</li> <li>The State Agriculture Extension Department for crops</li> <li>The Horticulture Department for fruit/flower bearing trees.</li> <li>ii. Three months advance notice to project affected persons to harvest fruits, standing crops and removal of trees, or compensation in lieu as determined above.</li> <li>Registered tenants, contract cultivators &amp; leaseholders &amp; sharecroppers will be eligible for compensation for trees and crops as per the agreement document between the owner and the beneficiaries.</li> <li>Un-registered tenants, contract cultivators, leaseholders &amp; sharecroppers will be eligible for compensation for trees and crops as per mutual understanding between the owner and the beneficiaries</li> </ul>	
D. Loss	D. Loss of Residential/ Commercial Structures to Non-Title Holders			
5	Structures within the Corridor of Impact (CoI) or Govt. land	Owners of Structures or Occupants of structures	<ul> <li>For loss of House</li> <li>i. Compensation at PWD BSR without depreciation for structure</li> <li>ii. One-time resettlement cost of Rs. 28,000 /-</li> <li>iii. Shifting/transportation assistance of Rs. 60,000/-</li> </ul>	

S. No.	Impact	<b>Entitled Unit</b>	Entitlement Details
		(Encroachers, Squatters) identified as per Project Census Survey	<ul> <li>iv. Encroachers shall be given three months' notice to vacate occupied land or cash assistance at replacement cost for loss of structures.</li> <li>v. Right to salvage the affected materials</li> <li>For loss of shop <ol> <li>Compensation at PWD BSR without depreciation for structure</li> <li>One-time subsistence grant of Rs. 40, 000/-</li> <li>Oneitme rehabilitation grant of Rs. 28,000/-</li> <li>Shifting/transportation assistance of Rs. 60,000/-</li> <li>v. Encroachers shall be given three months' notice to vacate occupied land or cash</li> </ol> </li> </ul>
			<ul><li>v. Encroachers shall be given three months notice to vacate occupied fand of cash assistance at replacement cost for loss of structures.</li><li>vi. Right to salvage the affected materials</li></ul>
6	Loss of employment in non-agricultural activities or daily agricultural wages or other wage workers	Livelihood loser	Subsistence allowance equivalent to Minimum Wages/Minimum Agricultural Wages <sup>1</sup> for 3 months Only agricultural labourers who are in fulltime / permanent employment of the land owner, or those affected full time employees of the business, will be eligible for this assistance. <i>Seasonal agricultural labourers will not be entitled for this assistance.</i>
F. Addi	F. Additional Support to Vulnerable Group		
7	Families within the Corridor of Impact (CoI)	Vulnerable affected families	<ul> <li>i. One-time Resettlement Allowance of Rs. 60,000/-</li> <li>ii. Training for skill development. This assistance includes cost of training and financial assistance for travel/conveyance and food.</li> </ul>

<sup>&</sup>lt;sup>1</sup> As per rates issued by Department of Labor, Government of project state for different skills and trades

S. No.	Impact	<b>Entitled Unit</b>	Entitlement Details
			iii. Additional Subsistence Grant of Rs. 60,000/- for displaced families belonging to
			Scheduled Caste and tribe Category
			iv. Displaced vulnerable households will be linked to the government welfare schemes, if
			found eligible and not having availed the scheme benefit till date.
G. Loss	s of Community Ir	nfrastructure/Commo	n Property Resources
8	Structures &	Affected	Reconstruction of community structure and common property resources, will be done in
	other resources	communities and	consultation with community
	(e.g. land, water,	groups	
	access to		
	structures etc.)		
	within the		
	Corridor of		
	Impact (CoI)		
H. Tem	porary Impact D	uring Construction	
9	Land and assets	Owners of land and	i. Compensation for temporary impact during conversion e.g. diversion of normal traffic,
	temporarily	assets	damage to adjacent parcel of land/assets (crops, trees, structures, etc.) due to movement of
	impacted during		heavy machinery and plant site
	construction		ii. Contractor shall bear the cost of compensation of any impact on structure or land due to
			movement of machinery during construction or establishment of construction plant.
			iii. All temporary use of land outside ROW, would be done based on written approval/ prior approval landowner and contractor

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# CHAPTER-5 STAKEHOLDERS CONSULTATIONS AND DISCLOSURE

### CHAPTER-5 STAKEHOLDER'S CONSULTATIONS AND DISCLOSURE

#### 5.1 INTRODUCTION

Till very recent, the highway sector involving road projects was being looked at as a field of engineering only. Due to the problems faced in implementation in the development projects in general, and highway sector in particular, over the years, public consultations have acquired a very important role in the planning process for development projects. The practice of involving the communities in the planning process has been recognized as an effective tool for mitigating the negative impacts due to the project and ensuring timely completion of the projects.

In context of the highway projects, which are primarily linear in nature, the issue of involving people in the planning and designing process has a much more significance, as the nature and extent of impact on the social, economic and cultural fabric of the society spread across a larger and a highly varied group of the society.

The project will therefore ensure that the affected population and other stakeholders are informed, consulted, and allowed to participate actively in the development process. Stakeholder's consultation will be done throughout the project cycle, i.e. during preparation, implementation, and monitoring stages.

During implementation and monitoring stages, information will be disseminated to project affected persons and other key stakeholders in appropriate ways. This information will be disclosed in Hindi and other local languages, as required, describing the main project features, project interventions, entitlements for the affected families, implementation schedule etc.

The stakeholder's consultations for the project road were initiated in the year 2012, when DPR preparation was initiated by MoRTH under itsNHIIP, which is also World Bank funded. The DPR was finalized under NHIIP and submitted to MoRTH in June 2014, which was later approved in 2017. Further in December, 2018, it was communicated by PWD/RO MORTH to modify DPR as per latest World Bank Guidelines and requirements after World Bank site visits and various meeting between CE (NH), World Bank, and MORTH. To modify DPR as per latest guidelines and to update the project as per revised proposal under GNHCP (Green National Highway Corridor Project) scheme, the census survey data was revised and another round of stakeholder's consultations were conducted to further update the SIA and RAP. The details of stakeholder consultations conducted in 2012 is also included in the report.

#### 5.2 METHODOLOGICAL FRAMEWORK FOR PUBLIC CONSULTATION

Stakeholder's Consultations were carried out in appropriate ways taking into consideration the culture, type of groups consulted and any other factors that might need special consideration. Public consultations in the project area were held at village and Panchayat level.

The different techniques of consultation with stakeholders were used during project preparation, viz., public meetings, group discussions, interactions with affected households, media interactions etc. The consultations have also been carried out with special emphasis on the vulnerable and women groups. The key informants during the project preparation phase included both individuals and groups namely:

- Project affected persons;
- Village Panchayat, Sarpanch and ward members;
- Local voluntary organizations and NGOs;
- Government agencies and departments;
- Other project stakeholders with special focus on women and PAPs belonging to the vulnerable group.

Stakeholder's consultations were conducted at District level as well as at Village Panchayat level as explained below:

#### A. District Level consultations

District Level consultations were conducted to solicit public and PAPs inputs. Participants in District level consultations included District Magistrate, representatives of District level officials of Revenue departments, NGOs, PAPs and PAP representatives apart from MoRT&H /PIU staff and consultants.

The objectives of district level consultations were:

- To inform public about the project;
- To take suggestions from the local people and also to note their concerns;
- To explain procedures to be followed for land acquisition and payment of compensation and assistance to project affected persons losing their assets due to project interventions.
- To inform people about the census surveys, asset verification, Photography/ Videography, and village level consultations to be conducted as part of SIA and RAP preparation.
#### **B.** Local level Consultations

At local level, consultatiosn were conducted in all the affected village panchayats. As per the census data, 31 villages falling under 25 panchayats, will be impacted due to road widening. To initiate the process, Block Development Officers (BDOs) were contacted before conducting public consultations. Respective BDOs further communicated/circulated the information to all village panchayat pradhans/secretaries. Accordingly dates for public consultations in affected villages were scheduled.

As per dates scheduled, the village panchayat Pradhans sent their representatives to inform ("Munaadi" in local language) villagers about schedule dates for public consultation. The public consultations were held at Panchayat Bhavans of respective villages.

During public consultation people were informed about the project by Consultants, PWD officials, Gram Pradhan/Secretary and ward members. Suggestions from the people were recorded in minutes of meeting. The photographs and attendance sheet for district level consultations and attendance sheet of village level consultations are attached as **Annexure 7**. Minutes of meeting of district level consultations are given in table 5.2 below. Minutes of meeting and photographs of village level consultations is given in table 5.3. Major information shared with the community included:

- Improvement Proposal of the project road and its need
- Type of likely impact in each affected village
- Project Facilities & Safety Features
- Information about measures to be adopted to minimize or compensate the impact.

The various levels at which the consultation were held is shown in **Figure 5.1**.





The consultation methods/ types followed to elicit required information (their views & opinions) are detailed below in **Table 5.1.** 

Stakeholders	Consultation Method	
PAPs	Interactions during census & Socio- economic Survey	
Village Pradhan/representative of PAPs	Focus Group Discussions	
Local communities	Focus Group Discussions	
Women's groups	Focus Group Discussions	
Vulnerable groups (SC, ST, BPL)	Focus Group Discussions	
Road Construction Department/PWD	Individual interaction, discussion, joint field visit	
Line Departments- Forest department, Electricity department, Municipal body, PHED, Telecom Department etc.	C ,	

#### **Table 5.1: Methods of Public Consultations**

#### 5.3 DETAILS OF STAKEHOLDER'S CONSULTATION

#### **5.3.1** District level Consultations

District Level Public Consultations was organized at six major congested areas, namely,

- 1. Poanta Sahib BDO office meeting hall,
- 2. Sataun Panchayat Bhawan,
- 3. Shillai BDO office meeting hall,
- 4. Nahan DC office-Sirmaur
- 5. Gumma Near Panchayat Ghar.
- 6. Panchayat bhavan, Kafota with Mahila mandal & NGO

Out of the 6 consultation meetings, 4 were organized in 2012 and 2 more meetings were conducted recently (one each in 2018 and 2019) when the project data was further revised based on modified design under GNHCP. In these consultations apart from the PAPs, representative of Block development Officer, Circle Officers, officials of revenue department, Mahila mandal members, NGOs and project authorities etc were present.

The details of discussion and the suggestions received during district level consultations is given below in **Table No. 5.2.** 

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
1	Sirmaur	Nahan DC office, Oct 2018 No. of participants- about 35	<ul> <li>Commissioner, PWD, DFO's, HRTC, Education Dept., Chamber of Commerce &amp; Industries, Welfare officer, Consultants etc.</li> <li>Affected persons</li> </ul>	<ul> <li>To avoid any delay in project implementation, District Collector requested the forest department to expedite the process of Forest diversion. Local people requested for developing the dumping sites as parking/ rest/ recreational area by leveling and developing the site.</li> <li>President, HPCCI emphasized the Project road to be designed to 4 Lane configuration after 1.5 Km upto Rajban, due to DRDO project near Rajban.</li> <li>The stakeholders expressed satisfaction regarding the project as it will improve commercial connectivity and promote tourism.</li> <li>It was also informed by Ex. Eng. Nahan that 4000 Trees will be planted in lieu of trees to be fell.</li> </ul>	<ol> <li>The concerned DFO assured that within next seven days, the forest case for the diversification of the land shall be forwarded to the principle Chief Conservator Forest Shimla.</li> <li>Ex. Eng. Nahan, explained that around 45 lacs cubic meter excavated material will be recovered from site, out of which nearly 15 lacs Cum. will be reused and balance quantity will be dumped in proposed nine dumping sites which will be developed and improved for various purposes e.g. playground, parks, rest areas etc.</li> <li>The Assistant commissioner, Nahan directed to HPSEBL and IPH department to submit the revised estimates at earliest possible to NH wing of the HPPWD.</li> </ol>

#### Table 5.2: Minutes of District Level Consultations in Project Area

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
2	Sirmaur	Poanta Sahib, BDO office Meeting Hall, May, 2012 No. of participants- about 150 (attendance sheet signed by 72 only)	Local Residents, Villagers and Public Representatives' of Tehsil, Gram Pradhan.	<ol> <li>Affected people showed their concern regarding the rate of Compensation for land and enquired whether the compensation would be paid at market rate. market value? (Gram Pradhan)</li> <li>People enquired about the widening options, whether the widening would be at both sides of the road stretch</li> <li>It was suggested by the people that in the design of the road stretch rain water disposal and drainage system should be considered. It was enquired by the people that NH –Boundary will be marked before finalization of design.</li> </ol>	<ol> <li>It was informed to the participants that Government will give compensation as per R &amp;R Policy of World Bank and Himachal Government Policy.</li> <li>NH-SDO (Dhaula Kuan) Shri N.K. Verma replied widening is based with regards to design &amp; safety.</li> <li>JEN Dhaula Kuan Shri Suryakant Replied – The consultant has investigated the water drainage system, pipe, culverts and bridges as per design.</li> <li>JEN Dhaula Shri Suryakant replied- At present State PWD has marked it. When NH will acquire the land then NH will mark the boundary.</li> </ol>
3	Sirmaur	Sataun, Gram Panchayat Pariser, May, 2012	Local Residents, Villagers and Public Representatives' of Tehsil, Gram Pradhan.	<ol> <li>People enquired about entitlement of tenants for compensation to tenants entitled for compensation.</li> <li>People inquired about the criteria</li> </ol>	1 From consultant side –Government will give compensation as per R &R Policy of World Bank and Himachal Government Policy.

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
		No. of participants- about 225 (attendance sheet signed by 86 only)		<ul> <li>for compensation to eligible tenants.</li> <li>3. People enquired about scheme of widening</li> <li>4. Authority for land Acquisition process was enquired by people, if it will be done by NHAI.</li> </ul>	<ol> <li>JEN, Dhaula Kuan, Shri Suryakant Replied – Widening will be done as per road geometry &amp; position by feasibility and curves.</li> <li>From consultants' side LA assistant replied- Land Acquisition will be done with the assistance of Patwari (Government land assessor). As per Land acquisition plan. The acquired land will be marked.</li> </ol>
4	Sirmaur	Shillai BDO office Meeting Hall, May, 2012 No. of participants- about 350 (attendance sheet signed by 143 only)	Local Residents, Villagers and Public Representatives' of Tehsil, Gram Pradhan.	<ol> <li>People enquired about the boundary marking and when the stretch will be finalized by PWD.</li> <li>People enquired about the time period over which the land will be acquired by National Highway and whether has marked the boundary line for land acquisition. They also wanted to know whether the widening would be carried out at both the sides of the existing road equally.</li> <li>People enquired about the amount</li> </ol>	<ul> <li>1.NH-SDO (Dhaula Kuan) Shri N.k. Verma replied-State PWD acquires the land then related department marks and fixed the boundary stones. PWD has already marked and fixed by them but due to heavy rainfall the marked stones were either broken or hidden below the silt.</li> <li>2.NH-SDO (Dhaula Kuan) Shri N.K. Verma replied- The roads' condition will be investigated such as its curves position, then the land acquisition will be done.</li> </ul>

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
				and rate of compensation to be given for the acquired land.	3. From consultant side- Land value will be determined as per present market value. R &R Policy will be based on World Bank and Himachal Government Policy.
5	Shimla	Gumma – Tehsil Chopal Outside Patwar Khana, May, 2012 No. of participants- about 250 (attendance sheet signed by 82 only)	Local Residents, Villagers and Public Representatives' of Tehsil, Gram Pradhan	<ol> <li>At present, the road width is equal from both the sides. People asked that how much more of land is still required for widening of NH?</li> <li>People enquired that how much compensation will be given from the governments' side? (Gram Pradhan)</li> <li>State government PWD has acquired land for road widening but marking is at another place or side. People requested to look into the matter.</li> </ol>	<ol> <li>NH-JEN (Dhaula Kuan) Shri Suryakant replied- For widening road width, curves and diversion is considered. The road width is different on both the sides.</li> <li>Consultant informed that Land value will be determined as per present market value. R &amp;R Policy will be based on World Bank and Himachal Government Policy.</li> <li>NH-JEN (Dhaula Kuan) Shri Suryakant replied- Acquired land has been identified through Khasra numbers by PWD from where the road is passing. Acquired land will be compensated by the Government policies.</li> </ol>

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
6	Sirmaur	SARDHA- NGO, Kafota, Oct., 2018 No. of participants- about 150 (attendance sheet signed by 87 only)	NGO SARDHA, Officials from local Gram Panchayats, Local Govt. bodies, Beopar Mandal officials, ASHA workers, College students etc.	<ol> <li>Students informed that outsider labours may involve in eve teasing and girls and ladies of local area may feel unsafe while morning and especially in night hours. (Student)</li> <li>There are no street lights in habitats and girls feel unsafe while back to their homes from work places during evening/night hours. (Presidnet of Teacher association)</li> <li>Mahila mandal representative requested that payment of compensation to be disbursed may be deposited in individual accounts of ladies instead of joint accounts. (Representative of Mahila Mandal, Kafota)</li> <li>Local people may be preferred for employment in project work during execution. (President, Mahila Mandal Khajuri)</li> </ol>	<ol> <li>Executive Engineer assured that proper check will be maintained on all outsiders and every due consideration will be given that no such unwanted incident occurs.</li> <li>The Executive Engineer NH told to all present that Solar lights have been taken into account for all habitats coming in project stretches and CCTV cameras will also be installed at various locations.</li> <li>Executive Engineer NHHPPWD Nahan assured that proper care has been taken and no such dangers are expected.</li> </ol>

S. No.	District	Location, Date and No. of participants	Type of stakeholders	Issues Raised/Discussed	Remarks
				<ol> <li>5. Expressed thanks to MoRTH and world Bank for considering this road which will fulfil the needs of local people in much more better ways in coming future since people are facing lot of difficulties in present day to day scenario. (President youth Sports club)</li> <li>6. Expressed thanks and assured full cooperation from all local bodies when project starts. He desired that lobour coming from outside must be provided basic facilities of sanitation. (President Beopar Mandal)</li> <li>7. People assured that all outsiders coming in area related to this project will be fully co-operated by local people8. People expressed some fear for villagers since same is located on hill top and heavy excavations and cutting may attribute to sliding of their lands.</li> </ol>	

#### 5.3.2 Local Level Consultations

The objectives of local level consultations were to inform the affected persons about the project, R&R policy of GOI/WB, to incorporate their views in the design and mitigation measures as suggested by them. For organizing the local level consultations, Consultation team was framed-up which included one Socio-Economic Analyst specialized in qualitative data collection, two women community organizers, two investigators and one moderator. Group discussions were carried out based on semi-structured guidelines. Efforts were made to cover all those villages having major problems viz., relocation of religious structures or big market or residential area getting affected, etc. Both small and big habitations were covered in order to get representation of all the segments of affected population.

When the project was conceptualized in the year 2012, the local level public consultations were held at few locations during social screening stage. These locations were Badri Chowk in Poanta Sahib, Sataun, Kamrau, Tilordhar, Kafota and Shillai in Sirmaur district and Gumma in Shimla district. Further to this, , when the design was to be revised in 2019, census survey was again conducted in September-October 2019 and another round of consultations were carried out with the community to inform them about the proposed and revised design and obtain their suggestions. The latest Local Level public consultations in September 2019 were carried out at almost all affected village panchayats viz. Gondpur, Ajouli, Sataun, Taal sirmour, Muglawala kartarpura, Badwas, Kamrau, Dugana, Bokala pav, Shilla, Ashyadi, Koti Utarau, Pab Manal, Shillai, Bela, Bandli, Bhatnol, Siri kiyari, Drabil, Dharowa, Jhakando, Bohar and Gumma.

These public consultations were majorly attended by private land holders losing their land due to the project. They raised their concerns for adequate compensations and assistance. The details of discussion and the suggestions received during these consultations is given below in **Table No. 5.3**.

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
1	<b>Gondpur,</b> 18/09/2019, 35 no. of Persons	<ol> <li>People welcomed the road development with suggestion to provide safety provisions to avoid accidents and better riding quality of road.</li> <li>Existing roads are in bad condition. Good road should be constructed with good thickness of material for long durability.</li> <li>They expressed their problem in commuting to school due to bad condition of the road.</li> <li>Link roads should be widened as well.</li> </ol>	
2	<b>Ajouli,</b> 18/09/2019, 20 no. of Persons	<ol> <li>People welcomed road development and appreciated for better road provision deliberated in public consultation meeting.</li> <li>They supported the project and requested that road should be designed taking into consideration the safety of the local people during construction stage and business business/ employment opportunities should be provided to the local people during project implementation.</li> <li>They anticipate that with the better road condition will boost the tourism industry in the area.</li> </ol>	

#### Table 5.3: Some Selected Photographs and Minutes of Meeting (Summarized) of the Public Consultations held in Sep., 2019

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
3	<b>Sataun,</b> 18/09/2019, 30 no. of Persons	<ol> <li>Project road is welcomed by people. They suggested that the road widening should be done with provision of road side drains.</li> </ol>	
4	Taal sirmour, Muglawala kartarpura, 18/09/2019, 25 no. of Persons	<ol> <li>People welcomed the road project as better road connectivity will be beneficial for local people and will provide improved business opportunities.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
5	<b>Badwas,</b> 19/09/2019, 45 no. of Persons	<ol> <li>People welcomed the road project as road construction will improve the lifestyle of the people.</li> <li>Road construction should be done with World Bank guidelines.</li> <li>Proper lighting and provision of culverts should be included in the design.</li> <li>Hill Cutting should be minimized.</li> <li>Provision of Retaining structures and crash barriers should be provided for road safety.</li> <li>Toilet facilities should be provided at the proposed bus stop/ shelter. A passenger shed is required at zero point of the village.</li> </ol>	
6	<b>Kamrau,</b> 19/09/2019, 38 no. of Persons	<ol> <li>Agriculture land holders demanded that reasonable compensation must be provided.</li> <li>Road safety should be taken care and provisions for Street lights and crash barriers should be included in the design.</li> <li>Speed breakers must be provided near schools and hospitals. Proper signboards to be given near such sites.</li> <li>Project should be environment friendly. Park should be provided. Plantation should be provided.</li> <li>Proper Dump yard must be provided.</li> <li>Toilet and parking facilities should be provided.</li> <li>Provision of Retaining structures and crash barriers should be given to save houses in valley side.</li> <li>Facility for drinking water and passenger shed is required.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
7	<b>Dugana,</b> 19/09/2019, 40 no. of Persons	<ol> <li>Proper gradient should be provided on project road to avoid water logging.</li> <li>Crash barriers should be provided.</li> <li>Construction of project road will be beneficial for people.</li> <li>Road should be beneficial for farmers.</li> <li>Road will provide better facility for transport of agriculture produces and vegetables.</li> <li>Private land holders and structure owners demanded for adequate compensation.</li> </ol>	
8	Bokala pav, 19/09/2019, 35 no. of Persons	<ol> <li>People appreciated the Project road as it will be beneficial for commuting to school for students.</li> <li>Project road will solve many of their problems like conveyance, paved road, lighting etc.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
9	Shilla,. 20/09/2019, 40 no. of Persons	<ol> <li>People appreciated the road project as Construction of project road will be beneficial for people.</li> <li>Road safety should be taken care and provision of Solar lights and crash barriers should be included in the design. Sign boards must be provided near schools and hospitals.</li> <li>School playground should be provided.</li> <li>Toilet facilities should be provided along the road.</li> <li>Provision of Retaining structures for safety of villagers.</li> <li>Paved Village roads should be constructed.</li> <li>Cutting of hills should be compensated with retaining structures (breast wall with total height of 9m with each step of 3m height &amp; width)</li> <li>Private land which are not of much use should be acquired for dumping yard.</li> <li>Breast wall is required at school building, patwar building, and ayurvedic hospital.</li> <li>Villagers demanded for adequate compensation to residential, commercial and private land owners.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
10	Ashyadi, 20/09/2019, 50 no. of Persons	<ol> <li>Project road is required urgently. People demanded for adequate compensation for the loss of their houses and shops.</li> </ol>	
11	Koti Utarau, 20/09/2019, 35 no. of Persons	<ol> <li>Construction of project road will be convenient and beneficial for people. Reasonable compensation must be provided to families losing their land and house.</li> <li>Project work should be started as soon as possible.</li> <li>Houses built along the road should be kept safe while construction.</li> <li>Double lane road construction will be beneficial for people.</li> <li>Road construction will reduce travel time of passengers.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
12	<b>Pab Manal,</b> 20/09/2019, 55 no. of Persons	<ol> <li>Cutting should be done with hands instead of machines to avoid any landslide. Retaining structures should be built with crash barriers.</li> <li>Road should be constructed but with less damage.</li> <li>People should be informed before construction of the road because we have land on road.</li> </ol>	
13	Shillai, 21/09/2019, 30 no. of Persons	<ol> <li>Local people should be consulted and adequate measures should be taken to minimize dust and noise pollution.</li> <li>Safety measures should be taken during the construction stage to avoid any accidents.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
14	<b>Bela,</b> 21/09/2019, 20 no. of Persons	<ol> <li>Project road is very necessary.</li> <li>Provision of drain and culvert should be made in the design.</li> </ol>	
15	<b>Bandli,</b> 21/09/2019, 40 no. of Persons	<ol> <li>Safety features in valley side must be provided.</li> <li>Village people demanded for adequate compensation for their structure and Land.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
16	<b>Bhatnol,</b> 21/09/2019, 20 no. of Persons	<ol> <li>Two lane road should be constructed.</li> <li>Adequate compensation must be provided.</li> <li>Safety features in valley side must be provided.</li> </ol>	
17	Siri Kyari, 21/09/2019, 40 no. of Persons	<ol> <li>Project road should be constructed as soon as possible. Good quality of material should be used in construction.</li> <li>Cut material should not be dumped in private land. It should be dumped in dumping site to avoid damage.</li> <li>Safety features in valley side must be provided to avoid erosion.</li> <li>Adequate compensation must be provided to structure and land losers.</li> <li>Provision of street light must be given</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
18	<b>Drabil,</b> 21/09/2019, 35 no. of Persons	<ol> <li>Two lane road is very necessary.</li> <li>Adequate compensation must be provided.</li> </ol>	
19	Dharowa, Jhakando, 21/09/2019, 20 no. of Persons	<ol> <li>Project road is welcomed.</li> <li>Land holders demanded for adequate compensation.</li> </ol>	

S. No.	Village Name, Date and number of participants	Common Issues and Suggestions by Villagers	Photos of Public Consultation
20	<b>Bohar, Gumma,</b> 21/09/2019, 45 no. of Persons	<ol> <li>National highway should be upgraded as existing condition of the road is bad. Two lane road construction is necessary because during apple season the vehicle movement in the area increase many folds and thus creating problem for the local people.</li> <li>Adequate compensation must be provided.</li> <li>Street lights should be provided. Speed breakers must be provided near schools.</li> <li>Paved road and toilet should be provided in market area.</li> <li>Provision of water storage facilities for irrigation purpose should be given.</li> <li>Proper drainage should be provided.</li> <li>Reputed contractor must be hired for construction of road to avoid bad quality of construction.</li> <li>In Gumma market, road level should be 1 m down from shop level (ground level) to avoid water entering in shops.</li> </ol>	<image/>

*Note:* During public consultations most of the people were not willing to sign the attendance sheet. However, tentative Nos. of persons attended the meetings is mentioned in the above table.

#### 5.3.3 Information Disclosure through Media

Public consultations were also covered by print media and details of discussions have been reported in local newspapers. Local newspapers have covered the consultations conducted in 2012 (NHIIP) as well as additional consultations in 2018 and 2019. Electronic media coverage was also telecasted in local news channel which reported the details of the project and it's importance in developing better road connectivity in the area which will further promote tourism and business opportunities.

These media coverage helped in information dissemination among the local and affected people about the project interventions and impacts. The copy of newspapers has been attached as **Annexure-8** and media coverage has been attached as **CD** with this report.

#### 5.4 SUMMARY OF FINDINGS OF ALL TYPE OF CONSULTATIONS

- Majority of PAPs agreed that given the road condition and traffic volume, widening and strengthening is necessary.. They agreed that better connectivity enhance economic opportunities;;
- Compensation was the major issue in every discussion. Most of the PAPs feared of low compensation because of past experience. However, consultants informed them about the procedure of calculating compensation and were also informed about R&R assistances to meet the replacement value. Cash compensation is more preferred by the PAPs.Requests were made by the affected people for providing facilities and amenities like Bus stop/rain shelters along the road and safer accessibility at points of congestion and intersections;
- Affected People are hopeful about employment opportunities to be provided to local people during road construction and later phases of the project
- People suggested that adequate safety measures should be provided such as speed breakers, signages, Crash barriers, retaining walls etc. near inhabited areas, school and hospitals. Safety was the paramount concern among the local population staying along the highway.
- It was suggested by the people that in the design of the road stretch rain water collection/harvesting and proper drainage system should be considered.
- Participants were informed that road safety provisions, extra wide road, footpath and drains will be provided in the urban areas.

#### 5.5 WOMEN'S PARTICIPATION IN CONSULTATIONS AND OUT COMES

A public consultation was held with Local People, Various Mahila Mandals, Govt. Bodies, Vyapar Mandal and College Students at Kafota on March 2019 emphasizing issues on Women safety and Women empowerment (photos enclosed in above section & Attendance sheet is attached as **Annexure-7** with this report)

The meeting was called vide Executive Engineer NH Division HPPWD Nahan office letter No. 14582-98 dated 07-03-2019 at Kafota (RD 40/0) on NH 707.

Wide publicity was made and all local people, various Mahila Mandals working in the area for welfare of females, a well prominent NGO SARDHA (Social Action for Rural Development of Hill Area) Reg. under Act. 1860 (XXI), Officials from local Gram Panchayats, Local Govt. bodies, Beopar Mandal officials, ASHA workers, college students etc. participated in the meeting with full enthusiasm. The participants were requested to express their views and any other suggestions for this road project. Questionnaire used in the public consultation regarding Women safety & Empowerment and Answers by female participants has been given in **Chapter-VII** of this report. The details of discussion and suggestions put forward during this meeting are summarized below:

- 1. Only primary health centers (PHCs) are located in villages and the quality of treatment and medical facilities are less than satisfactory. In emergency they have to reach hospitals at district headquarters only.
- 2. The major part of the stretch depends on the hand-pumps for its water needs; the issue of replacement of hand-pumps attains a very special significance in context of the women.
- 3. The women feel that their mobility will increase as market & relative's places will be easily accessible for them as better road condition will induce more transport vehicles to operate. More shops, markets will open within the village approach area and as a result they will get quality leisure time at their disposal
- 4. The girl students will be able to attain higher education at colleges, since journey time and cost will be greatly reduced and the girls can commute from home all by themselves free of hazard.
- 5. Women from poor families will get job opportunity during construction work as casual labour or at office. Besides, women can operate individual / family enterprise by opening small tea stalls, Shops/eateries to provide meals to the construction labourers. This will enhance their family income as well as their entrepreneurial skill, which may be useful in future.

6. Women labourers feel that improved road network will provide them with better job opportunity as they will be able to travel further and even can commute from home. Moreover, travel by public transport system, like Govt. bus service, will become cheaper and money saved on transport can be better utilized for household needs.

#### 5.6 **DISCLOSURE**

The SIA and Draft Resettlement Action Plan (RAP) would be disclosed on MoRTH website as well at the World Bank Info-shop/ Public Information Centre. Feedback if any would be incorporated into the final RAP document, following which the final RAP will be re-disclosed. Further to enhance transparency in implementation, the list of PAPs for disbursement of benefits shall be separately disclosed at the concerned Panchayat Offices/ Urban Local Bodies, District Collector Offices, Block development Offices, District Public Relations Offices (at the state and district levels), Project office, and any other relevant offices, etc. The Resettlement Policy Framework, Executive Summary of the SIA and RAP will be placed in vernacular language in the District Collector's Office.

#### 5.7 FRAMEWORK FOR CONTINUED CONSULTATION

Information dissemination and consultation will be held during RAP implementation, monitoring and evaluation stages. Consultation will be carried out by the Project Authority through NGO with active involvement of R&R officer at project level. Besides, the Social officer at state level will also carry out consultations with PAPs, local community and other government department officials at suitable time intervals directly with support from NGO and R&R Officer at site.

The information dissemination and consultation will start after the mobilization of NGO at site. It will be carried out by organizing public meetings at suitable locations involving PAPs, local communities, local authorities, NGOs, and other institutions available in the area. Leaflets containing brief information about the project, policy provisions, entitlements, GRC, etc shall be given to PAPs and local authorities as prior information. A month wise work plan for holding consultations will be prepared by the NGO and submitted to R&R Officer. The date, time and venue for holding consultations will be intimated to PAPs, local community and local authorities at least 7 days in advance. The timing of consultation shall be fixed as per the suitability of villagers giving due consideration to peak working time. The intimation for the consultation shall be done by way of drum beating, announcement by loud speaker and by putting up information on the notice board of concerned village/town, and other such public places.

The team of NGO must have women and tribal members while carrying out consultations. Separate/additional consultations/interactions with the women, tribal and other vulnerable groups shall be organized.

After verification of PAPs, list of PAPs will be displayed in the concerned village/town. In the consultation meetings various aspects covered in the RPF will be explained for better understanding of the people in general and PAPs in particular. It is expected that people would have several questions and doubts which require clarifications. The forum will provide a platform to discuss those questions and clear doubts. Consultations with people at frequent intervals would improve their understanding about the project, importance of their participation and also the likely benefits associated with the project. Further, one to one consultations with PAPs will also be carried out by the RAP implementation agency to inform the extent of impact, explain the entitlement, importance of identity card, opening of joint account, mechanisms for grievance redress, and also providing suggestions and complaints. Micro plan approved by the project authority will be placed in concerned villages with panchayat office for review and to minimize grievances. Every item contained in the micro plan shall be explained to the satisfaction of PAPs so that there is no scope of any grievance at a later stage. Further, consultations at household level will be undertaken for skill improvement training purpose, use of compensation amount and livelihood restoration.

In the first three months of the RAP implementation, at least 3 rounds of consultations will be carried out at those locations where project is likely to cause adverse impacts.

In addition to the above, the Social Officer (at State Level) shall separately organize information dissemination and consultation meetings every quarterly in the project stretch. In the consultation meetings various aspects of the project would be explained and also the status of the project (technical, social & environmental) would be revealed. PAPs, local community and others would be given opportunity to discuss issues and seek clarifications in context of the project. It is expected that regular interactions with PAPs and local community directly and through NGO would help build good rapport with them. Printed leaflets/ information booklets would be prepared by the Social Officer for distribution in the project area. The Social Officer will play lead role to explain various aspects of the project, importance of consultations and also seek their participation and co-operation in the project. The RAP implementation agency will help and assist the Social Officer (Project Authority) organizing information dissemination and consultation meetings without any additional financial implications. For wider publicity of the consultation meetings similar procedure shall be followed. In addition, government officials in the surrounding areas shall be officially invited to participate in the meetings.

A Minutes of Meeting would be prepared and read out to people present in the meeting. The Minutes of Meeting would be signed by the officials and some of the participants present and will be kept in project file documentation purpose.

#### 5.8 SUGGESTION AND COMPLAINT HANDLING MECHANISM (SCHM)

The MoRTH recognizes the importance of this and hence intends to establish a SCHM for the NHIIP. The communication channels to report project related complaints/concerns will be disclosed at all levels of institutions—MoRTH, State, Project/site level.

Though the Right to Information Act, 2005 an Act of the Parliament of India provides for setting out the practical regime of right to information for citizens. The Act applies to all States and Union Territories of India except the State of Jammu and Kashmir. Under the provisions of the Act, any citizen may request information from a "public authority" (a body of Government or "instrumentality of State") which is required to reply expeditiously or within thirty days. The Act also requires every public authority to computerize their records for wide dissemination and to pro-actively publish certain categories of information so that the citizens need minimum recourse to request for information formally. In other words under the act, citizens have right to seek information from concerned agencies by following the set procedures. However, it is quite likely that many people may not use the provisions of this Act, only in limited cases covering serious concerns. Being an inter-state project involving several states and large scale of civil works along with R&R and Environment issues, the project is likely to receive many suggestions, complaints, inquiries, etc through the project implementation period. Therefore, MoRTH has agreed to establish SCHM as a good practice to address public concerns pertaining to various issues. SCHM will report all project related LA and R&R of the PAPs for redressal through the concerned PIU or GRC as appropriate. Several communication channels viz., toll free phone number, dedicated email, mechanism for on line submission of suggestions/complaints/inquiries, provision of suggestion/complaint box (at site and project office), post and other suitable means shall be set up for suggestion and complaint handling.

From the initial stage of the RAP implementation, the RAP IA will also disseminate information regarding SCHM to local people and road users by organizing consultations, distributing fliers, announcement by loud speakers, hoardings, etc. During consultations the RAP IA personnel will explain the process of SCHM in detail.

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## CHAPTER-6 ANALYSIS OF ALTERNATIVES

### **CHAPTER-6**

## ANALYSIS OF ALTERNATIVES AND MINIMIZATION OF IMPACTS

#### 6.1 GENERAL

The mandate of the current project is to widen the existing road to 2 lanes with provision of paved shoulder in the built-up sections and hence there no alternative site is involved. However, the chapter discusses on the "With" and "Without" project scenarios. The methodology that has been adopted for the evaluation of the alternate alignment route for construction of Project Road and the selection is based on engineering, economic, environmental and social considerations have been highlighted. The minimization of social impacts by considering design alternatives determines the extent of mainstreaming of the social component. This chapter looks at the decisions made during the project when alternatives were available and describes the rationale behind each decision.

#### 6.2 "WITH" AND "WITHOUT" PROJECT SCENARIO

Keeping in view the site conditions and the scope of development of the area, the 'with' and 'without' project scenarios have been compared as given in Table 6.1.

By looking at the table 6.1, it can be concluded that "With" project scenario positive/beneficial impacts will enhance social and economic development of the region compared to the "Without" project scenario, which will further deteriorate the present environmental setup and quality of life. Hence the "With" project scenario with minor reversible impacts is an acceptable option than the "Without" project scenario. The implementation of the project therefore will be definitely advantageous to achieve the overall development of the economy and progress of the region.

The project will have multiple benefits. The project will increase the potential of the area and fast connectivity between Himachal Pradesh, Uttarakhand and Haryana. Being improved limestone linkage from Sataun, there is further scope of installation of 17 Nos. new factories at Gumma, which is under active consideration of Government of Himachal Pradesh.

Component	Without' Project Scenario	With' Project Scenario	
Connectivity and Development	<ul> <li>The connectivity between the other National and State Highways is not good.</li> <li>Existing connectivity with</li> </ul>	1	

Table 6.1: 'With' and 'Without' Project Scenario

Component	Without' Project Scenario	With' Project Scenario
	<ul> <li>Delhi, Haryana and Uttarakhand need to be improved, for the economic beneficial transportation of horticulture produces and apples.</li> <li>Pavement conditions are in poor condition resulting in high travel time, bad vehicle conditions, and more pollution.</li> <li>Poor pavement conditions restricting people's access to local market, Medical facilities, education centers, work zones etc.</li> </ul>	<ul> <li>Delhi and Uttarakhand will improve.</li> <li>Travel time will be reduced due to improved pavement conditions and road geometry and hence Pollution levels will be reduced as well.</li> </ul>
Social and Cultural Environment	• There will not be any impact on existing social and cultural environment.	<ul> <li>290 structures including 16 common property resources will be affected due to proposed widening.</li> <li>Necessary R&amp;R plan has been developed to address the socio economic impact due to the proposed project.</li> <li>Total land acquisition will be 11.7423 ha.</li> </ul>
Carriageway	• 2 lane/ intermediate / earthen shoulder	• 4 lane, 2 lane with paved shoulder and intermediate lane at various chainages has been proposed to improve the road condition.
Drainage/ Water logging	• Water logging issues are observed along the road side specially settlement area due to absence/non-functional drains.	<ul> <li>Water logging conditions will be improved by reconstruction of culverts/ bridges with adequate hydraulic (details are provided in Chapter-2 Project Description)</li> <li>New cross drainage structures and drains are also</li> </ul>

Component	Without' Project Scenario	With' Project Scenario	
		provided to address the flooding and water logging issues.	
Financial Implications	• Without project scenario does not involve any capital cost, but there will be recurring maintenance cost to maintain the smooth flow of traffic.		

The potential benefits of the proposed road improvements are substantial and farreaching both in terms of the geographical spread and time.

Further, there is vast scope for many pharmaceutical industries and limestone industries after up-gradation of NH-707. This project will also reduce the travel time substantially. In addition this project road will provide further other benefits like:

- Fast and safe connectivity resulting in saving in fueland Total Transportation cost to the society;
- Employment opportunities to local people during road construction;
- Development of local industries, agriculture and handicrafts;
- Development of tourism and pilgrimage;
- Transporting, processing and marketing of agricultural products;
- Reduction in accidents;
- Reduction in pollution;
- Opening of opportunities for new occupations;
- Better approach to medical & educational services and quick transportation of perishable goods like fruits, vegetables and dairy products; and
- Improved quality of life for people and so on

However, there would be an increase in the vehicular pollution-air and noise, in the vicinity of the highway. This road construction will result in loss of private properties and loss of living. But at the same time, if the project is not implemented, there is likelihood that with the further deterioration of the project road, the economic development and business opportunities in the area will be hampered. Hence, it is clear that the implementation of the project will be a definite advantage to State of Himachal Pradesh in order to achieve all-round development of its economy and progress of its people.

#### 6.3 SAFETY ASPECTS

While assessing the impacts, safety of the road users and the roadside communities has been found to be a major concern. A number of measures have been proposed to reduce the risk of traffic accidents. In some places, these safety measures are coterminus with the project's impact minimization measures. Horizontal profile correction and intersection improvement has been suggested for betterment of the project corridor. Other safety measures taken are:

- Improvement of existing curves in road design,
- Improvement of existing Curve at bridge approaches.
- Provision of adequate traffic signage,
- Widening of bridge with footpath in built-up location,
- Embankment protection in approaches to bridge,
- Foot path and pedestrian guard rails in built up zone,
- Improvement of existing highway junction,
- Retro-reflective painting on roadside plantations.
- Provision of retaining walls, breast walls, gabion walls, other engineering and bio-engineering measures of slope protection to avoid landslides.

### 6.4 WHY ALTERNATIVE FOR REALIGNMENT AND BYPASSES ARE NOT APPLICABLE FOR THIS ROAD

The project road having a total length of 97 Km is majorly passing through mountainous and steep terrain (in about 85 Km length). The existing alignment is deficient in geometry with around 1,800 nos. of horizontal curves and vertical gradient up to 18% at some places which is proposed to be improved. Hence, due to presence of steep terrain, availability of limited land and involvement of huge amount of cutting of rocks provision of any further realignment and bypass is not feasible. Also, Provision of this will lead to heavy amount of land acquisition and increased project cost.

# 6.5 MINIMIZATION OF LAND UPTAKE BY PROVIDING INTERMEDIATE CARRIAGEWAY

By keeping in view the traffic projections and widening requirements, intermediate lane configuration (5.5 m) has been proposed in last 24.900 Km stretch. This will further reduce the impact on land acquisition that would have occurred by provision of two lane carriageway. For intermediate carriageway corridor of impact varies from 11 m to 14 m as compared to 14 m to 18 m for two lane carriageway.

## 6.6 MINIMIZATION OF LAND UPTAKE BY ELIMINATING PAVED SHOULDERS

Four lane configuration has been proposed in the initial 1.500 km section due to presence of built-up area of Paonta Sahib. Beyond this, two lane configuration with paved shoulder has been proposed in a length of 16.300 km due to presence of industrial area and heavy truck movement upto Sataun which is also a major stockyard of lime. Beyond this point, two lane and intermediate carriageway has been provided in a length of 52.800 km and 24.900 km without the provision of paved shoulder which will also reduce the corridor of impact and minimization of land use.

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CHAPTER-7 PROJECT IMPACTS

## CHAPTER-7 PROJECT IMPACTS

#### 7.1 INTRODUCTION

The proposed project can be viewed as boosting economic growth and poverty reduction which will bring substantial social and economic development in the region. The social benefits arising due to the project will be triggered off by the improved accessibility to various services such as easy access to markets, health facilities, schools, workplace etc. It will in turn increase the income of the local people and elevate their standard of living. The possible direct and indirect positive impacts are listed below:

- The immediate benefit of road construction and improvement is that it brings direct employment opportunities for the roadside habitations. Especially for those who work as daily wage laborers etc.
- Improved road networks provide better links between villages, communities and urban areas. It provides wider access to market facilities, health centers, education etc.
- Improved road networks encourage urban entrepreneurs to invest in far and remote areas in commercial farming and industrial activities.
- Improved roads also help people building strong institutional network with outside agencies.
- Road network not only link people to better markets but also introduce them to newer work opportunities at distant places. People can shuttle to distant places for work such as engage in construction, factories, business as well as domestic works.

Due to the proposed project, a number of adverse effects are also likely to be encountered by the people. The losses likely to be experienced by the people are loss of residential structure, loss of commercial structure, loss of agricultural land, loss of fruit bearing and non fruit bearing trees, loss of common property etc.

In this particular stretch, the impact of land is due to curve improvements at few locations. In context of the existing RoW and the encroachments in the RoW, the project-affected structures are owned by both titleholder and non-titleholders.

To assess the impacts likely to arise from land acquisition, the detailed Census Survey was conducted in the month of September-October, 2019 for each affected household/structure. During the Census survey, Socio-economic data was also collected as much as possible. However, some of the families were not willing to

share complete information mainly related to family details, income level, assets owned etc. In such cases, their data has not been included in the analysis and have been separately mentioned under each section. Collected data and information regarding project impacts and socio-economic data is presented in subsequent sections in this chapter.

#### 7.2 LAND AVAILABILITY

The project road is Intermediate/Two Lane from Chainage Km 0 to Km 11.500 and is Single/ Intermediate Lane from Chainage Km 11.500 to Km 97.000. Based on detailed field verification with the help of revenue maps, it has been found that the land width in project section is varying between 8 to 32.5 m. The chainage wise existing ROW details collected from Revenue and PWD department is attached as **Annexure-2**.

#### 7.3 LAND REQUIREMENT FOR THE PROJECT

Land is to be acquired for junction improvement, curve improvements, widening and for dumping purposes. In total, 29 villages will be affected due to land acquisition. District-wise Land Acquisition Details of the affected villages is given in tables **Table 7.1** below.

District	No. of Village (Land to be Acquired)	Land to be Acquired (Area in Ha)
Sirmaur	27	9.405
Shimla	2	2.3373
Total	29	11.7423

Table 7.1: Land Acquisition by District

Source: As per LA Plan (Approved 3A) Sep, 2019

The additional land required as per final design, which is 11.7423 ha, includes both government and private land. Out of 11.7423 Ha, 8.9153 ha is private land which will be acquired for the project. **Table 7.2** shows the Land type required for the project road.

District	Private	Government	Total
Sirmaur	8.8889	0.5161	9.405
Shimla	0.0264	2.3109	2.3373
Total	8.9153	2.8270	11.7423

Table 7.2: Land Acquisition Type by Area

Source: As per LA Plan (3A) Sep, 2019

#### 7.4 IMPACT ON LAND

The project requires acquisition of 8.9153 Ha of private land and the acquisition will be done as per the provisions of the National Highway Act 1956. Out of total 8.9153 ha. private land, area requirement for road widening/curve improvement will be 69.01%, for dumping sites 25.37% and for other facilities will be 5.62%. The activity wise requirement for land acquisition is given below:

Table 7.3 Land Required for Road Widening/ Curve Improvements, Dumping
Sites, Facilities

Sr. No.	Particulars	Land Area (ha.)	Percentage
1	Road widening/ curve improvements	8.1036	69.01
2	Dumping Sites	2.9787	25.37
3	Truck lay-by	0.66	5.62
	Total	11.7423	100

In total, 433 landholders will be impacted due to land acquisition. A major portion of the land will be acquired in Sirmaur district where 406 private landholders will lose their land. In Shimla district, only one private landholder is losing land. District wise breakup of the number of affected landholder is given in below table:

 Table 7.4: Summary of Total Landholders

District	Private	Govt.	Total
Sirmaur	406	15	421
Shimla	1	11	12
Total	407	26	433

Out of the 407 Private landholders impacted, 77.6% are agriculture landholders and 22.4% are non-agriculture landholders. List of agriculture and non-agriculture private landholders is given in table 7.5 below:

 Table 7.5: Agriculture and Non-agriculture Land

District	Agriculture	Non-Agri	Total
Sirmaur	316	90	406
Shimla	0	1	1
Total	316	91	407
Percentage	77.6	22.4	100

Source: As per LA Plan (Approved 3A) Sep, 2019

#### 7.5 IMPACT ON STRUCTURES

The project between Chainage km 0 to km 11.500 has built-up areas with commercial establishments and the road is mostly Barren Hilly land with patches of forest and Habitations between Chainage km 11.500 to km 97.000. During the Census survey in the month of Sep.-Oct., 2019, it was found that there are encroachments within the existing ROW. Among the Non-titleholders, majority of the affected households are encroachers. The nature of activities of Non-titleholders varied from small shops, tea stalls, grocery, general stores, cigarette/ pan stalls, shoe repair, auto repair shops etc. As per the Census survey, a total of 290 structures will be impacted due to project activities which includes 274 private structures and 16 Community Property resources.

#### 7.5.1 Impact on structures by usage of structure

As per the census survey, 290 Nos. structures will be affected out of which 53.10% are commercial structure. About 22.76% are resident-cum-commercial structures. It was noted during field visits and consultations that many owners of these structures have extended a portion of their property into the government land to open small shops (made of tin sheds). In majority of the cases, with the road widening they will be losing this commercial establishment only and will not have much impact on the residential part. A total of 16. CPR & Govt. properties will also be impacted due to the proposed project. **Table 7.6** Shows the Impact on structures by Usage.

Name of District	Residential	Commercial	Res cum commercial	CPRs /Govt.	Total
Sirmaur	50	140	60	14	264
Shimla	4	14	6	2	26
Total	54	154	66	16	290
Percentage	18.62	53.10	22.76	5.52	100

 Table 7.6: Impact on Structures by Usage

Source: Sept.-Oct., 2019 Census Survey, CEG

#### 7.5.2 Impact on structures by typology of structure

Out of total 290 structures, 162 structures (55.86%) are permanent in nature which includes all the 16 CPRs/Govt. impacted structures. About 31.38% of affected structures are temporary in nature. The **Table 7.7** gives the details of Impact on structures by typology.

District	Permanent	Semi-Permanent	Temporary	Total
Sirmaur	147	30	88	265
Shimla	15	7	3	25
Total	162	37	91	290
Percentage	55.86	12.76	31.38	100

 Table 7.7: Impact on Structures by Typology

Source: Sep.-Oct., 2019 Census Survey, CEG
During the census survey, the affected area of the settlements was calculated by taking measurements from existing centerline to COI. Most of the structures are partially affected and very few structures are affected fully or loosing total land. The affected permanent & Semi-permanent structure area is 4204.71 sq m, and temporary structure area is 1074.87 sq m.

Sr. No.	Type of structure	Affected Area (Sq. M.)
1	Permanent & Semi-Permanent	4204.71
2	Temporary	1074.87
	Total	5279.58

 Table 7.8: Affected Area of Structures

## 7.5.3 Impact on Common Property Resources (CPRs)

CPRs impacted include religious structures, Bus stop and govt. building. Total 16 CPRs are getting affected which includes 2 religious structures, i.e. temple and 10 Bus Stops. **Table 7.9** Shows the Impact on Common Property Resources.

CPRs	Nos.	Percentage
Religious Structures (Temples)	2	12.5
Hand Pump	1	6.25
Bus Stop & Sheds	10	62.5
Govt. Building	3	18.75
Total	16	100.00

 Table 7.9: Impact on Common Property Resources

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.5.4 Ownership status of private structures

Out of 290 affected structures, 274 are private structures. Out of total 274 affected structures, 36.1% structures are owned by titleholders (Owners), 57.7% are Encroachers and 6.2%. are squatters. **Table 7.10** Impact on Structures shows the district wise details on impacted structures.

 Table 7.10: Impact on Structures

Name of District	Titleholders	Encroachers	Squatter	Total
Sirmaur	89	146	16	251
Shimla	10	12	1	23
Total	99	158	17	274
Percentage	36.1	57.7	6.2	100

Source: Sep.-Oct., 2019 Census Survey, CEG

## 7.5.5 Affected Households & Persons

The socio-economic characteristics of the project affected habitation have been analyzed based on information collected during Socio-economic survey. As per the census survey, 274 households and 938 PAPs will be impacted due to the project, as shown in **Table 7.11**.

District	Affected households	PAPs
Sirmaur 251		897
Shimla	23	41
Total	274	938

Table 7.11: Affected Households and PAPs

Out of total 938 project affected persons, 521 are males and 417 are females with a sex ratio of 800, which is very poor in comparison to national sex ratio of 943.

Districts	Male	Female	Total
Sirmaur	493	404	897
Shimla	28	13	41
Total	521	417	938

 Table 7.12: Affected Male & Female Population

## 7.6 SOCIO-ECONOMIC SURVEY OF PROJECT AFFECTED HOUSEHOLDS

The socio-economic survey of affected households was conducted along with census survey conducted in Sept.-Oct., 2019. A questionnaire was used for both census and socio-economic surveys which is attached in **Annexure-4**. The socio-economic details of the people includes their education status, Social stratification, Income level, Occupation etc.

## 7.6.1 Demographic details of affected households

As per the census and socio-economic survey, total household affected are 274 and the total PAPs are 938. The sex ratio of the affected households is 800 females over 1000 males. The literacy rate of affected household is 78%. The details of summary of households is given in

**Table 7.13**, which shows village wise breaks up of proposed project affected people with their sex ratio and literacy rate.

Districts	Project Affected Villages	Affected PAHs	Affected PAPs Total	Males	Females	Sex Ratio	Literacy of PAHs (%)
	Gumma	8	15	12	3	250	86.7
Shimla	Jamli	4	5	3	2	667	40.0
Siiiiia	Meenus	8	18	10	8	800	50.0
	Rohana	3	3	3	0	0	33.3
	Badripur	33	160	83	77	928	85.0
	Bokala	1	4	2	2	1000	100.0
	Chandav Malan	2	9	4	5	1250	44.4
	Chillon	2	8	5	3	600	50.0
	Dabraha	3	5	3	2	667	40.0
	Drabil	4	8	4	4	1000	75.0
	Dhakkardhar	1	NA*	NA	NA	NA	NA
	Fedewala	1	2	1	1	1000	100.0
	Gangtoli	3	4	2	2	1000	50.0
	Gondpur	5	10	6	4	667	80.0
	Havena	5	13	7	6	857	69.2
	Jawalapur	5	16	8	8	1000	75.0
<b>C</b> :	Kafota	21	74	42	32	762	73.0
Sirmaur	Kamrau	28	136	77	59	766	82.4
	Kando	1	2	1	1	1000	50.0
	Khijiyar	3	12	8	4	500	83.3
	Nariwala	1	NA	NA	NA	NA	NA
	Nihalgarh	1	2	1	1	1000	100.0
	Rajban	2	4	2	2	1000	100.0
	Sataun	4	18	10	8	800	72.2
	Shilla	3	6	4	2	500	100.0
	Shillai	57	162	88	74	841	76.5
	Shri Kayari	1	2	1	1	1000	100.0
	Tal Sirmaur	1	2	1	1	1000	100.0
	Taruwala	8	35	21	14	667	82.9
	Tilordhar	22	90	51	39	765	78.9
	Timbi	33	113	61	52	852	77.9
	Total	274	938	521	417	800	78.0

Source: Sep.-Oct. 2019, Census Survey, CEG (NA\*-Not Available)

## 7.6.2 Social Category

Out of total 938 PAPs, about 60% belong to General cast, 11.7% are SC, 15% are OBC and 13.5% are others who did not respond about their cast. There is no ST family found to be affected during survey. Villages wise break up of households getting affected as per their social stratification is given in below table 7.14.

Districts	Affected Villages	Gen	SC	ST	OBC	Not Responded
	Gumma	8	0	0	0	0
Chimle	Jamli	1	0	0	1	2
Shimla	Meenus	1	2	0	2	3
	Rohana	2	0	0	0	1
	Badripur	20	4	0	5	4
	Bokala	1	0	0	0	0
	Chandav Malan	1	0	0	1	0
	Chillon	0	2	0	0	0
	Dabraha	1	1	0	0	1
	Dhakkrdhar	0	0	0	0	1
	Drabil	1	0	0	3	0
	Fedewala	1	0	0	0	0
	Gangtoli	1	1	0	0	1
	Gondpur	0	0	0	2	3
	Havena	2	1	0	0	2
	Jawalapur	2	0	0	3	0
	Kafota	16	3	0	2	0
Sirmaur	Kamrau	24	1	0	1	2
	Kando	0	0	0	1	0
	Khijiyar	0	0	0	1	2
	Nihalgarh	1	0	0	0	0
	Nariwala	0	0	0	0	1
	Rajban	2	0	0	0	0
	Sataun	3	1	0	0	0
	Shilla	3	0	0	0	0
	Shillai	35	11	0	1	10
	Shri Kayari	1	0	0	0	0
	Tal Sirmaur	0	0	0	1	0
	Taruwala	3	1	0	4	0
	Tilordhar	15	1	0	6	0
	Timbi	19	3	0	7	4
	Total	164	32	0	41	37
	Percentage p-Oct 2019 Census Su	59.9	11.7	0.0	15.0	13.5

 Table 7.14: Village Wise Social Stratification of Affected Households

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.6.3 Family Types

The socio-economic survey revealed that the average family size of the affected households is 3.42 persons and the concept of joint family is still prevailing in the region. Out of affected 274 households, 65 households did not share their family information during the census survey and thus has not been included in below table 7.10. Out of total 274 affected households, 36.86% are joint families and 39.42% is nuclear family. The nuclear family in the project affected area is growing due to migration, employment etc. **Table 7.15:** gives the family type of the project households/families.

District	Nuclear	Joint	Info Not Avail.	Total
Sirmaur	98	86	-	
Shimla	10	15	-	274
Total	108	101	65	
Percentage	39.42	36.86	23.72	100

Table 7.15: Family Types of PAHs

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.6.4 Literacy & Educational Status

The social development of a region can be signified by many indices, one of which is literacy status of the population. It was found that out of the total affected PAPs who have achieved education upto primary level are 16.2%, Upper primary are 19.7%, high school are 17.5% and graduation are 17%. Only 4.4% of the affected PAPs have completed their post-graduation or are technically qualified. About 6% of the PAPs didn't respond about their educational qualification. **Table 7.16:** shows Literacy Status of the project-affected persons.

Literacy Level	Sirmaur	Shimla	Total	Percentage
Illiteracy	166	14	180	19.2
Primary	145	7	152	16.2
Upper primary	179	6	185	19.7
High School	159	5	164	17.5
Graduate	156	3	159	17.0
Technical	7	0	7	0.7
Post Graduate	32	3	35	3.7
Not Responded	49	7	56	6.0
Total	844	38	938	100

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.6.5 Occupational Pattern

Occupational pattern of the head of the household and members were recorded during the Census cum Socio-economic survey. Out of 938 PAPs, 617 persons are either housewives, children or elderly persons. They have not been included in the working population and are not included in the below table.

Occupational pattern reflects the dominant economic activity in the area. The affected PAPs are mainly engaged in trade and business (38.32%). A small percentage of earning members (22.12%) is either servicemen or are in professional jobs. About 22% persons are engaged in agriculture and agriculture labor work. **Table 7.17:** shows the occupational background of the project-affected persons.

Type of Occupation	Persons	Percentage
Agriculture	10	3.12
Agriculture Laborer	62	19.31
Service\ Professional	71	22.12
Trade\ Business\ Self Employed	123	38.32
Non Agricultural Labourers	55	17.13
Total	321	100

 Table 7.17: Occupation Patterns of PAPs

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.6.6 Income Level

Annual Income helps in assessing family's financial condition. During the Census survey incomes of a household through the Questionnaire were recorded. As most of the household were not willing to share this information, data of 219 households is presented in table below. As per available information collected during survey, The Income Level of the affected households is mostly (71.5%) above Rs. 60,000 per annum. About 8.4% families earn between 36,000 to 60,000 per annum. About 20% families didn't share information about their income level. **Table 7.18:** shows the income level of the affected households.

 Table 7.18: Income Level of PAPs

Income Slab	Number of Household	Percentage
Up to 36,000 per annum	0	0
36,000-60,000 per annum	23	8.4
60,000 & above per annum	196	71.5
Not Responded	55	20.1
Total	274	100

Source: Sep.-Oct. 2019, Census Survey, CEG

The proposed road alignment will reduce the distances and improve the road conditions. This will facilitate growth of more economic activities, access to better economic prospect outside the area and hence increase in income generation.

## 7.7 VULNERABLE GROUPS

The information on vulnerable groups were also collected during / Socio-economic survey. Many households belonged to Schedule Caste, Below Poverty Level (BPL) categories and many households were vulnerable in context that the head of the households were either Physically Challenged, Women Headed Households (WHH) or Old Aged (above 65 years). The affected households falling within any of these groups has been considered as vulnerable group. These households need special consideration so that they can be benefitted from the project and do not further get socially and economically marginalized Single vulnerability has been considered for affected households falling within any of these categories. As per the socio-economic survey, Women Headed Household and BPLs are least in number among the affected households are 31 Nos. and 42 Nos. persons falls in old age (>65 years) category. There are 8 BPL families getting affected which accounts for 3% of the total affected households. **Table 7.19:** gives the details of the vulnerability category.

Vulnerability Category	No. of Households
Women Headed Household	8
Physically Challenged	9
Below Poverty Line	8
Scheduled Caste	32
Scheduled Tribe	-
Total	57

 Table 7.19: Vulnerability Category

Source: Sep.-Oct. 2019, Census Survey, CEG

## 7.8 IMPACT ON WOMEN

Project would impact 8 Women Headed Households. The percentages of such families affected are around 3% from the total affected households. For the cause of compensation and assistance to be provided to these households, it is better to consider the absolute number of such families in the affected and displaced categories. Chapter 7 provides details on mitigation and other support measures regarding gender issues.

#### 7.9 LEVEL OF IMPACTS

Out of the total 274 private structures, 97 structures will be fully affected. Most of these fully affected structures (79.38%) are commercial in nature and are non-titleholders. The details of fully affected structures is given in Table 7.20. During census survey and public consultation, it was noted that the owners of these structures have been residing here since two/three generations. So, they don't want to get relocated. They have demanded for adequate compensation and assistances, so that they can make their own arrangements.

S. No.	Descriptions		Percentage
1	Losing Total House	4	4.12
2	Losing Total House and part of Plot (Aangan or Courtyard		2.06
3	Losing Total Plot and Total House		3.09
4	Losing Total Commercial Structure		79.38
5	Losing Total Commercial Structure and Total Plot		5.15
6	Losing Total House and Total Commercial Structure		5.15
7	Losing Total Livelihood for Commercial Tenant		1.03
	Total	97	

#### Table 7.20: Level of Impacts

Source: Sep.-Oct. 2019, Census Survey, CEG

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CHAPTER-8 GENDER ISSUE & WOMEN'S PARTICIPATION

# CHAPTER-8 GENDER ISSUE & WOMEN'S PARTICIPATION

#### 8.1 GENERAL

There are two important aspects of project where gender issues require an address. Women are going to experience socio-economic impacts due to acquisition of land for the project and during the construction//implementation phase.

Impacts on women due to land acquisition have been addressed in the following section. 'Women's Participation' deals with the aspects of the project on RAP and during the construction phase. Women as a vulnerable group, woman-headed households, livelihood and training for women, etc., are mentioned in other Sections of the Report also.

**Global Context**: Violence against women and children takes many forms, including sexual, physical, emotional and economic abuse. It occurs in the home and on the streets and in times of peace and in conflict and crisis. Recent estimates by the World Health Organization indicate that 35 percent, or one in three women worldwide have experienced some form of physical or sexual assault. GBV is an expression of gender inequality that prevents women and their families from escaping poverty, drains public resources and impedes human development and economic productivity.

**National Context:** Women and girls in India today continue to experience multiple forms of violence, across multiple intersections, including of religion, caste, class, abilities and sexual orientation. In India, the global data on gender violence is complemented by NFHS (National Family Health Survey (NFHS4), 2015-16 at the national level which shows that 30 percent of women have experienced physical violence since age 15, and 6 percent have ever experienced sexual violence in their lifetime. 33 percent of ever-married women have experienced physical, sexual, or emotional spousal violence. Despite this, only 14 percent of women who have experienced physical or sexual violence by anyone have sought help to stop the violence.

## 8.2 LEGAL AND POLICY ENVIRONMENT FOR WOMEN'S SAFETY

## 8.2.1 International Instruments

Over the past three decades, the international community has undertaken many measures to make the world a safer place for women and children. Intimate partner violence is the most common and widespread form of gender violence experienced by women globally. A number of studies capture the extent of this violence in different countries.

The international legal and policy framework establishes standards for action by countries to meet their legal obligations and policy commitments to address violence against women. Some of the key International instruments1 for the protection of women include the following:

• United Nations General Assembly, Convention on the Elimination of All Forms of Discrimination Against Women (CEDAW):

Date of adoption: 18 December 1979.

Under CEDAW, States ensure through competent national tribunals and other public institutions the effective protection of women against any act of discrimination and refrain from engaging in any practice of discrimination against women and to ensure that public authorities and institutions shall act in conformity with this obligation.

• Fourth World Conference on Women, Beijing Declaration and Platform for *Action* 

Date of adoption: 15 September 1995

The Platform for Action states that 'women may be vulnerable to violence perpetrated by persons in positions of authority in both conflict and non conflict situations. Training of all officials in humanitarian and human rights law and the punishment of the perpetrators of violent acts against women would help to ensure that such violence does not take place at the hands of the public officials in whom women should be able to place trust, including police and prison officials and the security forces' (para. 121).

• United Nations General Assembly, Resolution 52/86 on Crime Prevention and Criminal Justice Measures to Eliminate Violence Against Women

Date of adoption: 2 February 1998.

• United Nations Security Council Resolution 1325 on Women, Peace and Security Date of adoption: 31 October 2000

UN SCR 1325 is a key document in influencing police organizations to incorporate gender aspects into the reforms. The resolution calls on all actors involved, when negotiating and implementing peace agreements, to adopt a gender perspective, including measures that ensure the protection of and respect for human rights of women and girls, particularly as they relate to the constitution, the electoral system, the police and the judiciary. The Council invites Member States to incorporate the protection, rights and the particular needs of women, as well as the importance of involving women in all peacekeeping and peace-building measures, into their national training programs for military and civilian police personnel in the preparation for deployment.

<sup>&</sup>lt;sup>1</sup> Gender based violence : A guide for capacity building of gender responsive police service delivery : Institute for Development & Communication / International Development Research Centre

#### 8.2.2 National Instruments

Existing gender inequalities in India create conditions of unequal access to the resources between men and women and manifests into violence through the practice of differentiation. Norms such as male pre-eminence, female seclusion, value of male child, honor, chastity, practice of dowry, restricted mobility, female circumcision and acts of direct violence (rape, wife-beating, dowry death etc.) are manifestations of deep seated gender inequalities across India.

Domestic violence is one of the most common forms of gender-based violence against women and has been recognized since 1983 as a criminal offence under Indian Penal Code 498-A. However, it was not until the enactment of the Protection of Women from Domestic Violence Act 2005 (PWDVA), which came into effect in 2006, that civil protections were afforded to victims of domestic violence. Similarly the laws on sexual violence and rape were amended in 1983 in the Mathura rape case where a 16 year old girl was raped by two policemen in the police station while her relatives were waiting outside. More recently, India amended its Criminal Procedure Code in 2013 and enacted the Sexual Harassment of Women at workplace (Prevention, Prohibition, Redressal) Act.

Some of the key policies and laws pertaining to gender based violence in India include the following:

- National Policy for the Empowerment of Women<sup>2</sup> Year of adoption: 2001.
- India has signed and ratified **Convention on Elimination of Discrimination against Women** (**CEDAW**)<sup>3</sup>. Since then, the national policy for Women 2016 and other policies and amendments on acts has been reflecting the principles highlighted in the related international conventions The goal of this Policy is to bring about the advancement, development and empowerment of women.
- The Sexual Harassment of Women at Workplace (Prevention, Prohibition and Redressal) Act, 2013, is introduced to prevent and provide redressal of complaints of sexual harassment. One of the main provisions in this act is that it calls for constituting an Internal Complaints Committee at each office or branch with 10 or more employees/workers.
- The **Protection of Women from Domestic Violence Act, 2005**<sup>4</sup> defines domestic violence, describes the powers and duties of protection officers, service providers and lists the procedures for obtain reliefs.

<sup>&</sup>lt;sup>2</sup> "Draft National Policy for Women 2-16\_0.pdf" on http://wcd.nic.in/sites/default/files

<sup>&</sup>lt;sup>3</sup> http://treaties.un.org/

<sup>&</sup>lt;sup>4</sup> "TheProtectionofWomenDomesticViolenceAct2005.pdf" on http://ncw.nic.in/acts

- The Dowry Prohibition Act, 1961 makes giving and demanding dowry as a punishable offence. Section 8B identifies Dowry Prohibition Officers who are appointed not only to prevent the offence but also to collect evidence and perform additional functions that are deemed to serve the purpose of the act.
- The **Protection of Children from Sexual Offences Act, 2012**<sup>5</sup> has been framed to strengthen the legal measures for protecting children from any kind of sexual offences. Despite having sexual offences covered under different sections of Indian Penal Code, those existing sections do not entirely cover similar offences against children. Recognizing the children as a person of 18 years or below, the various offences have been clearly defined under this Act. The Act also defines the gravity of certain offences carried out against children and suggests stringent punishments accordingly.
- The **Convention on the Rights of the Children**<sup>6</sup> lays out a universal definition of 'child'. It articulates how children should be treated in a non-discriminatory manner and calls for action that considers the best interests of the child. While Article 32 keeps in view of protecting the childhood from being engaged as labours, articles 33, 34, 35, 36, 37 and 38 protects children from drug abuse, sexual exploitation, abduction, sale and trafficking, other forms of exploitation, detention and punishment and war and armed conflicts. Article 39 focuses specifically on rehabilitation of child victims who are categorized as neglected, abused, or exploited in any manner. As a signatory to the Convention, India put in place necessary institutional arrangements including strengthening the NGO framework across the country to address survival rights, development rights, protection rights, participation rights. It is noted that as on date India has signed Optional Protocol to CRC on Sale of Children, Child Prostitution and Child Pornography and Optional Protocol to the Convention on the Rights of the Child on a Communications Procedure is not signed by India as of now.
- India ratified the Convention for the Suppression of the Traffic in Persons and of the Exploitation of the Prostitution of Others<sup>7</sup> and following that, the country enacted The Immoral Traffic (Prevention) Act in 19569a and punishes trafficking in relation to prostitution.

#### 8.2.3 Other Instruments related to the Project

#### World Bank GBV Taskforce

<sup>&</sup>lt;sup>5</sup> "childprotection31072012.pdf" on http://wcd.nic.in/sites/default/files

<sup>&</sup>lt;sup>6</sup> http://www.unicef.org/crc/files/Rights\_overview.pdf

<sup>&</sup>lt;sup>7</sup> http://www.ohchr.org/en/professionalinterest/pages/trafficinpersons.aspx

In October 2016, World Bank established an independent Task Force<sup>8</sup> of external experts to provide guidance on how to strengthen Bank systems, tools and processes to prevent and mitigate against risk of sexual exploitation and abuse, as well as other forms of gender-based violence, in World Bank-supported infrastructure and other area-based investment projects. The Task Force was created in response to findings emerging from an Inspection Panel investigation of the Uganda Transport Sector Development Project, which found evidence of a range of severe impacts related to sexual misconduct, including with minors, exploitation and abuse and other forms of gender-based violence. The resulting impacts reflected a profound abrogation of responsibility by all parties involved, including by the Bank, to protect the safety, dignity and well-being of affected communities.

The Task Force notes that 'Development projects, depending on their scope, can exacerbate existing risks or create new ones. Project-related risk factors include the size and scale of a project; the scale of labor influx; the extent to which a community has capacity to absorb labor influx or requires separate camp facilities; the inflow of income to workers, which can exacerbate already existing inequities between workers and community members; and the geographic location of project activities<sup>9</sup>.

In accordance with the Task Force guidelines<sup>10</sup>, preventing or mitigating against project-related risk of sexual exploitation and abuse requires interaction and collaboration between five key groups of actors. These include:

- (i) **Women and children at risk**, as well as other vulnerable populations, in communities where Bank-financed projects take place;
- (ii) **Communities** that can play a role as dynamic risk management actors in expanding the circle of protection;
- (iii) **Contractors and consultants** responsible for following contractually mandated social and labor practices that prevent abuse and violence;
- (iv) **Government partners** at central and local levels who are critical to ensuring that SEA prevention and accountability mechanisms are in place; and finally,
- (v) The World Bank, which can put in place the policies and systems to prevent such incidents and play a convening role to facilitate partnerships that allow each of these actors, including the World Bank itself, to take on their respective roles and accountabilities to protect women and children from grievous harm.

<sup>&</sup>lt;sup>8</sup> 'Working Together to Prevent Sexual Exploitation and Abuse': Recommendations for World bank Investment Projects, July 31,2017, World bank Group.

<sup>&</sup>lt;sup>9</sup> 'Working Together to Prevent Sexual Exploitation and Abuse': Recommendations for World bank Investment Projects, July 31,2017, World bank Group.

<sup>&</sup>lt;sup>10</sup> ibid

### 8.3 WORLD BANK GOOD PRACTICE NOTE

This Good Practice Note<sup>11</sup> was prepared to assist Task Teams in establishing an approach to identifying risks of GBV, in particular sexual exploitation and abuse and sexual harassment, that can emerge in IPF with major civil works contracts and to advise Borrowers accordingly on how to best manage such risks. The GPN builds on World Bank experience and good international industry practices, including those of other development partners.

This GPN sets out good practice for task teams on identifying, assessing and managing the risks of GBV in the context of Bank-financed IPF projects in any World Bank Global Practice that involve major civil works, defined here as civil works large enough to be carried out by a contractor, i.e., not small-scale projects such as community-driven development investments which often involve self-construction by beneficiary communities.

The GPN is guided by several key principles reflected in the 2017 GBV Task Force Report:

- 1) **Be survivor-centered**: Approach considerations related to GBV prevention, mitigation and response through a survivor-centered lens5, protecting the confidentiality of survivors, recognizing them as principle decision-makers in their own care and treating them with agency, dignity and respect for their needs and wishes.
- 2) **Emphasize prevention**: Adopt risk-based approaches that aim to identify key risks of GBV and to undertake measures to prevent or minimize harm.
- 3) **Build on existing local knowledge**: Engage community partners—local leaders, civil society organizations, gender and child advocates— as resources for knowledge on local level risks, effective protective factors and mechanisms for support throughout the project cycle.
- 4) **Be evidenced-based**: Build on existing global research and knowledge on how to address GBV effectively.
- 5) **Be adaptable**: Operational guidance presented in this note provides the foundation for an effective GBV risk management approach; adapt and adjust mitigation measures to respond to the unique drivers and context in any given setting.

<sup>&</sup>lt;sup>11</sup> Good Practice Note : Addressing Gender Based Violence in Investment Project Financing involving Major Civil Works, 28 September 2018,the World Bank group

6) **Enable continuous monitoring and learning**: Ensure operations integrate mechanisms for regular monitoring and feedback to track effectiveness and to build internal knowledge of what works to prevent, mitigate and respond to GBV.

#### 8.4 PROPOSED ACTION PLAN

Based on the gender risk assessments and field consultations and findings, a GBV action plan (see below) has been prepared outlining the key actions and responsibilities of project partners

S. No.	Particular	Actions	Responsibility
1	Policy for GBV	Prepare IEC material in the local language for policy against Sexual harassment at workplace and display in strategic locations	MoRTH, Contractor
2	Training staff on GBV	Capacity building of staff on GBV	MoRTH, Contractor
3	Training focal social specialists	Ongoing capacity building of social specialists	MoRTH
4	GBV in safety Induction	Inclusion of GBV in safety induction	Contractor
5	GBV in Tool Box Talk and task Briefing	Inclusion of GBV in Tool Box Talk and Task Briefing	Contractor
6	Developing a Code of Conduct for GBV	Signing of the CoC by all labourers	Contractor
7	GBV in Community interface	Orienting and building awareness of the community on GBV prevention, reporting and response mechanisms.	Contractor
8	Stakeholder consultations	Continuous stakeholder consultation will be carried out in the adjoining villages to inform the community about GBV risks and redressal mechanisms	Contractor
9	Monitoring	To be integrated into projects safeguards monitoring (PMC, SESMRC). Focused monitoring of identified hot spots	MoRTH

Table 8.1: GBV Action Plan

S. No.	Particular	Actions	Responsibility
10	Strengthen	Leveraging existing institutional	Contractor
	institutional linkages	mechanisms (wcd, police, local ngo's)	
	with other	for GBV risk mitigation and response	
	departments and		
	response actors for		
	GBV risk mitigation		
	and response		

### 8.5 GBV PREVENTION AND RESPONSE ACTORS

#### 8.5.1 Identification of Service Providers and Assessment of capacities

The key stakeholders and response actors identified to support the project are MoRTH, Contractor, Local NGO's, State Women and Child Development, State Health and Family Welfare and State Police Departments.

#### 8.5.2 MoRTH: Social and Environmental Management Unit (SEMU)

MoRTH will established a social and environmental management unit for overseeing management of environmental and social safeguard measures. The unit is headed by a Group General Manager at the corporate level supported by General Manager/ LA/ Joint General Manager SEMU, and Deputy General Manager-grievances, as depicted in the figure below-



#### 8.6 IMPACT ON WOMEN

417 females are getting affected by the project (45% of the total population) out of 938 persons. Only 8 women headed households are affected by the project. They constitute around 2.9% of the total affected population in the project area. Socioeconomic parameters like literacy, work force participation rate and general health conditions etc. reveals that social status of women is low respectively, thereby brought forward the scope of considering the households headed by women as vulnerable Low awareness level coupled with insignificant role in decision making at household and community level further poses constraints for women and other vulnerable groups to access the opportunities created by the project equitably. The changes caused by relocation tend not to have equal implications for members of both sexes and may result in greater inconvenience to women. Due to disturbance in production systems, reduction in assets like land and livestock, women may have to face additional challenge of running a household on limited income and resources. This may force women as well as children to participate in involuntary work to supplement household income, which may also lead to deteriorate social capital/network of women and men alike hence making them more vulnerable to both social hazards. It is therefore important to assess status of project affected women and other vulnerable groups, their potential impacts, and accordingly, design an appropriate strategy/ plan.

### 8.7 WOMEN HEADED HOUSEHOLD

Women headed households are found to be less in number in the project area. The percentages of such families affected are around 2.9%. For the cause of compensation and assistance to be provided to these households, it is better to consider the absolute number of such families in the affected category. Table 8.2 shows that 8 women headed households are getting affected.

	Project Districts	Total	
Affected Women Headed Household	Sirmaur	Shimla	Totai
nouscholu	8	0	8

 Table 8.2: Affected Women Headed Households

Source; Census cum Socio-economic Survey, CEG, Sep.-Oct., 2019

## 8.8 WOMEN INVOLVEMENT IN DEVELOPMENT PROCESS THROUGH EMPOWERMENT

The development experience of at least two decades shows that it is equally necessary to consult women and offer them choices, in enabling them to make informed choices and decide for their own development Participation of women has been envisaged specifically in the following areas:

- In the pre-planning and planning stages participation from women could be sought through allowing them for taking part in the consultation process.
- Each field team of the NGO shall include at least one women investigator / facilitator.
- Compensation for land and assets lost being same for all the affected or displaced families, special care should be taken by the NGOs for women group while implementing the process of acquisition and compensation as well.
- It is imperative that the PIU ensures that the women are consulted and invited to participate in- group based activities, to gain access and control over the resource as a part of the RAP, Additionally.
- The NGOs should make sure that women are actually taking part in issuance of identity cards, opening accounts in the bank, receiving compensation amounts by cheques in their name or not, etc. This will further widen the perspective of participation by the women in the project implementation.
- For monitoring and evaluation, there should be scope for women's participation. Monitoring of project inputs concerning benefit to women should involve their participation that will make the process more transparent to them.
- Women should be encouraged to evaluate the project outputs from their point of view and their useful suggestions should be noted for taking necessary actions for further modifications in the project creating better and congenial situation for increasing participation from women.
- The Monitoring & Evaluation team(s) shall constitute 33% women. All assistance would be paid in a joint account in the name of both the spouses; except in the case of women headed households and women wage earners.

## 8.9 INVOLVEMENT OF WOMEN IN CONSTRUCTION ACTIVITIES

The construction works for widening and strengthening the project corridor will start after the R&R activities are over and the ROW is clear of any encroachment and land is temporarily acquired for borrow areas and construction camps. The construction contractors will set up their construction camps on identified locations where labour force required for the construction activities will be provided with temporary residential accommodation and other necessary infrastructure facilities.

The labour force required for the construction activities will be mostly of high-skill nature since a lot of machine work will be there in the construction of the highway. In addition, there will be requirement of unskilled labour where women will certainly contribute. Apart from this, women as family members of the skilled and semi-skilled labourers, will also stay in the construction camps and will be indirectly involved during the construction phase. The families of labourers will include their children also.

The construction contractors are expected to bring along their labour force. Thus, in most cases the labourers, both male and female, will be migratory labourers. But, the involvement of local labour force, especially for unskilled activities, cannot be fully ruled out. Moreover, the RAP suggests the provision of creation of man-days for local affected people. Hence, there will be involvement of local women also in the local labour force.

Foreseeing the involvement of women, both direct and indirect in the construction activities, certain measures are required to be taken towards welfare and well being of women and children in particular during the construction phase.

#### 8.10 PROVISIONS IN THE CONSTRUCTION CAMP FOR WOMEN

The overall objective of the Action Plan is to identify potential GBV risks and to strengthen prevention and response measures in the World Bank supported Paonta-Gumma Road Project. Furthermore, the Action Plan aims to identify and assess the capacities of the project partners and prevention and response actors in the region, and to draw up an effective risk mitigation and response strategy for GBV in the project.

The provisions mentioned under this section will specifically help all the women and children living in the construction camp.

## 8.10.1 Temporary Housing

During the construction the families of labourers /workers should be provided with residential accommodation suitable to nuclear families.

#### 8.10.2 Health Centre

Health problems of the workers should be taken care of by providing basic health care facilities through health centers temporarily set up for the construction camp. The health centre should have at least a doctor, nurses, medicines and minimum medical facilities to tackle first-aid requirements or minor accidental cases, linkage with nearest higher order hospital to refer patients of major illnesses or critical cases.

The health centre should have MCW (Mother and Child Welfare) units for treating mothers and children in the camp. Apart from this, the health centre should provide with regular vaccinations required for children.

## 8.10.3 Day Crèche Facilities

It is expected that among the women workers there will be mothers with infants and

small children. Provision of a day crèche may solve the problems of such women who can leave behind their children in such a crèche and work for the day in the construction activities.

The crèche should be provided with at least a trained ICDS (Integrated Child Development Scheme) worker with to look after the children. The ICDS worker, preferably woman, may take care of the children in a better way and can manage to provide nutritional food (as prescribed in ICDS and provided free of cost by the government) to them. In cases of emergency she, as being trained, can tackle the health problems of the children and can organize treatment linking the nearest health centre.

#### 8.10.4 Proper Scheduling of Construction Works

Owing to the demand of a fast construction work it is expected that a 24 hour-long work-schedule would be in operation. Women, especially the mothers with infants should to be exempted from night shifts as far as possible. If unavoidable, crèche facilities in the construction camps must be extended to them in the night shifts too.

#### 8.10.5 Educational Facilities

The construction workers are mainly mobile groups of people. They are bound to move from one place to another taking along their families with them. Thus, there is a need for educating their children at the place of their work. For this at least primary schools are required to be planned in the construction camps. Wherever feasible, day crèche facilities could be extended with primary educational facilities.

#### 8.10.6 Control on Child Labour

Minors i.e., persons below the age of 15 years should be restricted from getting involved in the constructional activities. Measures should be taken to ensure that no child labourer is engaged in the activities. Exploitation of young unmarried women is very common in these kinds of camps. A strong vigilance mechanism should be created to check this and ensure ceasing of such exploitation.

#### 8.10.7 Special Measures for Controlling STD/AIDS

Solitary adult males usually dominate the labour force of construction camps. They play a significant role in spreading sexually transmitted diseases. In the construction camps as well as in the neighboring areas they are found to indulge in physical relations with different women. This unhealthy sexual behavior gives rise to STDs and AIDS. While it is difficult to stop such activities, it is wiser to make provisions for means of controlling the spread of such diseases. Awareness camps for the target people, both in the construction camp and neighboring villages as well, and supply of condoms at concession rate to the male workers may help to large extent in this respect.

#### 8.10.8 Engaging woman Inspector of Works

Contractors should engage a woman Inspector of Works not below the rank of a Senior Engineer to inspect the construction camps and any other component of work with respect to gender issues. She would assist the Resident Engineer (RE) in all aspects of gender and child-labour related activities. She would have a full-time tenure throughout the entire construction period. Her duties should include the preparation of monthly and quarterly reports and submit them to the RE with a copy to the RO-MoRT&H as well as PIU.

## 8.11 STATUS OF CURRENT REFERRAL SYSTEM IN CASE OF REPORTING OF INCIDENCE OF GENDER BASED VIOLENCE

In the project area currently, very rare incidents are reported of such kind relating Gender based violence/ harassment of women/ violence against Children. However, if these kinds of incidents persist, there are Police stations at towns along the existing road alignment to report and also, there are Panchayat Bhavans in villages to address such problems.

### 8.12 WOMEN BASED PUBLIC CONSULTATIONS

#### a. At Kafota in March, 2019

A public consultation was held with Local People, Various Mahila Mandals, Govt. Bodies, Vyapar Mandal and College Students at Kafota on March 2019 emphasizing issues on Women safety and Women empowerment.

Wide publicity was made and all local people, various Mahila Mandals working in the area for welfare of females, a well prominent NGO Sardha (Social Action for Rural Development of Hill Area) Reg. under Act. 1860 (XXI), Officials from local Gram Panchayats, Local Govt. bodies, Beopar Mandal officials, ASHA workers, Girls college students etc. participated in the meeting with full enthusiasm. The attendance sheet of the same is attached as **Annexure-6** with this report.

The participants were requested to express their views and any other suggestions. Minutes of meeting of the same is given in Chapter- Stakeholders Consultations and Disclosure with this report.

Questionnaire used in the public consultation regarding Women safety & Empowerment and Answers by female participants is shown in table below-

# Questionnaire and answers about Women Safety & Empowerment during Public Consultation

	Questions asked to Public	Answer by Female participants	
•	Community perceptions about Safety of Women and Adolescent Girls:		

Questions asked to Public	Answer by Female participants
(a) Do women in the community regularly venture out?	Yes women in the community regularly venture out.
<ul> <li>(b) What are the typical reasons that require women to step out of the house? Education/ Health/ Household requirements/ Paid Work/ Leisure/ Any other (please specify).</li> </ul>	They moved out of house for daily routine works like going for work, to the hospital, and other routine works.
(c) Are women engaged in income- generating activities? If yes, what is the nature of those activities?	Yes, Engaged in income generating local activities. Apart from govt. jobs in various sectors, some pine leaves develop things used in the house, agricultural activities, diary activities, Goat & Sheep framing etc.
(d) What are the typical timings when women are spotted outdoors in the neighborhood? (Morning/ afternoon/ late afternoon/ evening).	They are spotted outdoors in early morning, late afternoon & evening.
(e) Is the neighborhood well-lit? Are there adequate street lights?	No street lights. It's urgently required.
(f) Are there any areas known for eve- teasing/ harassment?	There are no areas known for eve- teasing/ harassment.
(g) Are community centers/any other kind of public spaces used by women on a regular basis?	Not on regular basis but community centers are used only once or twice a month for meeting of G.P. or Mahila Mandle.
<ul> <li>(h) Is it an established community (families staying in the same house for generations) or is there considerable presence of migrants (first generation/ second generation)?</li> <li>(Please provide socio-cultural specifications-dominant caste, other castes, language spoken, prevalent gender norms, etc.</li> </ul>	Yes, they are established community and dominant caste Rajput are established and S.C. and OBC caste also is living there. Mostly people speaking Pahadi language but Hindi also people used in daily use.
(a) Do Men migrate out for work and women and children remain in the community?	Yes, most of men migrate out for work.
(b) Do local women work in construction activities?	No, women are not associated with construction activities.

Questions asked to Public	Answer by Female participants	
(c) Do children work in construction activities?	No.	
(d) Is there any in migration of men in the project area?	Yes in Paonta Sahib, Sataun & upto Bohrad RD (46/0) migrated people are working.	
(e) What are the vulnerabilities and Risks such women and children face?	Mostly all these people are facing inadequate Medical activities, Education facilities, Transportation facilities etc.	
(a) Do SHG members meet regularly?	Yes, they meet on regular basis.	
<ul><li>(b) What are the broad community issues they have taken up, if any?</li><li>(Example: alcoholism, teacher attendance, etc.)</li></ul>	The board community issue are raised mostly upon alcoholism, development, employment, women empowerment etc.	
<ul><li>(c) Have SHG members come across any cases of physical abuse, harassment at the community level? If yes, what was the community's reaction? Did the SHG group play a role in helping the victim and/ or dealing with the culprit?</li></ul>	e, abuse, harassment across with SHG members. a	
(a) Has the village/town been declared as open defecation free (ODF)?	Most of Panchyats along project road have been declared ODF.	
(b) Are toilets being used regularly by both women and men?	Yes, maximum toilets are being used regularly by both women and men.	
(c) Is water available for toilet usage?	Inadequate water for toilet usage.	
(d) Do women continue to defecate in the open?	Around 3 to 5% of women continue to defecate in the open.	
(a) What is the principal mode of transport used by women in the area?	Maximum women use buses for traveling.	
(b) Is it common for women to travel alone in buses/ tempos?	Yes the feel safe to travel alone in buses.	
(c) Do women ride cycles?	No, women do not ride cycles.	
(d) Is it common to find adolescent girls and boys using scooter/ motorbikes?	Yes adolescent girls and boys using scooter and motorbikes.	
(e) Do women own their individual mobile phones?	90 to 95% women have own their individual mobile phones.	

Questions asked to Public	Answer by Female participants		
(f) Do adolescent girls and boys own smart phones?	Adolescent girls and boys also have 45- 50% own smart phones.		
(g) Do they regularly access social media platforms like facebook, WhatsApp etc.?	Only 5% women access social medial platforms.		
(a) How far is the secondary school located from the habitations?	Secondary school far from habitations around 1 to 1.5km.		
(b) What is the enrollment number of girls v/s boys in class 8 <sup>th</sup> -10 <sup>th</sup> (average figure)?	Class 8 <sup>th</sup> to 10 <sup>th</sup> enrollment numbers of girls v/s boys have 194 and 146 respectively.		
(c) How far is the nearest degree college located?	College located near habitation in between 1 to 1.5 km.		
(d) What is the enrollment number of girls v/s boys in a degree course (average figure)?	In a degree college enrollment numbers of girls v/s boys have 192 and 102 respectively.		
(e) How do students travel to the schools? If they walk, is that road well-lit?	Maximum students walk for school and college.		
(f) What is the mode of transport typically used to reach the college?	Bus transport typically used by college students.		
(g) Do school-going girls, enrolled in class 8-12 <sup>th</sup> , find the commute safe?	Yes, school-going girls, enrolled in class $8-12^{\text{th}}$ and the find the commute safe.		
(h) Do girls, enrolled in the degree course, find the journey safe?	Yes, girls, enrolled in the degree course and they feel safe in the journey.		
(a) Is the sub-centre/PHC easily accessible?	Yes, PHC easily accessible for women and local people.		
(b) Do women patients go the a sub- centre or PHC alone or are they generally accompanied by someone?	ey or PHC alone.		
(c) Do women patients find it to be a safe and secure environment?	Yes, already have safe and secure environment for women to go the alone PHC.		
(d) Have ANMs and ASHA workers come across any cases of physical abuse, harassment that led to substantial injuries at the community level?	No, complaint by ANMs and ASHA workers of physical abuse, and harassment by someone.		

Questions asked to Public	Answer by Female participants		
<ul><li>(a) Do women participate actively in WUAs/ Graam Sabhas and other such public meetings?</li></ul>	Yes, women participate actively in UWAs/ Graam Sabhas and other such public meetings.		
(b) When community level disputes (given an example here) are resolved, how are women consulted?	Maximum disputes are resolved at community level.		
(c) Do women hold positions such as Treasurer, Sarpanch, etc.?	Yes, women hold positions such as Treasurer, Sarpanch, in various villages.		
(a) Do women have say in sale/ purchase of land?	Yes, women have rights to say in sale/ purchase of land.		
(b) Do ownership of land and assets/ lack of make women vulnerable to forms of violence?	No, ownership of land and assts/ lack of does not make women vulnerable to forms of violence.		
(c) Can land acquisition and compensation make women vulnerable to harassment/ violence?	No, land acquisition and compensation will out make women vulnerable to harassment/ violence.		



Preparation of Detailed Project Report for up gradation to 2-lane/2lane With paved shoulders for Paonta Sahib - Guma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh



Figure 8.1: Women Based Public Consultation At Kafota, March, 2019



Figure 8.2: Women Based Consultations at village Bandli and Badwas in Sep., 2019

## 8.13 WOMEN BASED CONSULTATIONS AND OUT COMES

Women based consultations were conducted along the road in Kafota, Bandli and Badwas villages. Women members were turned up in few numbers only. Some of their specific concerns are summarized below.

- 1. Only primary health centers (PHCs) are located in villages and the quality of treatment and medical facilities are less than satisfactory. In emergency they have to reach hospitals at district headquarters only.
- 2. The women feel that their mobility will increase as market & relative's places will be easily accessible for them as better road condition will induce more transport vehicles to operate.
- 3. More shops, markets will open within the village approach area and as a result they will get quality leisure time at their disposal.
- 4. The girl students will be able to attain higher education at colleges, since journey time and cost will be greatly reduced and the girls can commute from home all by themselves free of hazard.

- 5. Women from poor families will get job opportunity during construction work as casual labour or at office. Besides, women can operate individual / family enterprise by opening small tea stalls, Shops/eateries to provide meals to the construction labourers. This will enhance their family income as well as their entrepreneurial skill, which may be useful in future.
- 6. Women labourers feel that improved road network will provide them with better job opportunity as they will be able to travel further and even can commute from home. Moreover, travel by public transport system, like Govt. bus service, will become cheaper and money saved on transport can be better utilized for household needs.

#### 8.14 RECOMMENDED ACTIONS FOR GENDER ISSUES

Provisions for participation of women have to be created by following the recommendations given below:

- It is to be seen while engaging NGOs that, women members as a key persons are there.
- Each field team of the NGO should include at least one women investigator/facilitator.
- The Monitoring team(s) should constitute 33% women.
- The Evaluation team(s) should constitute 33% women.
- As a precondition the contractors should assure employing a woman inspector of works, not below the rank of Senior Engineer.
- Cases of compensation to women should be handled with care and concern considering their non- forward nature of interacting.
- All compensations and assistances would be paid in a joint account in the name of both the spouses; except in the case of women headed households and women wage earners.
- Create scope for income earning for the women of host communities along with the affected women.
- If possible, create job opportunities for local women in the constructional activities.
- Provide all the facilities for the welfare of women and children in construction camps.
- Special measures to be taken in restricting abuse of women and child labour in the construction camps/ activities.

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# CHAPTER-9 REHABILITATION & RESETTLEMENT BUDGET

## CHAPTER-9 REHABILITATION & RESETTLEMENT BUDGET

### 9.1 R&R BUDGET

Based on the Entitlement Matrix, the R&R budget for NH 707 has been finalized and is presented in this chapter. The budget is indicative of outlays for the different expenditure categories and may be required to be updated during the project implementation. The R&R budget includes the cost of structure, land cost, R&R assistance to be provided to the affected people, replacement cost of religious and community property etc. It comprises of two broad components namely compensation and assistance. Compensation for land, structures and assistances will be given as per entitlement matrix.

### 9.2 COMPENSATION COST FOR LAND ACQUISITION

The Cost of Land acquisition has been worked out as per DLC rates, 2019 of Himachal Pradesh Revenue department. Detailed Calculation of Land cost village-wise is given in **Annexure-9** with this report.

S. No.	Description 1. Land Cost as per	Unit First Scho	Rate	Quantity	Total
1.	Land Cost @ Circle rate (Multiply Factor @ 2 + Solatium 100% + Contingency -10%)	Hectare	6.22 cr/ha (as		73,06,20,202

#### **Table 9.1: Summary of Cost for Land Acquisition**

## 9.3 COST OF STRUCTURE

The estimated cost of structures has been finalized on the basis of Census survey of the properties likely to be affected. The cost estimates for structures are based on rates from document of CPWD Plinth Area Rates, 2019 and HPPWD SOR 2019. The cost estimation is based on current rates which might get revised at a later stage . The estimated cost of the properties/ structures being affected has been figured out in the **Table 9.2.** 

Sl. No.	Details of Structures	Rate/ Sq. Mt/R.M.	(in Sq. Mt/ R.M.)/	Cost (in Rs.)
1	Temporary Structure (Title Holder)	9,000	329.60	29,66,400
2	Permanent Structure (Title Holder)	19,500	2,068.13	4,03,28,438

**Table 9.2: Estimated cost of the structures** 

Sl. No.	Details of Structures	Rate/ Sq. Mt/R.M.	(in Sq. Mt/ R.M.)/	Cost (in Rs.)
3	Temporary Structure (Non-Title Holder)	9,000	745.27	67,07,430
4	Permanent Structure (Non-Title Holder)	19,500	2,136.58	4,16,63,310
5	Compound Wall	9,000	20.00	1,80,000
6	Contingency @ 10%			91,84,557.8
	Total			10,10,30,136

### 9.4 **R&R ASSISTANCE**

R&R assistance costs are calculated by using Census survey data and applicable Entitlement Matrix of Resettlement Policy Framework (RPF) and is presented in **Table 9.3**. With the acquisition of land and the demolition of the residential and commercial structure, many families would be adversely affected. RTFCTLARR Act, 2013 has provisions for assistances to be provided to the affected people to restore their livelihood. A tentative cost that would be incurred while providing these assistance to the affected people has been calculated and briefed in **Table 9.3**. The details of assistance amount will be updated at the implementation stage.

S. No.	Item	Unit	Rate	Quantity	Total	
1	If the Affected family becomes landless or is reduced to the status of a "small" or "marginal" farmer, assistance amount will be paid	One time	6,00,000	30	1,80,00,000	
2	Each affected family shall be given a "Resettlement Allowance"	One time	60,000	433	2,59,80,000	
	Loss of Private Structures (Residential/Commercial) to Title-holders and Tenants					
3	Subsistence grant for each affected family who are displaced and require to relocate	One time	40,000	23	9,20,000	
4	Financial assistance for each affectedfamilytowardsshifting/transportation cost for shifting of thefamily,buildingmaterials,belongings and cattle	One time	60,000	23	13,80,000	

S. No.	Item	Unit	Rate	Quantity	Total		
	Loss of Residential/ Commercial Structures to Non-Title Holders						
5	Subsistence grant for loss of House	One time	41,000	22	9,02,000		
6	Shifting/transportationassistance-For loss of House	One time	60,000	22	13,20,000		
7	Rehabilitationgrantforreconstruction of affected shop givento artisans	One time	28,000	52	14,56,000		
8	Shifting/transportationassistance-For loss of shop	One time	60,000	52	31,20,000		
9	For each affected family of an artisan or self-employed or own non- agricultural land, that is displaced and must relocate, assistance would be payable	One time	28,000	23	6,44,000		
	Additional Suppor	t to Vu	Inerable (	Group			
10	Resettlement Allowance	One time	60,000	57	34,20,000		
11	AdditionalSubsistenceGrantfordisplacedfamiliesbelongingtoScheduled Caste category	One time	60,000	32	19,20,000		
	Sub-Total		5,90,62,000				
	Contingency @		59,06,200				
	Total		6,49,68,200				

## 9.5 ADMINISTRATIVE, NGO, MONITORING & OTHER EXPENSES

The cost related to NGO recruitment will be about 50 Lac, External monitor will be about 30 Lacs, Administrative expenses of PIU will cost around 5 lac, Execution Cost of GBV, LMP & SEP will cost about 30 lacs. The total administrative Cost will be 1.43 Cr. including other expenses and contingency as indicated in table below.

S. No.	Item	Unit	Rate	Quan tity	Total
1	NGO Recruitment	LS	50,00,000	1	50,00,000
2	External Monitor	LS	30,00,000	1	30,00,000
3	Administrative Expenses PIU	LS	5,00,000	1	5,00,000

 Table 9.4: Estimated Administrative Costs

S. No.	Item	Unit	Rate	Quan tity	Total
4	Disclosure Expenses	LS	5,000	10	50,000
5	Training for PIU and PMU Staff	LS	1,00,000	5	5,00,000
6	Execution Cost of GBV, LMP & SEP	LS	30,00,000	1	30,00,000
7	Grievance Redressal Mechanism	LS	10,00,000	1	10,00,000
	Sub-Total				
	Contingency (	13,05,000			
	Total				

## 9.6 COST OF NGO INVOLVEMENT

The involvement of NGOs is required to help in implementation of the project, especially when the compensation is distributed among the affected household. The lump sum budget which includes salary of the key professionals, sub-professionals, office staff, field staff, vehicle cost, vehicle running cost, training and workshop expenses, office equipment expenses, rent of the office, stationery, overhead expenses and miscellaneous expenses etc for one NGO is Rs. 50,00,000/- for the project road.

## 9.7 RELOCATION AND ENHANCEMENT OF RELIGIOUS AND COMMUNITY STRUCTURES

The census and socio-economic survey showed that about 2 religious structures (Temples), 10 Bus stops/Shelters and 1 hand pump and Boundary wall of 3 govt. buildings is likely to be affected due to the widening of project road. The relocation and enhancement cost of the religious and other community structures has been taken as lump-sum amount and calculation is indicated in table below

Sl. No.	<b>Details of Structures</b>	L.S.	Nos.	Cost (in Rs.)
1.	Common property Resources including 2 temples, 10 bus stops/shelters, 1 hand- pump and boundary wall of 3 govt. buildings	3,00,000	16	48,00,000
	Contingency @ 10	4,80,000		
	Total	52,80,000		

## 9.8 TOTAL R&R BUDGET FOR THE PROJECT INCLUDING LAND, STRUCTURES, ADMINISTRATIVE AND ASSISTENCE COSTS

The total Land, Structure, Administrative and Assistance budget for the project works out to be **Rs. 91.62 crore** of which Rs. 73.06 crore is towards compensation for land, cost of Structures is Rs.10.10 crore, Costs for R&R Assistances is 6.49 crore and Administrative expenses of 1.43 cr. The details of the budget are summarizing in **Table 9.6** below.

S. No.	Description	Cost (Rs)	
1.	Cost of Land Acquisition	73,06,20,202	
2.	Structure Cost as per Schedule of rates of CPWD/HPPWD	10,10,30,136	
3.	R&R Assistance as per RPF Entitlement Matrix	6,49,68,200	
4.	Administrative, NGO, Monitoring & other expenses	1,43,55,000	
5.	5. Cost of Community Property Resources		
	Total R&R Budget		

## Table 9.6: Summary of Total R&R Budget

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# CHAPTER-10 INSTITUTIONAL FRAMEWORK FOR RAP IMPLEMENTATION

## CHAPTER-10

## INSTITUTIONAL FRAMEWO RK FOR RAP IMPLEMENTATION

#### **10.1 INTRODUCTION**

Institutional arrangements for the implementation of RAP have been made fixed by making it a part of the RPF. The Institutional Arrangements will be set up at three levels viz., MoRT&H (Central Govt.), State Level and Sub-Project Level on partnership model wherein concerned agencies at different levels supplement and complement each other efforts. The key elements of institutional arrangements are co-operation/ support, collaboration and sharing of responsibilities with clearly defined roles, involvement of key stakeholders and vertical and horizontal linkages amongst different agencies. The institutional arrangement is depicted in **Figure 10.1**.



**Figure 10.1: Institutional Arrangement for RAP Implementation** 

The institutional arrangements to manage and implement Resettlement Action Plan & Tribal Development Plan/Vulnerable Communities Development Plan will be set up at three levels viz., Central, State and Sub-Project Level. These are presented below:
#### **10.2 CENTRAL LEVEL**

At Central Level, the Chief Engineer (EAP), MoRTH, Govt. of India will be overall responsible for the implementation of RPF. CE (EAP) will have all delegated administrative and financial decisions with regard to implementation of the project as well as land acquisition, RAP including TDP/VCDP implementation. It will include further augmenting the capacity of MoRTH with regard to resettlement and rehabilitation and management of other social issues. CE (EAP) will be assisted by a team comprising EE designated as Social Officer and a suitable number of technical and secretarial staff. MORTH also will engage a Social Development Specialist (SDS) either as individual consultant or through Project Management Consultant (PMC), to work with EAP and assist Social Officer. The EAP will be responsible for ensuring training, guidance, and recommendations for handling policy and implementation issues at the state and sub-project levels in compliance with RPF. The Social Development Specialist either individually or with PMC will provide policy and strategic assistance to EAP on social issues including land acquisition and rehabilitation and resettlement. The designated Social Officer will be specifically responsible for implementation of RAP & TDP. The Social Officer will ensure that all social safeguards issues are complied with as per the RPF. The roles and responsibilities of the SDS would broadly include the following:

- (i) Ensure adequate staffing at state and sub-project level to ensure timely implementation of RAP.
- Guide and supervise in matters related to resettlement and rehabilitation & TDP to state and sub-project level offices.
- (iii) Ensure preparation and disclosure of SIA, RAP including TDP/VCDP and Land Acquisition Plan for sub projects as per RPF.
- (iv) Ensure free, prior and informed consultation with tribal families along the project and also ensure that sufficient supporting documentation is maintained.
- (v) Co-ordinate with state government departments in matters related to implementation of RAP & TDP.
- (vi) Interact with implementation agencies at state and sub-project level on a regular basis.
- (vii) Undertake field visits as and when required.
- (viii) Facilitate necessary help needed at site with regards to LA and R&R issues.
- (ix) Compile data related to resettlement and rehabilitation & TDP activities received from field offices and update Chief Engineer (CE) and suggest suitable measures to be taken.

- (x) Ensure budgetary provision for resettlement and rehabilitation of PAPs and relocation, rehabilitation and reconstruction of common property resources (CPRs) and implementation of & TDP.
- (xi) Ensure timely release of budget for implementation of RAP&TDP.
- (xii) Monitor implementation of RAP including TDP carried out by the agency through RRO at subproject level.
- (xiii) Ensure third party audit of RAP & TDP implementation; and

Perform other roles and responsibilities related to implementation of RAP including TDP as assigned by the CE (EAP) from time to time.

#### **10.3 STATE LEVEL**

At State Level, a Land Acquisition cum Social Development Officer (LA cum SDO) would be appointed in the Project Coordination Unit (PCU) headed by Nodal Officer. Additional sociologist as individual consultant will also be engaged to assist LA cum SDO in states as required, particularly in states with larger share of sub projects such as Andhra Pradesh, Himachal Pradesh, Uttar Pradesh etc. The roles and responsibilities of the LA cum SDO would broadly include the following:

- (i) Facilitate preparation and implementation of land acquisition and RAP including TDP in compliance with RPF;
- (ii) Ensure consultation and stakeholder participation in finalisation of RAP including TDP;
- (iii) Guide and supervise RAP including TDP implementation at sub-project level;
- (iv) Interact with RAP implementation support agencies and undertake field visits for first-hand information;
- (v) Co-ordinate with various government departments in matters related to implementation of RAP & TDP;
- (vi) Check implementation of RAP including TDP/VCDP carried out by the agency from time to time by undertaking site visits and consultations with PAPs;
- (vii) Facilitate and cooperate in third party audit of RAP & TDP implementation;
- (viii) Guide and supervise the RAP implementing agency to roll out HIV prevention activities;
- (ix) Ensure a well -functioning GRM including "confidential" handling of complaints relating to Gender Based Violence;

(x) Compile data on LA progress and RAP implementation activities received from field offices and update EAP, MoRTH and suggest suitable measures to be taken; and Perform other roles and responsibilities related to implementation of RAP including TDP/VCDP as assigned by the EAP, MoRTH from time to time

#### **10.4 SUB-PROJECT LEVEL**

A Project Implementation Unit (PIU) comprising officials of State PWD will be constituted at subproject level and headed by the Superintending Engineer/ Executive Engineer – who will be designated as Project Director. The PIU will be responsible for the project execution including RAP & TDP/VCDP implementation. There will be a designated or appointed Resettlement & Rehabilitation Officer (RRO) at respective PIUs who will be responsible only for the implementation of RAP and TDP at site. Additional sociologist as individual consultant will also be engaged to assist RRO as required. RRO will assist Project Director at PIU in all matters related to resettlement and rehabilitation. The roles and responsibilities of the Resettlement and Rehabilitation Officer are as under:

- (i) Ensure RAP including TDP implementation with assistance from implementation agency as per the time line agreed upon.
- (ii) Interact with RAP implementation agency on a regular basis.
- (iii) Undertake field visits with implementation agency from time to time.
- (iv) Co-ordinate with district administration and other departments in matters related to implementation of R&R.
- (v) Facilitate necessary help needed at site with regard to LA and R&R, HIV issues to implementation agency.
- (vi) Ensure distribution of Resettlement and Rehabilitation Policy and entitlement matrix for the project to PAPs.
- (vii) Ensure preparation and distribution of photo identity cards.
- (viii) Ensure and attend meetings organised by implementation agency on thematic areas related to resettlement and rehabilitation policy and entitlements and awareness generation including aspects relating to GBV.
- (ix) Ensure inclusion of PAPs who could not be enumerated during census but have documentary evidence to be included in the list of PAPs.
- (x) Ensure preparation of identity cards, and approval from the PCU and distribution of the same to PAPs.

- (xi) Ensure timely preparation of micro-plan from RAP implementation agency and approval from PCU.
- (xii) Ensure disbursement of resettlement and rehabilitation assistance in a transparent manner.
- (xiii) Participate in meetings related to resettlement and rehabilitation issues.
- (xiv) Facilitate in opening of joint account of PAPs.
- (xv) Ensure release of compensation and assistance before taking over the possession of land for start of construction work.
- (xvi) Ensure relocation, rehabilitation and reconstruction of CPRs before dismantling through proper mechanism.
- (xvii) Ensure development of resettlement sites, where required.
- (xviii) Attend and participate in Grievance Redress Committee meetings for redressal of grievances of PAPs and other committees involving R&R matters,
- (xix) Liaison with government and other agencies for inclusion of PAPs in employment and income generation programme/scheme.
- (xx) Ensure that tribal families get equal opportunity to participate during implementation and become overall beneficiaries in the project.
- (xxi) Prepare monthly progress report related to physical and financial progress of implementation of RAP including TDP & submit to PCU.
- (xxii) Provide all necessary information and data related to R&R on monthly basis to designated Social Officer at Central Level through Project Director.
- (xxiii) Carry out any other work related to resettlement and rehabilitation that may be entrusted from time to time by the PCU for compliance of R&R.

#### 10.5 RAP IMPLEMENTATING SUPPORT AGENCY AT SUB-PROJECT LEVEL

The Project Authority [CE(EAP), MoRTH To implement RAP for each of the subproject, will engage the services of NGOs/Consultancy firms having experience in resettlement and rehabilitation issues. Broad roles and responsibilities of implementation agency would be as:

- (i) The RAP implementation agency will be the main link between the Project Authority and PAPs,
- (ii) Shall be responsible for verification of PAPs as prepared by the DPR consultants,
- (iii) Undertake public information campaign along with RRO at the commencement of the RAP&TDP,

- (iv) Develop rapport with PAPs,
- Distribute pamphlets of R&R Policy including Entitlement Matrix to PAPs, Panchayat Raj Institutions, and concerned Govt. Offices in the project area, etc.
- (vi) Include PAPs who could not be enumerated during census cum socioeconomic survey and certification from R&R Officer,
- (vii) Distribute identity cards for PAPs,
- (viii) Prepare and submit micro-plan to RRO for approval from PCU,
- (ix) Organize consultations at regular interval with PAPs with regard to resettlement and rehabilitation,
- (x) Organize training program for skill up gradation of the PAPs,
- (xi) Assist PAPs in all matters related to compensation and R&R,
- (xii) Assist and facilitate aggrieved PAPs (for compensation and assistance) by bringing their cases to GRC,
- (xiii) Facilitate in opening of joint account of PAPs,
- (xiv) Generate awareness about the alternative economic livelihood and enable PAPs to make informed choice,
- (xv) Consultations with PAPs regarding the choice of resettlement (i.e. self or assisted), development of resettlement site, participation of women, etc.
- (xvi) Identify training needs of PAPs for income generation and institutions for imparting training,
- (xvii) Undertake outreach activities for HIV prevention for awareness and behaviour change as per RAP,
- (xviii) Hold consultations with local people and Panchayat Raj Institutions with regard to relocation, rehabilitation, reconstruction of affected CPRs as well as provision of new facilities under the project,
- (xix) Participate in various meetings relating to RAP and TDP/VCDP preparation and implementation,
- (xx) Submit monthly progress report, and
- (xxi) Undertake any other activities that may be required for the implementation of RAP & TDP, etc.

#### **10.6 REPLACEMENT COST COMMITTEE AT DISTRICT LEVEL**

A committee at district level will be constituted to fix the replacement cost of land in case of lands acquired through Direct Purchase method or Land lease, structures and other properties (trees, crops and other assets, tube well, hand pump, etc). The committee may be chaired by the District Collector/ Dy. Commissioner or his designated representative (not below the rank of SDM), Project Director-cum-Executive Engineer of the concerned PIU, District Agriculture Officer, Range Officer (Forest Department, if required), an independent certified valuer, Executive Engineer of the concerned PIU, District (MLA) of the concerned area and Team Leader of RAP implementation agency.

The highest value of land obtained by the three methods mentioned in Section 26 and Schedule 1 of RFCTLARR will be presented by the Project Authority and approved by the committee as the replacement cost. Similarly, latest schedule of rates of the concerned districts shall be used for obtaining replacement cost of structures. For items not available in the schedule of rates, for those items market rates shall be collected from three different sources and then replacement cost shall be fixed by the committee. For replacement costs of crops, trees and other such items similar methods will be followed.

The committee will be constituted through an executive order and or other suitable instrument within one month (30 days) from the date of mobilization of RAP implementation agency at site.

## 10.7 TRAINING AND CAPACITY BUILDING AT PROJECT AND SUB-PROJECT LEVEL

Training and development of project staff is an integral part of project implementation. A training needs identification shall be carried out at Corporate, Regional and Site level, based on which focused training modules will be developed in the first six months of project implementation;

- (i) Strengthening in house capacity to implement the provisions of RAP & TDP,
- (ii) Creating awareness, providing the tools for implementation of RAP & TDP, strategy and accompanying set of management procedures to all departments,
- (iii) Developing competence of key officials to provide training at respective level.

Based on skill requirement/improvement at all levels for proper implementation of RAP, a training programme focusing project implementing partners at Centre, State and field PIU has been developed (Annexure-12) which will be implemented by the PMU, MoRTH in the next two years. These training programs, which will be zeroed down after a quick training needs assessment, are to be conducted with the help of

local and national training institutions and experts in various aspects of social management. MoRTH will also identify courses offered by the premier institutions in India and abroad on social management and inter-phase with identified programme. Provision for separate budget has been made for this activity. The budget reported under "institutional" head includes the cost estimates of training programs discussed above.

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CHAPTER-11

# GRIEVANCE REDRESSAL MECHANISM

## CHAPTER-11 GRIEVANCE REDRESSAL MECHANISM

#### 11.1 NEED FOR GRIEVANCE REDRESS MECHANISM

The Resettlement Policy Framework (RPF) mandates formation of Grievance Redressal Mechanism in order to resolve disputes in an effective manner and at the door steps of the PAPs. Compensation and assistance as per eligibility is provided in the entitlement matrix of the approved RPF. Grievance of PAPs will be brought to the grievance redress committee for redressal. The decision of the GRC will be binding, unless vacated by court of law.

#### **11.2 GRIEVANCE REDRESSAL COMMITTEE (GRC)**

The GRC will be constituted by the Project Authority with the aim to settle as many disputes as possible on LA and R&R through consultations and negotiations. There will be one GRC for each PIU. The GRC will comprise six members headed by a retired Revenue Officer/Social Welfare Officer not below Group I officer rank. Other members of the GRC will include the concerned Project Director-cum-Executive, a retired PWD Officer (not below the rank of Executive Engineer), RRO, representative of PAPs and Sarpanch (Elected Head of Village) of the concerned village.

Grievances of PAPs in writing will be brought to GRC for redressal by the RAP implementation agency. The RAP implementation agency will provide all necessary help to PAPs in presenting his/her case before the GRC. The GRC will respond to the grievance within 15 days. The GRC will normally meet once in a month but may meet more frequently, if the situation so demands. A time period of 45 days will be available for redressing the grievance of PAPs. The decision of the GRC will not be binding to PAPs. *The decision of the Grievance Committees will not be binding on the DPs and they will have the option of taking recourse to court of law, if s/he so desires at his or her own expense*. Broad functions of GRC are as under:

- (i) Record the grievances of PAPs, categorize and prioritize them and provide solution to their grievances related to resettlement and rehabilitation assistance.
- (ii) The GRC may undertake site visit, ask for relevant information from Project Authority and other government and non-government agencies, etc, in order to resolve the grievances of PAPs. □ Fix a time frame within the stipulated time period of 45 days for resolving the grievance.
- (iii) Inform PAPs through implementation agency about the status of their case and their decision to PAPs and Project Authority for compliance.
- (iv) In case of grievances/complaints relating to GBV, ensure confidentiality and appropriate referral to mapped service providers.

The GRC will be constituted within 3 months by an executive order from competent authority (centre/ state) from the date of mobilization of RAP implementation agency. The RRO will persuade the matter with assistance from implementation agency in identifying the suitable persons from the nearby area for the constitution of GRC. Secretarial assistance will be provided by the PIU as and when required. The flow diagram (**Figure 11.1**) shows the entire process of grievance redressal.



Figure 11.1: Grievance Redressal Mechanism

PAPs will be fully made aware about the GRM for effective, inexpensive and amicable settlement of claims for compensation and assistance by holding meetings with PAPs, public meetings and distributing leaflets containing salient features and

procedures of GRM. The RAP IA will assist the PAPs in getting their record of rights updated in case of disputes related to land. The RRO with support from RAP IA will make all possible efforts for amicable settlement. The RAP IA will document all cases brought to GRC and maintain the records of the proceedings of the grievance redressal committee meetings.

#### 11.3 SUGGESTION AND COMPLAINT HANDLING MECHANISM (SCHM)

The MoRTH recognizes the importance of this and hence intends to establish a SCHM for the GNHCP. The communication channels to report project related complaints/concerns will be disclosed at all levels of institutions—MoRTH, State and Sub-project levels.

Though the Right to Information Act, 2005 an Act of the Parliament of India provides for setting out the practical regime of right to information for citizens. The Act applies to all States and Union Territories of India except the State of Jammu and Kashmir. Under the provisions of the Act, any citizen may request information from a "public authority" (a body of Government or "instrumentality of State") which is required to reply expeditiously or within thirty days. The Act also requires every public authority to computerize their records for wide dissemination and to proactively publish certain categories of information so that the citizens need minimum recourse to request for information formally. In other words under the act, citizens have right to seek information from concerned agencies by following the set procedures. However, it is quite likely that many people may not use the provisions of this Act, only in limited cases covering serious concerns. Being an inter-state project involving several states and large scale of civil works along with R&R and Environment issues, the project is likely to receive many suggestions, complaints, inquiries, etc through the project implementation period. Therefore, MoRTH has agreed to establish SCHM as a good practice to address public concerns pertaining to various issues. SCHM will report all project related LA and R&R of the PAPs for redressal through the concerned PIU or GRC as appropriate. Several communication channels viz., toll free phone number, dedicated email, mechanism for on line submission of suggestions/ complaints/ inquiries, provision of suggestion/complaint box (at site and project office), post and other suitable means shall be set up for suggestion and complaint handling.

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# CHAPTER-12 MONITORING AND EVALUATION

# CHAPTER-12 MONITORING AND EVALUATION

#### 12.1 MONITORING AND EVALUATION

Monitoring and evaluation are important activities of infrastructure development project particularly, those involving involuntary resettlement. It helps making suitable changes, if required during the course of implementation of RAP and also to resolve problems faced by the PAPs. Monitoring is periodical checking of planned activities and provides midway inputs, facilitates changes, if necessary and provides feedback to project authority for better management of the project activities. Evaluation on the other hand assesses the resettlement effectiveness, impact and sustainability of R&R activities. In other words, evaluation is an activity aimed at assessing whether the activities have actually achieved their intended goals and purposes. Thus monitoring and evaluation of resettlement action plan implementation are critical in order to measure the project performance and fulfillment of project objectives.

The monitoring and evaluation of RAP implementation will ensure monitoring of key indicators on inputs, outputs, project processes and evaluation of impact indicators. The overall purpose of the monitoring is to keep track of the implementation processes and progress, achievement of performance targets fixed in the annual work plans, learning lessons and taking corrective actions to deal with emerging constraints and issues. Monitoring and evaluation will constitute the following:

- Implementation progress (physical and financial aspects), monitoring of inputs, and outputs;
- Process documentation (case studies and lessons learnt);
- Impact evaluation based on sample survey and consultations; and
- Thematic studies.

#### 12.2 INSTITUTIONAL ARRANGEMENT FOR M & E

The Resettlement Policy Framework (RPF) stipulates hiring services of an external agency (third party) for monitoring and evaluation of RAP implementation. This means the project authority through an external agency will carry out monitoring and evaluation from the subsequent month of the mobilization of RAP IA at project site. Internal monitoring will be carried out by the Social Officer of Project Coordination Unit (PCU) with assistance from R&R officer and RAP IA whereas external monitoring and evaluation will be carried by the third party engaged for the purpose. This will help monitor project activities closely. Regular monitoring by undertaking site visits and consultations with PAPs will help identify potential difficulties and

problems faced in the implementation and accordingly help take timely corrective measures including deviations, if needed.

Components of monitoring will include performance monitoring i.e., physical progress of the work and impact monitoring and external evaluation. Indicative indicators to be monitored related to performance are provided in the following sections. In case during the project implementation, if some other indicators are found relevant they will also be considered for monitoring.

### 12.3 MONITORING AND EVALUATION (M&E) AT PROJECT AND SUB-PROJECT LEVEL

The Resettlement Action Plan contains indicators and benchmarks for achievement of the objectives under the resettlement programme. These indicators and benchmarks will be of three kinds:

- (1) Proposed indicators, indicating project inputs, expenditures, staff deployment, etc.
- (2) Output indicators, indicating results in terms of numbers of affected People compensated and resettled, training held, credit disbursed, etc,
- (3) Impact indicators, related to the longer-term effect of the project on People's lives.

The benchmarks and indicators will be limited in number and combine quantitative and qualitative types of data. Some of these indicators may include, percentage of PAPs actually paid compensation before any loss of assets; percentage of PAPs whose incomes after resettlement are better than, or at least same as before resettlement; percentage of assets valued at replacement cost compensation; percentage grievances resolved; and/or percentage of cases to court. The first two types of indicators, related to process and immediate outputs and results, will be monitored to inform project management about progress and results, and to adjust the work programme where necessary if delays or problems arise. The results of this monitoring will be summarized in reports which will be submitted to the World Bank on a regular basis. Provision will be made for participatory monitoring involving the project affected persons and beneficiaries of the resettlement programme in assessing results and impacts. The Project Authority will engage services of an external agency (third party), which will undertake independent concurrent evaluations at least twice a year during the project implementation period. At the end of the project, an impact evaluation will be carried out as part of the project completion report. Such independent evaluation will focus on assessing whether the overall objectives of the project have been met and will use the defined impact indicators as a basis for evaluation. Specifically, the evaluation will assess:

- The level of success (including the constraints and barriers) in land acquisition programme, resettlement plan, and income recovery of the PAPs after they have been displaced from the project affected area, and,
- (ii) The types of complaints/ grievances and the success of the handling of grievance and public complaints towards the construction of project's infrastructures, means of redress for assets and lands and the amount of compensation, resettlement, and other forms of complaints.

Summarizing, M&E would be carried out for regular assessment of both process followed and progress of the RAP & TDP implementation. The internal monitoring will be carried out by the State PCU by the LA cum SDO with assistance from NGO/Consultancy firm and a quarterly report will be submitted to MoRTH. Each quarterly report would also be uploaded on the MoRTH website. The external agency (third party) however, would conduct assessment annually for each sub-project by undertaking field visits and all other necessary activities including consultations. The annual reports would cover detailed information on process and progress of RAP including TDP implementation. The report would highlight issues, if any that need attention of the Project Authority and suggest corrective measures that may be followed for better implementation of RAP & TDP.

#### 12.4 PROCESS & PERFORMANCE MONITORING

Process monitoring would enable the project authority to assess whether the due process are being followed or not, whereas performance monitoring would mainly relate to achievement in measurable terms against the set targets. Monitoring report will also provide necessary guidance and inputs for any changes, if required during the course of the implementation. A list of indicators is given in Table 12.1.

Sr. No.	Indicators	Target	Status	Achievement (in %)	Remarks
1	Land acquisition (Private)				
	Notification published u/s 3D				
	Award declared u/s for				
	Land area (ha)				
	Land owners (No.)				
	Compensation disbursed by				
	Competent Authority to land owners				
	(No.)				
	Govt. land transfer (ha)				
2	Verification of identified PAPs				
	completed (No.)				

 Table 12.1: Performance Monitoring for RAP Implementation

Sr. No.	Indicators	Target	Status	Achievement (in %)	Remarks
3	New PAPs added, if any (who could				
	not be enumerated at the time of				
	survey)				
4	Consultations held with regard to				
	RAP (dissemination of information,				
	awareness generation, entitlements,				
	HIV/ AIDS, SCHM, etc) – No.				
5	Leaflets, containing salient features				
	of RAP, hand bills, fliers and other				
	awareness materials distributed (No.)				
6	Measurement of structures likely to				
	be affected completed (No.)				
7	Date of formation of DLC				
8	Meetings held by DLC for fixing the				
	replacement cost (No.)				
9	Valuation of affected properties				
	completed (No.)				
10	Micro plan submitted for THs for				
	approval (No.)				
11	Identity cum entitlement card issued				
	to PAPs (No.)				
12	Consultations held with local				
	community regarding relocation or				
	rehabilitation of CPRs (No.)				
13	Estimate submitted for relocation/				
	rehabilitation of CPRs for approval				
14	Agency to carryout relocation/				
	rehabilitation of CPRs as agreed by				
	the project authority				
15	R&R assistances disbursed to PAPs				
	(THs – No.				
16	PAPs re-established their shops/				
	business (No.)				
17	PAPs covered under income				
	generation schemes (No.)				
18	PAPs provided training for alternate				
	livelihood (No.)				
19	CPRs relocated/ rehabilitated (No.)				
20	Grievance/ complaints brought to				
	GRC for redressal (No.)				

Sr. No.	Indicators	Target	Status	Achievement (in %)	Remarks
21	GRC meeting held and cases				
	resolved (No.)				
22	Various channels of SCHM used by				
	category (No.)				
23	Consultation meetings held by LA				
	cum SDO of Project Coordination				
	Unit (PCU) (No.)				

#### 12.5 EVALUATION

The external agency engaged by the Project Authority shall carry out the evaluation at two stages viz., mid-term and after the completion of RAP implementation. The evaluation will be carried out under a set term of reference. The evaluation study would involve both quantitative and qualitative surveys and compare results before and after the implementation of the project. It will focus on assessing whether the overall objectives of the project are being met and will use the defined impact indicators as a basis for evaluation. The evaluation study would undertake the following but not limited to:

- Review monthly progress report submitted by RAP Implementation Agency (RAP IA);
- Undertake consultations with PAPs in order to assess their point of view with regard to overall process;
- Intensity and effectiveness of information dissemination with regard to RAP implementation covering eligibility of different categories of PAPs, frequency of interactions by RAP IA personnel with PAPs, deployment of RAP IA staff, quality of rapport maintained by RAP IA personnel with PAPs, capability of RAP IA personnel, behavior of RAP IA staff, availability of RAP IA staff, level of satisfaction as regards the work of RAP IA, etc;
- Collect information about distribution of awareness generation materials, entitlements, distribution of identity cum entitlement card, adequacy of dissemination of information, consultations meetings with regard to policy and eligibility for entitlement, alternatives and relocation related issues, measurement and valuation of affected properties, understanding and use of grievance procedure, disbursement of assistance, and other R&R related issues, compliance of resettlement policy, etc;
- Conduct sample survey (25% of PAPs) for making comparative analysis substantiated by qualitative surveys and case studies, etc.

It may be noted that one of the key objectives of the project is improvement or at least restoration of economic status of the PAPs to the pre project level. An illustrative list of indicators is given in **Table 12.2**, which would be measured against the baseline data collected for the preparation of RAP. The M&E agency would finally select the indicators for the evaluation of the project depending upon the progress of R&R activities.

Sr. No.	Indicator	Unit	Before Project Implementation	During/ after RAP Implementation
1	Monthly income of family/ household			
2	Consumer durables/material Assets owned			
3	Ownership of Transport and farm implements owned			
4	Occupation of head of Household and other members			
5	Type of dwelling units			
6	Number of Earning members/households			
7	Family under debt			
8	Size of loan			
9	Households purchased loans			
10	Households with various sizes of land			
11	Ownership/tenancyofdwellingunitsencroacher, squatter)			
12	Access to water and sanitation facilities			
13	Access to modern sources of lighting and cooking			
14	Animal and poultry birds owned			
15	Migration for employment			

#### Table 12.2: Impact Indicators

#### 12.6 **REPORTING**

Monthly Progress Reports on the progress of RAP implementation including mobilization of staff members, opening of site offices, etc of the project would be prepared by RAP IA and submitted to the R&R Officer at sub-project level.

Quarterly Monitoring Reports shall be compiled by the LA cum SDO of Project Coordination Unit (PCU) and submitted to MoRTH for review and onward submission to World Bank

Six monthly reports shall be prepared by the M&E agency by undertaking site visits and review of progress report, consultations, etc.

Evaluation Report shall be prepared by the M&E agency at the end of the project implementation as part of the project completion report.

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## Annexure 1A: Importance of the Project Road



#### Annexure 1B: Agricultural & Comm. Establishment of Project Road

S.	Existin	g Km of Old SH-1		g Km of -707	Length	Existing
No.	То	From	То	From		ROW
1	10.560	10.710	0.000	0.150	0.150	30.48 m
2	10.710	11.130	0.150	0.570	0.420	30.00 m
3	11.130	13.415	0.570	2.855	2.285	30.48 m
4	13.415	13.920	2.855	3.360	0.505	30.00 m
5	13.920	14.040	3.360	3.480	0.120	30.48 m
6	14.040	15.170	3.480	4.610	1.130	32.50 m
7	15.170	15.290	4.610	4.730	0.120	30.48 m
8	15.290	15.650	4.730	5.090	0.360	29.00 m
9	15.650	15.875	5.090	5.315	0.225	30.48 m
10	15.875	15.980	5.315	5.420	0.105	32.00 m
11	15.980	16.115	5.420	5.555	0.135	31.00 m
12	16.115	16.160	5.555	5.600	0.045	30.00 m
13	16.160	16.370	5.600	5.810	0.210	32.50 m
14	16.370	16.475	5.810	5.915	0.105	27.50 m
15	16.475	16.655	5.915	6.095	0.180	29.00 m
16	16.655	16.790	6.095	6.230	0.135	30.48 m
17	16.790	17.315	6.230	6.755	0.525	29.00 m
18	17.315	17.355	6.755	6.795	0.040	30.48 m
19	17.355	18.020	6.795	7.460	0.665	10.00 m
20	18.020	18.180	7.460	7.620	0.160	8.00 m
21	18.180	18.500	7.620	7.940	0.320	22.50 m
22	18.500	18.600	7.940	8.040	0.100	30.00 m
23	18.600	18.620	8.040	8.060	0.020	27.50 m
24	18.620	18.800	8.060	8.240	0.180	21.00 m
25	18.800	18.900	8.240	8.340	0.100	9.00 m
26	18.900	19.100	8.340	8.540	0.200	11.50 m
27	19.100	19.220	8.540	8.660	0.120	22.50 m
28	19.220	19.500	8.660	8.940	0.280	11.50 m
29	19.500	24.965	8.940	14.405	5.465	9.50 m
30	24.965	29.875	14.405	19.315	4.910	21.50 m
31	29.875	30.055	19.315	19.495	0.180	Nil
32	30.055	32.500	19.495	21.940	2.445	24.50 m
33	32.500	32.830	21.940	22.270	0.330	25.00 m
34	32.830	33.250	22.270	22.690	0.420	24.50 m
35	33.250	33.545	22.690	22.985	0.295	20.00 m
36	33.545	33.905	22.985	23.345	0.360	21.00 m
37	33.905	34.560	23.345	24.000	0.655	24.50 m

Annexure 2: Existing ROW Details

S.	Existin	g Km of Old SH-1		g Km of -707	Length	Existing
No.	То	From	То	From		ROW
38	34.560	35.260	24.000	24.700	0.700	21.00 m
39	35.260	35.560	24.700	25.000	0.300	15.00 m
40	35.560	35.870	25.000	25.310	0.310	21.00 m
41	35.870	36.170	25.310	25.610	0.300	18.00 m
42	36.170	36.500	25.610	25.940	0.330	22.50 m
43	36.500	37.050	25.940	26.490	0.550	25.00 m
44	37.050	37.350	26.490	26.790	0.300	24.50m
45	37.350	37.800	26.790	27.240	0.450	21.50 m
46	37.800	38.100	27.240	27.540	0.300	30.00 m
47	38.100	38.295	27.540	27.735	0.195	25.00 m
48	38.295	38.400	27.735	27.840	0.105	21.50 m
49	38.400	39.145	27.840	28.585	0.745	24.50 m
50	39.145	39.280	28.585	28.720	0.135	21.50 m
51	39.280	39.425	28.720	28.865	0.145	25.00 m
52	39.425	39.770	28.865	29.210	0.345	21.50 m
53	39.770	39.830	29.210	29.270	0.060	26.00 m
54	39.830	40.500	29.270	29.940	0.670	22.50 m
55	40.500	40.770	29.940	30.210	0.270	21.50 m
56	40.770	40.850	30.210	30.290	0.080	25.00 m
57	40.850	44.115	30.290	33.555	3.265	21.50 m
58	44.115	44.145	33.555	33.585	0.030	25.00 m
59	44.145	44.575	33.585	34.015	0.430	21.50 m
60	44.575	44.635	34.015	34.075	0.060	10.00 m
61	44.635	45.190	34.075	34.630	0.555	17.50 m
62	45.190	45.415	34.630	34.855	0.225	25.00 m
63	45.415	45.620	34.855	35.060	0.205	21.50 m
64	45.620	45.800	35.060	35.240	0.180	25.00 m
65	45.800	46.500	35.240	35.940	0.700	21.50 m
66	46.500	46.800	35.940	36.240	0.300	25.00m
67	46.800	46.935	36.240	36.375	0.135	21.50 m
68	46.935	47.115	36.375	36.555	0.180	25.00 m
69	47.115	47.325	36.555	36.765	0.210	21.50 m
70	47.325	48.350	36.765	37.790	1.025	Nil
71	48.325	48.500	37.765	37.940	0.175	Nil
72	48.500	60.500	37.940	49.940	12.000	11.00 m
73	60.500	63.500	49.940	52.940	3.000	10.00 m
74	63.500	72.500	52.940	61.940	9.000	12.00 m
75	72.500	74.500	61.940	63.940	2.000	20.00 m
76	74.500	80.500	63.940	69.940	6.000	21.00 m

S.	Existin	g Km of Old SH-1		g Km of -707	Length	Existing
No.	То	From	То	From		ROW
77	80.500	83.500	69.940	72.940	3.000	20.00 m
78	83.500	86.500	72.940	75.940	3.000	19.00 m
79	86.500	92.000	75.940	81.440	5.500	18.00 m
80	92.000	92.240	81.440	81.680	0.240	28.00 m
81	92.240	92.450	81.680	81.890	0.210	25.00 m
82	92.450	92.960	81.890	82.400	0.510	28.00 m
83	92.960	93.240	82.400	82.680	0.280	25.00 m
84	93.240	93.720	82.680	83.160	0.480	28.00 m
85	93.720	93.930	83.160	83.370	0.210	30.00 m
86	93.930	94.255	83.370	83.695	0.325	25.00 m
87	94.255	94.390	83.695	83.830	0.135	30.00 m
88	94.390	94.975	83.830	84.415	0.585	25.00 m
89	94.975	95.120	84.415	84.560	0.145	28.00 m
90	95.120	95.320	84.560	84.760	0.200	25.00 m
91	95.320	96.000	84.760	85.440	0.680	28.00 m
92	96.000	96.120	85.440	85.560	0.120	22.50 m
93	96.120	96.810	85.560	86.250	0.690	25.00 m
94	96.810	96.900	86.250	86.340	0.090	28.00 m
95	96.900	97.120	86.340	86.560	0.220	25.00 m
96	97.120	100.120	86.560	89.560	3.000	18.00 m
97	100.120	103.120 or 119.000	89.560	92.560	3.000	25.00 m
98	119.000	121.080	92.560	94.640	2.080	25.00 m
99	121.080	122.600	94.640	95.160	0.520	30.00 m
100	122.600	123.400	95.160	95.960	0.800	22.00 m
101	123.400	123.500	95.960	96.060	0.100	27.00 m
102	123.500	124.000	96.060	96.560	0.500	22.00 m
103			96.560	97.000	0.500	22.00 m

S.	-	g Km of NH- s Per Site	Prop Chai		Length	Type of Cross -		
No.	From	То	From	То	(km)	Section		
			PACI	KAGE-I		r		
1	0+000	1+495	0.000	1.500	1.500	Type-1		
2	1+495	4+490	1.500	4.500	3.000	Type-2		
3	4+490	11+560	4.500	11.500	7.000	Type-2A		
3	11+560	15+310	11.500	15.160	3.660	Type-3A		
4	15+310	17+105	15.160	16.950	1.790	Type-5A		
5	17+105	17+960	16.950	17.800	0.850	Type-3A		
6	17+960	19+072	17.800	18.900	1.100	Type-4		
7	19+072	25+345	18.900	25.000	6.100	Type-3B		
	Total Length (Km)25.000							
			PACK	KAGE-II		-		
1	25+345	32+275	25.000	31.880	6.880	Type-3B		
2	32+275	32+945	31.880	32.550	0.670	Type-4		
3	32+945	35+000	32.550	34.500	1.950	Type-3B		
4	35+000	35+867	34.500	35.360	0.860	Type-3C		
5	35+867	39+635	35.360	39.100	3.740	Type-3B		
6	39+635	40+390	39.100	39.820	0.720	Type-4		
7	40+390	45+777	39.820	45.000	5.180	Type-3B		
8	45+777	50+700	45.000	50.000	5.000	Type-3B		
			Total Len	0	25.000			
				AGE-III		1		
1	50+700	51+450	50.000	50.750	0.750	Type-3B		
2	51+450	51+670	50.750	50.970	0.220	Type-4		
3	51+670	58+345	50.970	57.520	6.550	Type-3B		
4	58+345	62+480	57.520	61.580	4.060	Type-5B		
5	62+480	65 + 065	61.580	64.270	2.690	Type-3B		
6	65+065	66+035	64.270	65.250	0.980	Type-4		
7	66+035	70+905	65.250	70.000	4.750	Type-3B		
8	70+905	76+010	70.000	75.000	5.000	Туре-6А		
			Total Len	0	25.000			
		00.027	1	AGE-IV	10.007			
1	76+010	88+035	75.000	87.035	12.035	Type-6A		
2	88+035	88+390	87.035	87.395	0.360	Type-6B		
3	88+390	95+922	87.395	94.900	7.505	Type-6A		
			Total Len	0 7	19.900			
			Grand T	otal (Km)	94.900			

Annexure- 3: Typical Cross Sections













# **Annexure 4**

# Census and Socio-economic survey questionnaire

#### Census and Community Asset Survey Schedules Census Survey Questionnaires

#### PART: 1 – ASSET INFORMATION

Census Survey	Code.			1				
GENERAL A. Questionnaire	• No: <b>E</b>	B. Subpro	ject Road	I Name:				
C. Village:		. <b>D.</b> Distri	ct:	I	E. State:			
F. Plot No	G.	Km/Chai	nage	<b>H.</b> Side	1. Left 2	. Right		
I. Name of the p	erson answer	ing to su	rvey					
J. Relation to the	owner:							
K. Years of Occu	pation of the	Affected	Property	Ye	ars			
L. Present Addre	ess of the Pro	perty:						
M. Mother Tong	ie		(Hindi-'	1; Odiya-2;	Others-3	3; in case	of others sp	ecify.)
<b>DETAILS OF LA</b> 1. Ownership of								
1. Privat	e 2. Governm	nent 3. R	eligious 4	. Commu	nity 5. Ot	hers		
2. Type of Land								L
1. Irrigat	ed 2. Non-Irri	gated 3.	Barren 4.	Forest 5.	Other			
3. Use of Land								
1.Cultiva	tion 2. Orcha	rd 3. Res	sidential 4	. Commer	cial			
5. Fores	tation 6. Othe	ers 7. No	Use/ Barr	en				
4. Affected area	of the Land (i	n square	meter)					
5. Total Area of	he Land/Plot	(in squar	re meter)					
6. Rate of the La	nd (Per sq. m	n) 1. Marl	ket Rate (	Rs)				
7. Status of Own	ership							
1. Titleh	older (Pvt Ow	ner) 2. C	ustomary	Right 3. E	Encroach	er 4. Squ	atter	
8. Name of the C	wner/Occupi	er:						
9. Father's Name	):							
10. Name of the	owner, if the	occupier	is					
tenant								
11. Total Land H	olding (in Acr	·e)						

#### Annexure-4

12. Any of the following people	associated with the Land	
A. Agricultural Laborer		
-	ny	
B. Sharecropper 1. Yes		
	ny	
13. Number of trees within the a		
1. Total2. Frui	t Bearing3. Non-fruit Bearing	
<b>DETAILS OF STRUCTURES (</b> 14. Any structure in the Affected	• •	
15. Area of the affected structur		
	b) Width perpendicular to the roadc) Floor	
16. Area of the total structure (ir		
· ·	b) Width perpendicular to the roadc) Floor	
	enter line of the road (in mtr.)	
18. Type of Construction of the		
	with mud/brick/wood made walls, thatched/tin roof)	
	ildings, with tiled roof and normal cement floor)	
	C, Single/ Double storey building)	
19. Market Value of the Structur		
20. Use of the Structure (select		
A. Residential Structure	1 House 2 Hut 3 Other	
B. Commercial Structure	4 Shops 5. Hotel 6 Small Eatery 7 Kiosk 8 Farm House	
	9 Petrol Pump 10 Clinic 11 STD Booth 12 Workshop	
	13 Vendors 14 Com. Complex 15 Industry 16. Restaurant	
	17. Others	
C. Mixed Structure	18 Residential-cum-Commercial Structure	
D. Community Structure	19 Comm. Center 20 Club 21 Trust 22 Memorials 23 Other	
E. Religious Structure 24 Mos	que, <b>25</b> Shrine <b>26</b> Burial <b>27</b> . Temple <b>28</b> . Other…	
F. Government Structure	29 Govt. Office 30 Hospital 31 School 32 College 33 Other	
G. Other Structure	34 Boundary Wall 35 Foundation 36 Cattle Shed 37 Well/Tube	Well
21. Status of the Structure		
1. Legal Titleholder 2. C	Customary Right 3. Encroacher 4. Squatter	
22. Name of the Owner/Occupie	er:	
23. Father's Name:		
24. Name of the owner, if the oc	cupier is tenant	
a. Tenure Status	(Own-1; Rented-2; Leasehold-3)	
b. Monthly Rent		
c. Utility Connection	(1-Electricity; 2- Water; 3- Sewer)	
25. Any of the following people	associated with the Structure?	
A. Employee/wage earr	ner in commercial structure 1. Yes 2. No	
(i). If Yes, How Many?		

B. Employee/ wage earner in residential structure 1. Yes 2. No	
(ii). If Yes, How Many?	
26. Number of trees within the affected area	
1. Total2. Fruit Bearing3. Non-fruit Bearing	
27. Social Category	
1. SC 2. ST 3. OBC 4. General 5. Others (specify)	
28. Religious Category	
1. Muslim 2. Hindu 3. Other (specify)	
29. Vulnerability Status of the Household:	
A. Is it a woman headed household? 1. Yes 2. No	
B. Is it headed by physically/mentally challenged person? 1. Yes 2. No	
C. Is it a household Below Poverty Line (BPL) 1. Yes 2. No	
D. If BPL, provide BPL card number	
30. Monthly income of the family in (Total of Q.No. 36) Rs	
Resettlement and Rehabilitation Option	
<b>31</b> . Willing to shift 1. Voluntarily 2. Non-voluntarily	
32. Assistance Option	<b></b> ]
1. Self Relocation	
2. Cash for Land loss	
3. Cash for House/ Shop loss	
4. Project Assistance	
33. Income Restoration Assistance (The most preferred option)	
1. Employment Opportunities in Construction work	
2. Assistance/ Loan from other ongoing development scheme	
3. Vocational Training	
4. Others (specify)	
34. Other Support from Project (Specify)	
Part II	
SOCIOECONOMIC DETAILS	
35. Name of the Head of the Household	
36. Number of family members TotalMaleFemale	
Details of Family Members above 18 years of age: (fill appropriate code)	

Annexure-4

SI. No	Name of Persons	Relationship with Head of the Household	Sex (M/F)	Age	Marital Status	Educational Qualification	Main Occupation	Monthly Income	Other Occupation	Monthly Income
1.										
2.										
3.										
4.										
5.										
6.										
7.										
8.										
9.										
10.										
11.										
12.										
13.										
14.										
15.					<u> </u>					
16.										

Marital Status:

Married-1; Unmarried-2; Divorcee-3; Separate-4; Widowed-5; Illiterate-1; Primary Schooling-2; Upper Primary Schooling-3; High School-4; Graduate-5; Post-Graduate-6; Technical-7 Cultivator-1: Agricultural Labourer-2; Daily Wage Earner-3; Salaried-4; Business- 6; Other-7; in case of others specify.

**Educational Qualification: Occupation** :

#### 37. Possession of Material /Assets (Please Record Numbers)

Television	Tape Recorder	Radio	Refrigerator	Telephone		Vehicles					Cooking Any Other
Reco	Recorder				Cycles	Three Wheeler	Two- Wheeler	Four Wheeler	Bus / Truck	Gas	(specify)

#### 38. Live Stock Assets (Please Record Numbers)

Classification	Cows	Buffaloes	Sheep	Goats	Poultry	Others
Give Number						

#### 39. Likely Loss of Other Assets

Tree		Well		Other Category I (Specify) Individual Assets		
No.	Species	No.	Туре	No.		

#### 40. Participation in economic activities of family members

S. No.	Economic/Non-economic Activities	Male	Female	Both
1	Cultivation			
2	Allied Activities (Dairy, Poultry, Sheep rearing, etc.)			
3	Collection and Sale of forest products			
4	Trade & Business			
5	Agricultural Labor			
6	Non Agricultural Labor			
7	HH Industries			
8	Service			
9	Households Work			
10	Collection of Water			
11	Collection of Fuel			
12	Others (Specify):			

#### Annexure-4

#### 41. Decision making and participation at Household Level

SI. No.	Subject	Male	Female	Both
1	Financial matter			
-				
2	Education of child			
3	Health care of child			
4	Purchase of assets			
5	Day to day household activities			
6	On social function and marriages			
7	Women to Earn for Family			
8	Land and property			
9	Others			

#### 42. Women Participation at Community level

1	Do women of the household participate in decision making processes at community level	Yes- 1 No- 2	
2	Is any member of the household a member or office bearer of village / block / zilla panchayat? Yes – 1; No – 2; If yes whether such member is male or female?	Male	Female
3	Is any women member of the household works as Anganwadi worker or ANM?	Yes	No
4	Is any household member also a member of any self help groups? Yes - ; No -2 If yes, whether male or female?	Male	Female
5	If yes, is that SHG still active?	Yes	No

#### 43. Employment opportunity in the area

1. Seasonal 2. Employed throughout the Year 3. None

44. Do family members migrate for work

S. No.	Type of Work	In Rs. Per year	Do men migrate for work outside the village Daily -1 Seasonal - 2 Long term – 3 No - 4	Do women also migrate for work outside the village Daily -1 Seasonal - 2 Long term – 3 No - 4
1	Agriculture			
2	Shopkeeper/Business (including petty business)			
3	Employer (industrialist/Factory/Mill owner, etc)			
4	Government Service			
5	Private Service			
6	Wage Labour (Agriculture)			
7	Wage Labour (Non Agriculture)			
8	Self employed (insurance, finance, doctor, engineer, lawyer)			
9	Not employed (income recipient such as retired, remittance, property rent, bank interest, etc)			
10	Household work			
11	Others (specify ) Total			
#### 45. Quality of Life (Consumption Pattern)

Kindly indicate the consumption/expenditure on different items in last one year

SI. No.	Particulars	Monthly Expenditure in Rs.	Rank them from highest to lowest
1	Food		
2	Agriculture		
3	Housing		
4	Cooking Fuel		
5	Clothing		
6	Health		
7	Education		
8	Transport		
9	Communication		
10	Social functions		
11	Others		

#### 46. Loan and Indebtedness

1	Have you taken any loan? 1-Yes, 2-No	
2	Who has taken the loan? 1. Head of the HH; 2. Spouse; 3. Son; 4. Daughter in	
	law; 5.Head and spouse together; 6. Son and Head of the HH; 7. Daughter in	
	law and Mother in law; 8. Other	
3	If yes, tell us sources of loan: 1-Bank, 2-NGO, 3-Money lender, 4-Relative/friend,	
	5- SHG; 6. Others (specify)	
4	If yes, Amount of Ioan (in Rs.)	
5	Could you please tell us the purpose of loan? 1-Productive investment, 2-	
	Purchasing durables, 3-Meeting up emergencies, 4-Marrying of children, 5-	
	Paying off loan, 6-Others (specify)	

#### 47. Access to facilities

Code	Distance of followingfacilities/amenities	Approx.	Mode to	Frequency	Trips made
	from the location of interview?	km	access		by M/F/Both
1	Primary School				
2	Secondary School				
3	College				
4	Regular Market				
5	Commonly visited health service place				
6	Hospital				
7	District Office				
8	Block Office				
Modo	Walk 1: Cyclo 2: Porconal t	ranchart 2.	Dublic trop	aport 1:	

Mode: Frequency: Walk-1; Cycle-2; Personal transport-3; Public transport-4; Daily-1; Weekly-2; Monthly-3; Very Rare-4;

#### 48. Health Seeking behaviour

	and occiving benaviour		
1	Has any of your family members	If yes, who	Code :
	suffered from any disease	suffered:	Men – 1, Women - 2
	during last 12 months?		Both- 3, Boy child- 4
	1-Yes, 2-No, 3-Don't Know		Girl child – 5, Both children - 6
2	If yes, please specify type of		
	disease?		
3	Type of treatment taken:		1-Allopathic Government, 2-Allopathic
			Private, 3-Allopathic Govt. & Private
			both, 4- Homeopathy, 5- Ayurved,
			6- Faith healers; 7- quacks; 8-No
			Treatment, 9-Others
			(specify)

	1		
4	Which is the nearest formal		
	medical facility available?		
	PHC – 1; CHC- 2; District		
	Hospital – 3; Private clinic – 4;		
	Private Hospital – 5; Others - 6		
5	Did you avail any health/medical	Yes - 1	If coded 1 or 3 skip the next question
	facility (like medicine, routine	No - 2	
	check-up, advice from doctor	Has not been	
	etc.) during the last pregnancy?	pregnant yet - 3	
6	If no, who attended while giving	Females	
	birth to the baby? (Multiple	neighbor - 1	
	responses possible)	relatives and	
		friends - 2	
		Mother-in-law - 3	
		Sister-in-law - 4	
		Others specify - 5	
7	Have you heard about	Yes 1; No - 2	
	HIV/AIDS:		
8	If yes, what is the source?		
	Newspaper – 1; TV- 2; radio- 3;		
	NGO camp-4; Govt. camp - 5;		
-	, , ,		
L			

Signature of a person Answering the Survey.....

(Name of the Investigator) Date: ..... (Signature of the investigator)

#### <u>PART III</u>

#### **EXTENT OF LOSS**

(NOT TO BE ASKED BUT TO BE ASSESSED BY THE INVESTIGATOR)

- 1. Losing Total House
- 2. Losing Partial House
- 3. Losing Total House and part of Plot (Aangan or Courtyard)
- 4. Losing Total Plot and Total House
- 5. Losing Total Plot and Partial House
- 6. Losing Partial Plot
- 7. Losing Total Commercial Structure
- 8. Losing Partial Commercial Structure
- 9. Losing Total Commercial Structure and Partial Plot
- 10. Losing Total Commercial Structure and Total Plot
- 11. Losing Partial Commercial Structure and Total Plot
- 12. Losing Total House and Total Commercial Structure
- 13. Losing Total House, Total Commercial Structure and Total Plot
- 14. Losing Total House, Total Commercial Structure
- 15. Losing Total House, Partial Commercial Structure and Part of Plot
- 16. Losing Partial House, Partial Commercial Structure and Part of Plot
- 17. Losing Total House and Partial Commercial Structure
- 18. Losing Total Commercial Structure and Part of House
- 19. Losing Total Boundary Wall
- 20. Losing Partial Boundary Wall
- 21. Losing Total Agricultural Land
- 22. Losing Partial Agricultural Land
- 23. Losing Total Cattle Shed
- 24. Losing Part of Cattle Shed
- 25. Losing Water bodies
- 26. Losing Total Livelihood for Commercial Tenant
- 27. Others (Specify)

#### Status of Occupier of affected property

1. **Status of Occupier** (*Tick in the appropriate box*)

Owner	Legal	Non-title	e Holders	Vacant
	Tenant/sharecropper	Squatter	Encroacher	

2. Since how long your family has been using this property (in years)

3.	Do you possess a doo	cumentary proof	
		1. Yes	2. No.
4.	If yes, Type of docur	mentary proof of occupation	on of affected property
Receipt/Bill _	Ration card no	Voter IC no Bank/A/c	

## 5. Land **Ownership** (Tick under appropriate type and enter the no. of households under the same)

	Single	Joint	Trust	Community	Government	Forest	Unclear (specify)
5.1 Type of ownership							

	Male	Female
5.2 Ownership by Gender (if private)		

#### 6. Does the family have legal document to prove ownership of

Structure	1. Yes	2. No.	RTC No.		Sub No.	
land			RTC No.		Sub No.	
(to be asked o	nly to the owne	r)				
(If yes, ask for the legal document and check with the Land Revenue Office)						

#### Measurements

#### 2.1 Structure

	Offset From Existing Central Line		Offset from Edge of Asse up to Area Getting Affecte		
	Land Structure		Land	Structure	
Starting Meter					
Ending Meter					
Width					
Total Area (in sq.m)					
No. of Floors (G, G+1, G+n)					

#### 2.2 Land

		Total			Affected			
SI. No.	Area	Length	Width	Total Area (in sqm)	Length	Width	Total Area (in sqm)	
1.	Built up area							
2.	Open Space							
3.	Total Area							

#### 2.3 Boundary Wall Details

SI. No.	Boundary / Compound Wall	Length	Total length affected (in sqm)
1.	Barbed wire fencing		
2.	Stone Dry Masonry		
3.	Brick / Stone Masonry		
4.	Mud Wall		
5.	Others (Specify)		

#### 2.4 Gate Details

SI. No.	Type of Gate	Length (in m)	Height (in m)
1.	MS		
2.	Wooden		
3.	Others		

#### 2.5 WATER SOURCES GETTING AFFECTED

Sources (in No.)	User (use code)*	Units to be acquired
Dug Wells		
Tube Wells		
Supply Points		

\*[1.Domestic 2.Agriculture 3.Industrial 4. Others (to be specified)]

#### 6 Diagram of the affected property (Rough diagram with dimension – Not to scale)

(PHOTOGRAPH TO BE ATTACHED – STRUCTURE ALONG WITH HEAD OF HOUSEHOLD/ RESPONDENT)

In case the tenancy/ownership is under dispute (legal or otherwise) please make a short note below

Field Supervisor:	Date:
Endorsed by:	
Revenue Officer:	Date:
MoRTH / PWD Officer:	Date:

S. No.	Existing K 707 as j		Design C	Chainage	]	ROW (m	l)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
		_		Packag						
1	0+000	1+480	0.000	1.485	13.50	13.50	27.00	15.2	8.5	23.7
2	1+480	1+545	1.485	1.550	9.00	16.00	25.00	17.3	2.0	19.3
3	1+545	1+595	1.550	1.600	11.00	11.00	22.00	17.3	2.0	19.3
4	1+595	1+690	1.600	1.695	9.00	11.00	20.00	7.3	11.9	19.2
5	1+690	2+960	1.695	2.967	15.00	15.00	30.00	9.4	9.8	19.2
6	2+960	2+975	2.967	2.983	25.00	9.00	34.00	9.4	9.8	19.2
7	2+975	3+040	2.983	3.052	15.00	15.00	30.00	9.4	9.8	19.2
8	3+040	3+108	3.052	3.115	9.00	25.00	34.00	9.4	9.8	19.2
9	3+108	7+445	3.115	7.415	14.00	14.00	28.00	9.7	9.5	19.2
10	7+445	7+550	7.415	7.521	9.00	12.50	21.50	9.7	9.5	19.2
11	7+550	7+685	7.521	7.653	12.00	12.00	24.00	9.4	9.8	19.2
12	7+685	7+778	7.653	7.746	15.00	9.00	24.00	9.5	9.7	19.2
13	7+778	8+065	7.746	8.032	13.50	13.50	27.00	9.7	9.5	19.2
14	8+065	8+140	8.032	8.107	9.00	11.00	20.00	9.6	9.7	19.2
15	8+140	8+535	8.107	8.502	12.50	9.00	21.50	9.6	9.6	19.2
16	8+535	9+063	8.502	9.030	12.00	12.00	24.00	9.4	9.8	19.2
17	9+063	9+130	9.030	9.096	15.00	9.00	24.00	9.4	9.8	19.2
18	9+130	9+285	9.096	9.251	11.50	11.50	23.00	9.5	9.7	19.2
19	9+285	9+420	9.251	9.385	9.00	15.00	24.00	10.8	8.4	19.2
20	9+420	9+615	9.385	9.580	12.00	12.00	24.00	9.7	9.5	19.2
21	9+615	9+755	9.580	9.722	17.00	9.00	26.00	9.5	9.7	19.2
22	9+755	9+885	9.722	9.852	11.50	11.50	23.00	9.7	9.5	19.2
23	9+885	10+050	9.852	9.992	10.00	9.00	19.00	9.6	9.6	19.2
24	10+050	10+370	9.992	10.310	10.00	10.00	20.00	9.8	9.4	19.2
25	10+370	10+447	10.310	10.387	9.00	12.50	21.50	9.8	9.4	19.2
26	10+447	10+710	10.387	10.650	13.00	9.00	22.00	9.6	9.6	19.2
27	10+710	11+102	10.650	11.040	14.00	14.00	28.00	9.4	9.8	19.2
28	11+102	12+000	11.040	11.940	10.00	10.00	20.00	9.1	8.2	17.3
29	12+000	13+137	11.940	13.054	9.00	9.00	18.00	12.6	3.2	15.8
30	13+137	13+445	13.054	13.356	12.00	12.00	24.00	11.1	4.1	15.2
31	13+445	13+565	13.356	13.471	9.00	14.00	23.00	11.3	4.3	15.6
32	13+565	13+695	13.471	13.600	10.00	10.00	20.00	11.1	3.9	15.0
33	13+695	13+858	13.600	13.757	9.00	25.00	34.00	9.0	4.4	13.4
34	13+858	13+905	13.757	13.800	10.00	10.00	20.00	9.0	4.4	13.4
35	13+905	14+154	13.800	14.040	9.00	9.00	18.00	6.0	9.7	15.7
36	14+154	16+686	14.040	16.534	9.00	9.00	18.00	13.3	2.9	16.2
37	16+686	17+622	16.534	17.470	10.00	10.00	20.00	12.0	3.2	15.2
38	17+622	17+787	17.470	17.630	10.00	9.00	19.00	9.0	6.7	15.7
39	17+787	17+912	17.630	17.755	9.00	13.00	22.00	9.7	6.4	16.1
40	17+912	18+070	17.755	17.910	12.50	12.50	25.00	10.8	5.2	16.0

Annexure 5: Right of Way (ROW) & Corridor Of Impact (COI)

S. No.	Existing K 707 as p		Design C	Chainage	]	ROW (m	ı)		COI (m	i)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
41	18+070	18+110	17.910	17.950	11.50	9.00	20.50	9.1	5.4	14.5
42	18+110	19+105	17.950	18.935	12.00	12.00	24.00	8.2	5.0	13.2
43	19+105	24+727	18.935	24.400	9.00	9.00	18.00	9.5	4.6	14.1
44	24+727	25+345	24.400	25.000	13.00	13.00	26.00	9.1	3.4	12.5
				Packag	e - II			•	1	
45	25+345	25+607	25.000	25.260	9.00	19.00	28.00	2.6	8.4	11.0
46	25+607	25+652	25.260	25.305	9.00	19.00	28.00	2.6	8.4	11.0
47	25+652	26+106	25.305	25.735	14.00	14.00	28.00	9.5	3.5	13.0
48	26+106	26+227	25.735	25.850	9.00	17.00	26.00	10.0	4.6	14.6
49	26+227	26+277	25.850	25.900	11.50	11.50	23.00	11.1	2.3	13.4
50	26+277	26+330	25.900	25.953	9.00	23.00	32.00	11.1	2.3	13.4
51	26+330	26+460	25.953	26.080	11.50	11.50	23.00	16.1	1.1	17.2
52	26+460	26+578	26.080	26.200	9.00	14.50	23.50	8.2	4.7	12.9
53	26+578	26+632	26.200	26.250	15.00	15.00	30.00	6.2	2.4	8.6
54	26+632	26+784	26.250	26.400	9.00	15.50	24.50	8.8	3.9	12.7
55	26+784	27+250	26.400	26.845	11.00	11.00	22.00	13.9	3.5	17.4
56	27+250	27+345	26.845	26.935	9.00	22.00	31.00	12.7	3.5	16.2
57	27+345	27+452	26.935	27.040	11.00	11.00	22.00	11.7	2.7	14.4
58	27+452	27+492	27.040	27.080	9.00	22.00	31.00	11.7	2.7	14.4
59	27+492	28+295	27.080	27.900	12.00	12.00	24.00	7.1	4.6	11.7
60	28+295	28+410	27.900	28.010	9.00	20.00	29.00	9.9	4.5	14.4
61	28+410	28+700	28.010	28.300	14.00	14.00	28.00	10.0	3.0	13.0
62	28+700	28+930	28.300	28.525	9.00	47.00	56.00	9.5	4.0	13.5
63	28+930	29+023	28.525	28.600	9.00	17.00	26.00	10.1	4.2	14.3
64	29+023	29+245	28.600	28.800	12.50	12.50	25.00	8.0	4.6	12.6
65	29+245	29+335	28.800	28.890	9.00	22.00	31.00	4.8	8.3	13.1
66	29+335	29+418	28.890	29.000	13.50	13.50	27.00	11.3	3.6	14.9
67	29+418	29+569	29.000	29.150	9.00	22.00	31.00	11.8	5.6	17.4
68	29+569	29+697	29.150	29.275	17.00	9.00	26.00	7.3	4.6	11.9
69	29+697	29+957	29.275	29.560	11.00	11.00	22.00	8.1	5.8	13.9
70	29+957	30+037	29.560	29.640	9.00	25.00	34.00	8.1	5.8	13.9
71	30+037	30+600	29.640	30.200	13.00	13.00	26.00	8.1	5.8	13.9
72	30+600	30+650	30.200	30.250	9.00	17.00	26.00	6.8	5.1	11.9
73	30+650	30+797	30.250	30.400	10.00	75.00	85.00	7.2	5.4	12.6
74	30+797	30+898	30.400	30.500	10.00	10.00	20.00	11.4	2.3	13.7
75	30+898	31+017	30.500	30.620	9.00	22.00	31.00	8.9	4.3	13.2
76	31+017	31+414	30.620	31.010	12.50	12.50	25.00	12.5	2.5	15.0
77	31+414	31+535	31.010	31.130	9.00	18.00	27.00	15.2	1.6	16.8
78	31+535	31+924	31.130	31.530	12.50	12.50	25.00	13.3	2.7	16.0
79	31+924	32+000	31.530	31.610	17.00	9.00	26.00	6.3	8.0	14.3
80	32+000	32+592	31.610	32.200	15.00	15.00	30.00	12.1	3.2	15.3
81	32+592	32+713	32.200	32.310	9.00	16.00	25.00	13.0	3.4	16.4

S. No.	Existing K 707 as j	Am of NH- per Site	Design C	Chainage	]	ROW (m	ı)		COI (m	)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
82	32+713	32+960	32.310	32.550	12.00	12.00	24.00	9.9	5.5	15.4
83	32+960	33+033	32.550	32.620	9.00	27.00	36.00	10.2	4.9	15.1
84	33+033	33+153	32.620	32.750	11.00	11.00	22.00	15.9	0.9	16.8
85	33+153	33+408	32.750	33.000	10.00	96.00	106.00	8.2	5.7	13.9
86	33+408	35+820	33.000	35.300	12.00	12.00	24.00	11.1	3.9	15.1
87	35+820	35+920	35.300	35.400	9.00	16.00	25.00	0.8	13.0	13.8
88	35+920	37+930	35.400	37.400	12.00	12.00	24.00	7.1	5.9	13.0
89	37+930	37+980	37.400	37.450	19.00	19.00	38.00	13.0	3.5	16.5
90	37+980	39+033	37.450	38.500	12.50	12.50	25.00	11.8	3.2	15.0
91	39+033	39+192	38.500	38.650	9.00	21.00	30.00	14.4	2.8	17.2
92	39+192	39+338	38.650	39.800	12.00	12.00	24.00	10.6	3.8	14.4
93	39+338	39+388	39.800	39.850	9.00	24.00	33.00	8.5	4.5	13.0
94	39+388	40+896	39.850	40.300	12.50	12.50	25.00	7.9	4.2	12.1
95	40+896	40+946	40.300	40.350	9.00	24.00	33.00	4.4	7.1	11.5
96	40+946	42+633	40.350	42.020	11.50	11.50	23.00	7.8	4.3	12.0
97	42+633	42+812	42.020	42.200	9.00	13.00	22.00	9.4	2.5	11.8
98	42+812	42+862	42.200	42.250	12.00	12.00	24.00	8.4	3.7	12.1
99	42+862	43+000	42.250	42.350	19.00	9.00	28.00	10.2	1.4	11.6
100	43+000	43+048	42.350	42.400	9.00	24.00	33.00	10.2	1.4	11.6
101	43+048	43+098	42.400	42.450	11.50	11.50	23.00	8.4	4.6	13.0
102	43+098	43+148	42.450	42.500	19.00	9.00	28.00	8.4	4.6	13.0
103	43+148	43+305	42.500	42.650	9.00	25.00	34.00	8.6	3.9	12.4
104	43+305	44+900	42.650	44.150	13.00	13.00	26.00	10.1	2.7	12.8
105	44+900	44+951	44.150	44.200	17.00	9.00	26.00	8.7	2.8	11.5
106	44+951	45+477	44.200	44.725	11.50	11.50	23.00	7.0	5.0	12.0
107	45+477	45+752	44.725	44.995	9.00	20.00	29.00	9.5	2.7	12.1
108	45+752	45+910	44.995	45.135	11.50	11.50	23.00	11.0	3.3	14.2
109	45+910	46+068	45.135	45.285	9.00	23.00	32.00	12.2	3.8	16.0
110	46+068	46+582	45.285	45.800	11.00	11.00	22.00	10.3	4.0	14.3
111	46+582	46+632	45.800	45.850	9.00	15.00	24.00	10.5	3.7	14.2
112	46+632	46+787	45.850	46.000	9.00	9.00	18.00	5.5	7.5	13.0
113	46+787	46+847	46.000	46.060	9.00	13.00	22.00	7.1	5.9	13.0
114	46+847	46+887	46.060	46.100	11.50	11.50	23.00	7.1	5.9	13.0
115	46+887	46+990	46.100	46.200	14.00	9.00	23.00	11.1	2.3	13.4
116	46+990	47+145	46.200	46.350	9.00	13.00	22.00	13.6	1.7	15.2
117	47+145	47+225	46.350	46.430	11.00	9.00	20.00	9.9	2.6	12.5
118	47+225	47+651	46.430	46.860	12.00	12.00	24.00	10.1	4.0	14.1
119	47+651	47+739	46.860	46.950	9.00	19.00	28.00	10.1	5.1	15.2
120	47+739	48+017	46.950	47.200	11.00	11.00	22.00	10.9	4.8	15.7
121	48+017	48+138	47.200	47.320	9.00	12.00	21.00	12.8	1.8	14.6
122	48+138	48+266	47.320	47.450	11.00	11.00	22.00	10.5	2.8	13.2
123	48+266	48+346	47.450	47.530	9.00	23.00	32.00	7.6	6.0	13.6

S. No.	Existing K 707 as j		Design C	Chainage		ROW (m	ı)		COI (m	ı)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
124	48+346	48+565	47.530	47.750	13.00	13.00	26.00	9.8	4.3	14.1
125	48+565	48+850	47.750	48.000	16.00	49.00	65.00	10.0	4.2	14.2
126	48+850	49+465	48.000	48.600	14.00	14.00	28.00	9.5	5.1	14.6
127	49+465	49+719	48.600	48.850	14.00	102.00	116.00	10.7	4.3	15.0
128	49+719	49+727	48.850	49.040	9.00	13.50	22.50	13.1	1.7	14.8
129	49+727	49+807	49.040	49.120	11.00	11.00	22.00	6.6	6.6	13.2
130	49+807	49+928	49.120	49.240	9.00	13.00	22.00	9.9	6.0	15.9
131	49+928	50+700	49.240	50.000	10.00	10.00	20.00	10.3	4.8	15.1
				Package	e - III					
131	50+700	51+500	50.000	50.800	10.00	10.00	20.00	10.3	4.8	15.1
132	51+500	51+550	50.800	50.850	14.00	9.00	23.00	10.0	4.4	14.4
133	51+550	52+595	50.850	51.900	9.00	16.00	25.00	5.7	11.2	16.9
134	52+595	52+645	51.900	51.950	11.50	11.50	23.00	5.7	11.2	16.9
135	52+645	52+695	51.950	52.000	18.00	9.00	27.00	5.7	11.2	16.9
136	52+695	52+923	52.000	52.225	12.00	12.00	24.00	8.0	5.3	13.3
137	52+923	53+218	52.225	52.520	9.00	17.00	26.00	10.3	3.5	13.8
138	53+218	53+660	52.520	52.950	11.00	11.00	22.00	11.4	3.4	14.8
139	53+660	53+717	52.950	53.010	18.00	9.00	27.00	10.4	4.5	14.9
140	53+717	54+900	53.010	54.110	11.50	11.50	23.00	10.6	4.1	14.7
141	54+900	54+940	54.110	54.150	9.00	24.00	33.00	9.9	5.9	15.8
142	54+940	56+350	54.150	55.550	12.50	12.50	25.00	8.8	5.6	14.4
143	56+350	56+497	55.550	55.700	9.00	15.00	24.00	9.6	5.3	14.9
144	56+497	56+647	55.700	55.850	12.50	12.50	25.00	9.8	3.9	13.7
145	56+647	56+823	55.850	56.000	9.00	12.50	21.50	8.4	5.8	14.2
146	56+823	56+873	56.000	56.050	18.00	9.00	27.00	8.5	5.0	13.5
147	56+873	57+000	56.050	56.170	11.50	11.50	23.00	8.4	5.5	13.9
148	57+000	57+074	56.170	56.250	9.00	27.00	36.00	7.8	4.4	12.2
149	57+074	57+124	56.250	56.300	12.00	12.00	24.00	7.8	4.4	12.2
150	57+124	57+256	56.300	56.430	9.00	16.00	25.00	9.7	6.0	15.7
151	57+256	57+478	56.430	56.650	12.50	12.50	25.00	9.8	6.6	16.4
152	57+478	57+593	56.650	56.720	9.00	23.00	32.00	10.5	7.3	17.8
153	57+593	58+126	56.720	57.300	10.00	10.00	20.00	8.7	6.7	15.4
154	58+126	59+041	57.300	58.200	9.00	10.00	19.00	10.3	4.7	15.0
155	59+041	59+755	58.200	58.900	10.50	10.50	21.00	11.0	3.7	14.7
156	59+755	59+855	58.900	59.000	9.00	17.00	26.00	11.5	2.9	14.4
157	59+855	60+679	59.000	59.800	12.00	12.00	24.00	9.3	4.7	14.0
158	60+679	60+729	59.800	59.850	9.00	15.00	24.00	5.8	8.0	13.8
159	60+729	60+970	59.850	60.100	12.50	12.50	25.00	7.3	6.1	13.4
160	60+970	61+217	60.100	60.350	12.00	110.00	122.00	11.9	2.4	14.3
161	61+217	62+031	60.350	61.170	12.00	12.00	24.00	10.5	4.0	14.5
162	62+031	62+071	61.170	61.210	9.00	22.00	31.00	9.8	4.3	14.1
163	62+071	62+106	61.210	61.245	13.00	13.00	26.00	10.1	4.4	14.5

S. No.	Existing K 707 as p		Design C	Chainage	]	ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
164	62+106	62+136	61.245	61.275	9.00	18.00	27.00	9.7	4.6	14.3
165	62+136	62+189	61.275	61.330	12.00	12.00	24.00	9.2	4.7	13.9
166	62+189	62+259	61.330	61.400	9.00	22.00	31.00	9.5	5.5	15.0
167	62+259	62+815	61.400	61.970	12.00	12.00	24.00	10.2	4.6	14.8
168	62+815	62+830	61.970	61.985	9.00	9.00	18.00	10.1	4.9	15.0
169	62+830	63+231	61.985	62.380	12.00	12.00	24.00	10.0	4.6	14.6
170	63+231	63+336	62.380	62.485	9.00	19.00	28.00	10.4	4.0	14.4
171	63+336	63+346	62.485	62.895	13.00	13.00	26.00	9.4	5.0	14.4
172	63+346	63+376	62.895	62.925	9.00	21.00	30.00	10.6	3.6	14.2
173	63+376	64+151	62.925	63.295	13.00	13.00	26.00	10.7	3.2	13.9
174	64+151	64+181	63.295	63.325	9.00	15.00	24.00	10.1	3.5	13.6
175	64+181	64+829	63.325	63.970	14.00	14.00	28.00	10.0	4.3	14.3
176	64+829	64+905	63.970	64.110	9.00	24.00	33.00	10.4	5.8	16.2
177	64+905	65+109	64.110	64.315	12.00	12.00	24.00	10.6	4.3	14.9
178	65+109	65+124	64.315	64.330	9.00	15.00	24.00	10.4	4.2	14.6
179	65+124	65+800	64.330	65.015	12.00	12.00	24.00	9.8	5.0	14.8
180	65+800	65+850	65.015	65.075	9.00	19.00	28.00	9.1	8.0	17.1
181	65+850	66+520	65.075	65.730	12.00	12.00	24.00	9.5	6.0	15.5
182	66+520	66+620	65.730	65.830	9.00	9.00	18.00	10.5	4.4	14.9
183	66+620	66+742	65.830	65.950	10.00	10.00	20.00	8.5	4.9	13.4
184	66+742	66+850	65.950	66.010	17.00	9.00	26.00	6.6	6.7	13.3
185	66+850	66+875	66.010	66.035	11.00	11.00	22.00	8.7	5.1	13.8
186	66+875	66+895	66.035	66.055	9.00	14.00	23.00	10.7	3.5	14.2
187	66+895	67+060	66.055	66.225	11.00	11.00	22.00	9.8	4.2	14.0
188	67+060	67+085	66.225	66.250	9.00	12.00	21.00	10.7	3.5	14.2
189	67+085	67+130	66.250	66.295	10.00	10.00	20.00	10.7	3.5	14.2
190	67+130	67+155	66.295	66.320	9.00	12.00	21.00	8.5	5.5	13.9
191	67+155	67+200	66.320	66.365	10.00	10.00	20.00	9.9	4.1	14.0
192	67+200	67+215	66.365	66.380	9.00	12.00	21.00	10.2	3.8	14.0
193	67+215	67+250	66.380	66.415	15.00	15.00	30.00	9.8	4.2	14.0
194	67+250	67+300	66.415	66.485	9.00	20.00	29.00	9.8	4.2	14.0
195	67+300	67+362	66.485	66.530	13.00	13.00	26.00	9.8	4.2	14.0
196	67+362	67+392	66.530	66.560	9.00	16.00	25.00	6.5	7.5	14.0
197	67+392	67+485	66.560	66.640	11.00	11.00	22.00	7.1	6.5	13.6
198	67+485	67+569	66.640	66.720	9.00	31.50	40.50	6.4	7.0	13.4
199	67+569	67+589	66.720	66.740	14.00	14.00	28.00	5.7	7.6	13.3
200	67+589	67+619	66.740	66.770	18.00	9.00	27.00	6.4	7.0	13.4
201	67+619	67+990	66.770	67.140	13.00	13.00	26.00	8.4	6.0	14.4
202	67+990	68+010	67.140	67.160	9.00	21.00	30.00	10.5	5.2	15.7
203	68+010	68+550	67.160	67.690	14.00	14.00	28.00	9.5	6.2	15.7
204	68+550	68+611	67.690	67.750	10.00	9.00	19.00	10.9	3.0	13.9
205	68+611	68+726	67.750	67.865	12.00	12.00	24.00	10.6	3.9	14.5

S. No.	Existing K 707 as j	Km of NH- per Site	Design (	Chainage	]	ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
206	68+726	68+750	67.865	67.890	9.00	15.00	24.00	10.1	4.1	14.1
207	68+750	68+920	67.890	68.035	12.00	12.00	24.00	7.7	6.0	13.6
208	68+920	68+950	68.035	68.065	9.00	17.00	26.00	8.1	5.6	13.7
209	68+950	69+000	68.065	68.120	13.00	13.00	26.00	10.3	3.5	13.8
210	69+000	69+030	68.120	68.145	9.00	19.00	28.00	10.3	3.5	13.8
211	69+030	69+077	68.145	68.190	11.00	11.00	22.00	10.2	3.6	13.8
212	69+077	69+112	68.190	68.225	9.00	9.00	18.00	10.1	3.6	13.7
213	69+112	69+137	68.225	68.250	14.00	14.00	28.00	10.1	3.6	13.7
214	69+137	69+197	68.250	68.310	9.00	12.00	21.00	9.8	3.7	13.4
215	69+197	69+356	68.310	68.475	15.00	15.00	30.00	9.2	3.9	13.0
216	69+356	69+392	68.475	68.510	9.00	13.50	22.50	8.6	5.0	13.6
217	69+392	70+000	68.510	69.115	14.00	14.00	28.00	10.3	4.6	14.8
218	70+000	70+025	69.115	69.140	9.00	21.00	30.00	9.8	3.5	13.3
219	70+025	70+120	69.140	69.220	15.00	15.00	30.00	9.0	4.4	13.3
220	70+120	70+150	69.220	69.250	9.50	9.50	19.00	8.1	5.2	13.3
221	70+150	70+608	69.250	69.705	13.00	13.00	26.00	10.6	3.4	14.1
222	70+608	70+633	69.705	69.730	11.00	9.00	20.00	12.2	3.2	15.4
223	70+633	70+703	69.730	69.800	9.00	16.00	25.00	9.4	5.0	14.4
224	70+703	70+753	69.800	69.850	9.00	9.00	18.00	10.3	4.1	14.4
225	70+753	70+803	69.850	69.900	9.00	9.00	18.00	9.6	4.3	13.9
226	70+803	70+853	69.900	69.950	9.00	13.00	22.00	8.9	4.4	13.3
227	70+853	70+883	69.950	69.980	11.00	9.00	20.00	8.9	4.2	13.1
228	70+883	70+900	69.980	69.985	9.00	9.00	18.00	8.9	4.2	13.1
229	70+900	70+945	69.985	70.040	9.00	17.00	26.00	8.9	3.9	12.8
230	70+945	70+965	70.040	70.060	12.00	9.00	21.00	9.7	4.4	14.1
231	70+965	70+975	70.060	70.070	9.00	10.00	19.00	10.0	4.7	14.7
232	70+975	71+015	70.070	70.100	10.00	9.00	19.00	9.7	4.4	14.1
233	71+015	71+065	70.100	70.150	9.00	13.00	22.00	11.1	5.4	16.5
234	71+065	71+115	70.150	70.200	14.00	9.00	23.00	10.5	4.7	15.2
235	71+115	71+135	70.200	70.220	9.00	12.00	21.00	9.7	4.5	14.2
236	71+135	71+230	70.220	70.310	10.50	9.00	19.50	9.4	4.4	13.8
237	71+230	71+260	70.310	70.340	9.00	16.00	25.00	9.0	4.7	13.7
238	71+260	71+300	70.340	70.380	9.25	9.00	18.25	9.2	4.7	13.9
239	71+300	71+320	70.380	70.400	9.00	9.50	18.50	9.2	4.7	13.9
240	71+320	71+350	70.400	70.430	11.00	11.00	22.00	9.4	4.6	14.0
241	71+350	71+385	70.430	70.465	9.00	12.00	21.00	10.2	4.2	14.3
242	71+385	71+435	70.465	70.515	10.00	9.00	19.00	10.3	4.2	14.4
243	71+435	71+450	70.515	70.530	9.00	11.00	20.00	11.1	3.7	14.8
244	71+450	71+495	70.530	70.575	12.00	9.00	21.00	10.2	4.1	14.3
245	71+495	71+535	70.575	70.615	9.00	10.00	19.00	11.1	3.7	14.8
246	71+535	71+575	70.615	70.655	9.00	9.00	18.00	11.1	3.6	14.7
247	71+575	71+585	70.655	70.665	9.50	9.50	19.00	10.2	4.1	14.3

S. No.		Km of NH- oer Site	Design (	Chainage	]	ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
248	71+585	71+747	70.665	70.830	19.00	9.00	28.00	12.2	2.6	14.8
249	71+747	71+757	70.830	70.840	9.00	11.00	20.00	15.0	0.7	15.7
250	71+757	71+823	70.840	70.900	12.00	9.00	21.00	13.1	1.5	14.5
251	71+823	71+853	70.900	70.930	10.00	10.00	20.00	11.1	2.2	13.3
252	71+853	71+890	70.930	70.965	9.50	9.00	18.50	9.8	3.9	13.7
253	71+890	71+910	70.965	70.985	9.00	11.00	20.00	9.2	4.7	13.9
254	71+910	71+970	70.985	71.045	12.00	9.00	21.00	7.3	7.2	14.5
255	71+970	72+015	71.045	71.100	9.00	15.00	24.00	5.8	8.6	14.3
256	72+015	72+060	71.100	71.145	18.00	9.00	27.00	4.2	9.9	14.1
257	72+060	72+090	71.145	71.175	9.00	12.50	21.50	5.3	8.8	14.1
258	72+090	72+115	71.175	71.200	13.00	9.00	22.00	6.4	7.7	14.1
259	72+115	72+145	71.200	71.230	9.00	10.25	19.25	8.6	5.4	14.0
260	72+145	72+195	71.230	71.280	9.50	9.00	18.50	9.3	4.7	13.9
261	72+195	72+225	71.280	71.310	9.00	9.50	18.50	9.2	4.7	13.9
262	72+225	72+255	71.310	71.340	10.50	9.00	19.50	9.9	3.9	13.8
263	72+255	72+300	71.340	71.385	9.00	13.00	22.00	9.6	4.1	13.7
264	72+300	72+350	71.385	71.430	12.00	9.00	21.00	9.3	4.3	13.6
265	72+350	72+375	71.430	71.455	11.00	11.00	22.00	9.7	4.3	14.0
266	72+375	72+410	71.455	71.490	11.00	9.00	20.00	9.2	4.8	13.9
267	72+410	72+420	71.490	71.500	9.00	9.00	18.00	9.7	4.5	14.1
268	72+420	72+460	71.500	71.540	9.25	9.00	18.25	9.0	5.2	14.2
269	72+460	72+730	71.540	71.810	11.00	11.00	22.00	9.0	5.0	14.0
270	72+730	72+790	71.810	71.870	9.00	14.50	23.50	11.5	3.5	15.0
271	72+790	72+890	71.870	71.970	12.00	12.00	24.00	7.3	6.6	13.9
272	72+890	73+000	71.970	72.055	9.00	16.00	25.00	10.9	3.4	14.3
273	73+000	73+090	72.055	72.130	11.00	11.00	22.00	8.5	4.3	12.8
274	73+090	73+205	72.130	72.240	14.00	9.00	23.00	6.3	7.0	13.3
275	73+205	73+245	72.240	72.280	10.00	10.00	20.00	8.4	6.0	14.3
276	73+245	73+265	72.280	72.300	13.00	9.00	22.00	8.5	3.6	12.1
277	73+265	73+320	72.300	72.355	9.00	13.50	22.50	4.1	26.6	30.7
278	73+320	73+495	72.355	72.530	10.00	10.00	20.00	10.6	4.0	14.6
279	73+495	73+565	72.530	72.600	13.00	9.00	22.00	10.6	4.0	14.6
280	73+565	73+635	72.600	72.670	11.00	11.00	22.00	11.3	4.6	15.9
281	73+635	73+680	72.670	72.715	9.00	15.00	24.00	10.1	3.9	14.0
282	73+680	73+725	72.715	72.760	15.00	9.00	24.00	13.0	0.8	13.8
283	73+725	73+805	72.760	72.840	9.00	14.00	23.00	13.0	0.8	13.8
284	73+805	74+015	72.840	73.020	10.50	10.50	21.00	11.9	1.9	13.8
285	74+015	74+095	73.020	73.100	9.00	16.00	25.00	8.9	3.9	12.8
286	74+095	74+278	73.100	73.280	10.00	10.00	20.00	15.4	0.9	16.3
287	74+278	74+320	73.280	73.330	9.00	15.00	24.00	10.3	4.0	14.3
288	74+320	74+380	73.330	73.390	20.00	9.00	29.00	11.1	3.4	14.5

S. No.	Existing K 707 as j		Design C	Chainage	]	ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
289	74+380	74+450	73.390	73.460	11.00	11.00	22.00	11.1	3.4	14.5
290	74+450	74+513	73.460	73.520	9.00	12.00	21.00	9.4	4.6	14.0
291	74+513	74+558	73.520	73.565	19.00	9.00	28.00	9.4	4.6	14.0
292	74+558	74+593	73.565	73.600	10.00	10.00	20.00	8.0	5.1	13.1
293	74+593	74+653	73.600	73.660	13.00	9.00	22.00	8.0	5.1	13.1
294	74+653	74+674	73.660	73.690	9.00	15.00	24.00	8.0	5.1	13.1
295	74+674	74+708	73.690	73.725	14.00	32.00	46.00	8.9	5.2	14.1
296	74+708	74+773	73.725	73.790	14.00	9.00	23.00	8.9	5.2	14.1
297	74+773	74+843	73.790	73.860	10.00	10.00	20.00	8.2	5.1	13.3
298	74+843	74+913	73.860	73.930	18.00	9.00	27.00	8.2	5.1	13.3
299	74+913	75+030	73.930	74.000	10.00	10.00	20.00	8.4	5.4	13.8
300	75+030	75+060	74.000	74.030	9.00	14.00	23.00	8.4	5.4	13.8
301	75+060	75+190	74.030	74.160	10.00	10.00	20.00	10.2	3.1	13.3
302	75+190	75+265	74.160	74.235	9.00	13.00	22.00	8.9	5.3	14.2
303	75+265	75+407	74.235	74.370	10.50	10.50	21.00	10.6	3.6	14.2
304	75+407	75+487	74.370	74.450	13.50	9.00	22.50	9.3	3.9	13.2
305	75+487	75+740	74.450	74.700	11.00	11.00	22.00	13.1	3.2	16.3
306	75+740	75+800	74.700	74.760	17.00	9.00	26.00	13.7	1.0	14.7
307	75+800	75+922	74.760	74.900	10.00	10.00	20.00	6.4	7.9	14.3
308	75+922	75+993	74.900	74.985	20.00	9.00	29.00	12.1	5.2	17.3
309	75+993	76+010	74.985	75.000	20.00	9.00	29.00	12.1	5.2	17.3
		-		Package	e - IV			-		
310	76+010	76+070	75.000	75.060	9.00	17.50	26.50	9.3	5.1	14.4
311	76+070	76+115	75.060	75.100	12.00	9.00	21.00	9.3	5.1	14.4
312	76+115	76+247	75.100	75.230	10.00	10.00	20.00	11.5	6.0	17.5
313	76+247	76+287	75.230	75.270	9.00	15.00	24.00	11.4	4.4	15.8
314	76+287	76+392	75.270	75.360	10.00	10.00	20.00	11.3	4.0	15.3
315	76+392	76+432	75.360	75.400	18.00	9.00	27.00	11.3	4.0	15.3
316	76+432	76+502	75.400	75.470	11.00	11.00	22.00	9.9	4.3	14.2
317	76+502	76+572	75.470	75.540	9.00	12.50	21.50	9.5	4.8	14.3
318	76+572	76+630	75.540	75.600	11.00	11.00	22.00	9.5	4.8	14.3
319	76+630	76+695	75.600	75.665	9.00	14.00	23.00	11.1	3.6	14.7
320	76+695	76+715	75.665	75.685	11.00	11.00	22.00	11.1	3.6	14.7
321	76+715	76+760	75.685	75.730	9.00	13.50	22.50	11.1	3.6	14.7
322	76+760	76+860	75.730	75.830	10.00	10.00	20.00	14.2	3.6	17.8
323	76+860	77+050	75.830	75.985	9.00	13.50	22.50	10.0	4.5	14.5
324	77+050	77+100	75.985	76.035	13.00	9.00	22.00	10.0	4.5	14.5
325	77+100	77+245	76.035	76.180	10.00	10.00	20.00	9.5	5.3	14.8
326	77+245	77+285	76.180	76.220	9.00	12.50	21.50	9.5	5.3	14.8
327	77+285	77+440	76.220	76.370	11.00	11.00	22.00	10.9	4.3	15.2
328	77+440	77+505	76.370	76.435	10.50	9.00	19.50	10.9	4.3	15.2

S. No.	Existing K 707 as j		Design C	Chainage	]	ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
329	77+505	77+682	76.435	76.610	11.00	11.00	22.00	9.7	4.3	14.0
330	77+682	77+782	76.610	76.710	9.00	14.00	23.00	8.5	4.6	13.1
331	77+782	77+842	76.710	76.770	10.00	10.00	20.00	8.5	4.6	13.1
332	77+842	77+902	76.770	76.830	9.00	14.00	23.00	8.5	4.6	13.1
333	77+902	78+030	76.830	76.965	10.00	10.00	20.00	8.5	4.6	13.1
334	78+030	78+120	76.965	77.035	9.00	14.30	23.30	9.4	4.8	14.2
335	78+120	78+135	77.035	77.050	10.00	10.00	20.00	9.4	4.8	14.2
336	78+135	78+155	77.050	77.070	9.00	17.00	26.00	9.4	4.8	14.2
337	78+155	78+185	77.070	77.100	9.00	14.00	23.00	7.1	4.6	11.7
338	78+185	78+288	77.100	77.200	10.00	10.00	20.00	9.2	4.6	13.8
339	78+288	78+298	77.200	77.210	9.00	10.75	19.75	9.2	4.6	13.8
340	78+298	78+368	77.210	77.280	10.00	10.00	20.00	7.8	5.6	13.4
341	78+368	78+408	77.280	77.320	11.75	9.00	20.75	7.8	5.6	13.4
342	78+408	78+438	77.320	77.350	9.00	12.20	21.20	4.9	6.5	11.4
343	78+438	78+518	77.350	77.430	9.00	9.00	18.00	4.9	6.5	11.4
344	78+518	78+588	77.430	77.500	14.50	9.00	23.50	8.6	4.1	12.7
345	78+588	78+668	77.500	77.580	10.00	10.00	20.00	8.9	5.2	14.1
346	78+668	78+765	77.580	77.680	9.00	17.00	26.00	8.1	4.1	12.2
347	78+765	78+775	77.680	77.690	9.00	9.00	18.00	8.1	4.1	12.2
348	78+775	78+815	77.690	77.730	9.00	10.00	19.00	8.1	4.1	12.2
349	78+815	78+825	77.730	77.740	9.25	9.25	18.50	8.1	4.1	12.2
350	78+825	78+932	77.740	77.845	9.00	15.00	24.00	5.2	6.4	11.6
351	78+932	79+005	77.845	77.875	10.00	9.00	19.00	5.2	6.4	11.6
352	79+005	79+030	77.875	77.900	10.00	10.00	20.00	9.1	5.1	14.2
353	79+030	79+110	77.900	77.980	13.00	9.00	22.00	9.1	5.1	14.2
354	79+110	79+320	77.980	78.175	10.00	10.00	20.00	11.7	2.8	14.5
355	79+320	79+345	78.175	78.200	9.00	19.00	28.00	11.7	2.8	14.5
356	79+345	79+370	78.200	78.225	10.00	10.00	20.00	11.7	2.8	14.5
357	79+370	79+525	78.225	78.370	9.00	14.00	23.00	10.5	3.5	14.0
358	79+525	79+575	78.370	78.420	15.50	78.00	93.50	10.4	3.5	13.9
359	79+575	79+690	78.420	78.535	9.00	15.00	24.00	10.4	3.5	13.9
360	79+690	79+745	78.535	78.590	10.00	10.00	20.00	8.7	5.0	13.7
361	79+745	79+907	78.590	78.880	9.00	13.00	22.00	11.0	3.6	14.6
362	79+907	80+007	78.880	78.900	10.00	10.00	20.00	11.0	3.6	14.6
363	80+007	80+080	78.900	79.055	9.00	15.50	24.50	12.6	4.0	16.6
364	80+080	80+195	79.055	79.170	10.00	10.00	20.00	7.9	5.7	13.6
365	80+195	80+260	79.170	79.235	12.50	9.00	21.50	7.9	5.7	13.6
366	80+260	80+275	79.235	79.250	10.00	10.00	20.00	10.0	5.9	15.9
367	80+275	80+340	79.250	79.315	9.00	11.00	20.00	10.0	5.9	15.9
368	80+340	80+365	79.315	79.340	10.00	10.00	20.00	10.4	3.5	13.9
369	80+365	80+535	79.340	79.500	9.00	14.00	23.00	5.3	8.0	13.3

S. No.	0	Km of NH- per Site	Design (	Chainage		ROW (m	ı)		COI (m	l)
	From	То	From	То	LHS	RHS	Total	LHS	RHS	Total
370	80+535	80+580	79.500	79.540	10.00	10.00	20.00	13.8	3.0	16.8
371	80+580	80+600	79.540	79.560	13.50	9.00	22.50	13.8	3.0	16.8
372	80+600	80+670	79.560	79.630	9.00	13.30	22.30	9.9	3.9	13.8
373	80+670	80+740	79.630	79.700	10.00	10.00	20.00	9.9	3.9	13.8
374	80+740	80+805	79.700	79.765	9.00	12.00	21.00	4.7	10.3	15.0
375	80+805	80+890	79.765	79.840	14.50	9.00	23.50	10.3	4.3	14.6
376	80+890	81+280	79.840	80.240	15.00	15.00	30.00	9.2	4.9	14.1
377	81+280	81+310	80.240	80.270	9.00	22.00	31.00	9.2	4.9	14.1
378	81+310	81+380	80.270	80.340	9.00	9.00	18.00	10.4	3.4	13.8
379	81+380	81+470	80.340	80.430	9.00	10.30	19.30	10.4	4.4	14.8
380	81+470	81+510	80.430	80.470	12.50	12.50	25.00	10.4	4.4	14.8
381	81+510	81+582	80.470	80.540	9.00	16.00	25.00	7.1	7.4	14.5
382	81+582	81+651	80.540	80.610	12.00	12.00	24.00	7.1	7.4	14.5
383	81+651	81+686	80.610	80.645	9.00	16.00	25.00	13.0	2.4	15.4
384	81+686	82+023	80.645	80.910	12.00	12.00	24.00	9.5	4.0	13.5
385	82+023	82+063	80.910	80.950	9.00	14.30	23.30	9.5	4.0	13.5
386	82+063	82+073	80.950	80.960	10.00	10.00	20.00	9.5	4.0	13.5
387	82+073	82+162	80.960	81.150	9.00	21.00	30.00	12.0	4.8	16.8
388	82+162	82+372	81.150	81.260	11.00	11.00	22.00	10.6	4.5	15.1
389	82+372	82+412	81.260	81.300	9.00	14.00	23.00	10.6	4.5	15.1
390	82+412	82+462	81.300	81.350	10.00	10.00	20.00	11.8	3.5	15.3
391	82+462	82+537	81.350	81.425	9.00	13.00	22.00	10.4	4.7	15.1
392	82+537	82+603	81.425	81.490	13.00	9.00	22.00	10.4	4.7	15.1
393	82+603	82+910	81.490	81.800	10.00	10.00	20.00	10.0	4.2	14.2
394	82+910	83+010	81.800	81.900	9.00	14.00	23.00	9.9	4.6	14.5
395	83+010	83+313	81.900	82.200	10.00	10.00	20.00	8.5	5.5	14.0
396	83+313	83+920	82.200	82.740	9.00	13.00	22.00	10.1	5.0	15.1
397	83+920	84+130	82.740	82.920	10.50	10.50	21.00	10.7	5.0	15.7
398	84+130	84+212	82.920	83.030	14.00	9.00	23.00	12.6	5.1	17.7
399	84+212	84+405	83.030	83.220	9.00	14.00	23.00	10.5	5.8	16.3
400	84+405	84+563	83.220	83.380	10.50	10.50	21.00	10.2	3.4	13.6
401	84+563	84+700	83.380	83.650	9.00	10.00	19.00	7.0	6.0	13.0
402	84+700	84+750	83.650	83.850	10.00	10.00	20.00	10.1	3.4	13.5
403	84+750	90+880	83.850	89.900	9.00	9.00	18.00	10.8	3.8	14.6
404	90+880	91+673	89.900	90.670	13.00	13.00	26.00	10.8	3.6	14.4
405	91+673	91+965	90.670	90.960	11.50	128.80	140.30	9.4	4.4	13.8
406	91+965	95+922	90.960	94.900	12.50	12.50	25.00	9.3	4.1	13.4

#### <u>Annexure-6</u>

#### **Provisions/ Facilities for Physically Impaired Persons**

#### A. Bus Stops

#### General

- At least one accessible route will be provided from the alighting and boarding point of the bus stand to the walkway.
- Directional signs will be installed to direct Persons with Disabilities to an accessible entrance.
- $\circ$  The bus stand/stop will have minimum illumination level of 35 to 40 lux.

#### Location

- Bus stand will be located nearest to an accessible pathway.
- Where transfer has to be made from a vehicular surface to a pedestrian surface, the driveway, pathway or walkway will be blended to a common level or be ramped.

#### Passage Width

A clear passageway with a minimum width of 1200mm will be provided.

#### Seats

Seats will be provided at the bus stand/stop for people with ambulatory disabilities. These seats will be positioned such as not to impede the movement of wheelchair users.

#### Shelter

A shelter will be provided at the bus stand for protection against adverse weather conditions.

#### Ramps

- Where a bus stand/stop is not on the same level with the walkway or pathway, it will have two separate ramps for boarding and alighting.
- $\circ\,$  Where there are curbs between the access aisle and the vehicle pick-up space, it will have a kerb ramp.

#### Handrails

Handrails will have to:-

- o Be slip-resistant with round ends;
- Preferably have knurled surfaces;
- Have a circular section of 38-45 mm in diameter;
- Be free of any sharp or abrasive elements;
- Have a minimum clear space of 50 mm from the wall;
- Be installed at a height of 760 mm to 900 mm;
- Be able to bear a weight of 250 kg.
- $\circ~$  Be installed at two levels 760mm and 900 mm from the floor level.

#### **B.** Sidewalks/ Footpaths

Sidewalk will have to:

- Have non-slip floor surface;
- Be along the habitation area of the road;
- Be not more than 150mm high;
- Be at least 1800 mm wide;
- Have tactile guiding blocks for persons with visual impairments;
- Preferably have well defined edges of paths and routes by use of different colours and textures;
- Have no obstacles or projections along the pathway. If this is unavoidable, there should be clear headroom of at least 2000 mm from the floor level;
- Have kerb cuts, where ever a person is expected to walk into or off the pathway; and
- Have tactile warning blocks installed next to all entry and exit points from the pathway.

#### C. Kerb Ramps at Walkways and Pedestrian Crossings

- Kerb Ramp at pedestrian crossing will be wholly contained in the area designated for pedestrians use. At the pedestrian crossings, i.e. for the kerb ramps, tactile floor guidance will be provided.
- $\circ\,$  Zebra crossings will be provided in 3D texture to be easily detectable by persons with visual impairments.

#### **D. Road Intersections**

- Pedestrian crossings will be equipped with traffic control signal;
- Constructing traffic islands to reduce the length of the crossing will be considered for the safety of all road users;
- Guide strips will be constructed to indicate the position of pedestrian crossings for the benefit of people with visual impairments; and
- Road bumps will be provided to reduce the speed of traffic approaching the intersection.

#### E. Traffic signals

- Pedestrian traffic lights will be provided with clearly audible signals for the benefit of pedestrians with visual impairments;
- Acoustic devices will be installed on a pole at the point of origin of crossing.
- The installation of two adjacent acoustic devices such as beepers will be avoided in order to avoid disorientation;
- $\circ\,$  The time interval allowed for crossing will be programmed according to the slowest crossing persons; and
- Acoustical signals encourage safer crossing behaviour among children as well.

#### F. Public Toilet Facilities

#### General:

Signage at accessible toilet entrance will be clearly visible.

• All Public toilet blocks will have one cubicle suitable for use by persons with disabilities.

The Public toilets shall have: -

- o Minimum internal dimensions of 2200 X 2000 mm minimum
- The layout of the fixtures in the toilet will be such that there is a clear manoeuvring space of 800mm x 1800mm in front of the water closet and wash basin in the accessible toilet unit
- All fixtures and utilities will be provided with a clear space of 900mm x 1200 mm for wheelchair users to access them;
- Have clear space of not less than 900 mm wide next to the water closet;
- Toilet Cubicle for Wheelchair Users will be provided.
- $\circ\,$  In a set of toilets (for ladies or for gents), there shall be one WC for the use of the ambulant disabled persons

#### **Essential Requirements**

- The toilet door will be either an outward opening door or two-way opening door or a sliding type and provided with a clear opening width of at least 900 mm.
- Be provided with a horizontal pull-bar, at least 600 mm long, on the inside of the door, located so that it is 130 mm from the hinged side of the door and at a height of 1000 mm.
- Be capable of being locked from the inside by a device that is operable by one hand, activated by a force not more than 22N and which does not require fine finger control, tight grasping, pinching or twisting of the wrist.
- Water closet to be located between 460 mm to 480 mm from the centreline of the water closet to the adjacent wall;
- Water closet will have a clear dimension of 750 mm from the front edge of the water closet to the rear wall to facilitate side transfer;
- The top of the water closet seat will be 450 to 480 mm from the floor; There should be an adequate clear floor space of at least 1350 mm depth and 900 mm width, both in front and on the transfer side, adjacent to the water closet;
- Water closets will be provided with grab bars, be mounted at a height between 200 mm and 250 mm from the water closet seat

#### Urinals

At least one of the urinals in the Gents toilets on each floor will have grab bars installed on each side and in the front of the urinal to support ambulant Persons with Disabilities (for example, crutch users).

- $\circ$  The front bar is to provide chest support; the sidebars are for the user to hold on to while standing.
- $\circ~$  Urinals shall be stall-type or wall-hung, with an elongated rim at a maximum of 430 mm above the finish floor.
- A clear floor space 760 mm by 1220 mm will be provided in front of urinals to allow forward approach. Urinal shields (that do not extend beyond the front edge of the urinal rim) may be provided with 735 mm clearance between them.

(Ref.: Guidelines & standards for Persons with disabilities by MoUD, GoI)

## Grom Penchayat Amarkot

# Annexure-7 PUBLIC CONSULTATION

## Village! Gondpur

18/09/19

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Sr. No.	Name of Participants	<b>Contact Details</b>	Issue Rai	4 7.9	Signature
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Meeti	ing Location: Village:		Tehsil:	District:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
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PORJECT NAME: Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh Y

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	Name of Participants Vince Kumur Sumil JUDIZION JUDIZION JUDIZION JUDIZION JUDIZION JUDIZION JUDIZION Mohan Silv Mohan Silv	Name of Participants       Contact Details         Vine-Kumy       92821-67264         Simil       85 44778781         Statistics       85 44778781         Statistics       85 44778781         Statistics       85 44778781         Statistics       882 448 6753         Statistics       8894286753         Statistics       8894286753         Statistics       8894286753         Statistics       8894286753         Statistics       8894286753         Statistics       985         Statistics       98824486753         Statistics       98824486753         Statistics       98824486753         Statistics       98824286753         Statistics       98824286753         Statistics       98824486753         Statistics       98824486753         Statistics       98824486753         Statistics       98824486753         Namerics       9882448         Nohan Statistics       7018489955         Beld Jeadue       953         Statistics       918489         Statistics       918489         Statistics       918489         Statistics	Name of Participants     Contact Details     Issue Raised       Viney Kumer     92821-67264     25 4-7-8     21 4 2 4-7     14 4 2-47     1-4-7     1-4-7       Viney Kumer     92821-67264     25 4-7-8     25 4-7-8     25 4-7-8     2-7     1-7       Sumil     85 44778781     25 6-7-77     -11/82     2-7     -11/82       2017/2/2-4     25 6-7-77     -11/82     2-7     -11/82       21121     241     9882 444066     25 9-7-77     -11/82       21121     241     9882 444066     25 9-7-77     -11/82       21121     241     9882 444066     25 9-7-77     -11/82       21121     241     9882 444066     25 9-7-77     -11/82       21121     241     9882 444066     25 9-7-77     -11/82       21741     9882 444066     25 9-7-77     -11/82       21741     9882 444066     25 9-7-77     -11/82       21741     91847     91847     -11/82       21874     91847     91847     -11/82       21874     9184     91847     -11/82       21874     91847     91847     -11/82       219     91     91     -11/94       21     91847     91847     -11/94

**PORJECT NAME:** Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh

19/9/19

attn garad a Salan PUBLIC CONSULTATION

Meeti	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
	MARIE	623,9462570	215 door Zingx.	Mator
	RIES HETE	9736623638	n	27120/9
	अभम चौहान	9882140329	आपके छिरे हुर वायेर प्रेहीने याहिर हम जोई भी राँड बनेन से कीई शिनायत	8 Jul
	2711702 20	78 07041209	eponala	Aaltys
	दनुरुवादेवी		रोड वना पत्रते	of & a, 20
	GITULTE	980514070	213 GAINT ZIEIZA	binkie
	Sevendes Halph	9816168245	515 1 -	Attalsin
	Ex Sayay Aggane	9418.89775	DE MIN SUB DIV Kafots (SDO NH)	Brand .
lace: Date:	Takesh showy	70185-87 403		Itak Panet and
		इताभ हेन्द्र	and the second second	n an asole

## ofth yard asaily PUBLIC CONSULTATION

Meeti	ng Location: Village:		Tehsil: Di	strict:
Sr. No.	Name of Parțicipants	Contact Details	Issue Raised	Signature
	trigity	8219478544	रोड पट (माईट, भीलेग) का स्ता भेष त जमीन का काम से काम केताव	the traff
	Julie 211-0	9805484154	क दीनी तरफ डेमें कीर केर विस्ति की	The chose thanker
	2111-(1 7127	9736790948	- do -	27122111
	विकम् संहान	9882509571	? हर बस स्टेड पर स्वच्छ व र जगह पर नई तकनीको का प्रयोग	Tanz, Wonte
	and/ the	9736031076	हमें Zero point के पास रो बाँड की न्याहिट जिसरेंग कि थे. कोर्च दिस्कत न हमें	Wite Delalues
		•	कोर्न दिनकत म हमे	
			( and the second	
ce:	nursinh	A LEAD A		भीरवरिष्म 191972019 प्रचायत सचिव प्राम प्रचायत बडवास
	WI NH PWS	ELLER MA ST	The would be	प्राम पंचायत बडवास वि.खण्ड पाँचटा साहिब (गि

गाम पंचायत कमरीय

PUBLIC CONSULTATION 19/9/10

Meeti	ng Location: Village:	Kamrace	Tehsil: Kamday District:	Simaur
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
01	Royender Singl. W.M. G.P. kamray	8219674815	Reasonal Compansation, Road Safety. environment. friendly, Park. Proper dumpin	el fit
02	Rojesh Shome W.M. C. J. Kause	9892056935-	speed boertee, wischer filter	Potopun
73	Chattar Singh Th. Kamiau (anuna)	9882271788	Same Real Componsation, speech Breaker, near School Hospital, street light & plantation	cland.
04	Surrenelles Thakes Komson (Sholing)	9805946625	Breek Coght, plantalin, Signboard.	Andkus
5	470-47	98054186387	अग्रे होग के लोहा मार के का निम्	and A
6	कर्त्याणासिंह	980576372(	वामरु हेवारे।	on AIDIT /2
7	भाषा गाम् २५	829995461	6	Mya Ren
8. 9	Sudosh Toma Sinjay Aggind Kamrau	7-18831618 88941- 941889437	ATS GATAT MILER- ATEMIN ICEPTS SDONN	-Sued -2
Place: Date:	Kam'ráu 19-9-19		Amursigh	Sud
			WINH PWP Ren	19/09/2019

# जीम पंच्यापत कमरोज PUBLIC CONSULTATION 19/9/19

Meeti	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	<b>Contact Details</b>	Issue Raised	Signature
(	Alinash Makes	8091166303	Toult	Thiran
2	Rahmel Shaama	8544790802	Paarking.	Palmely.
3	mahendet Singh	98051-73462	रोड में रोपल्ट होने - गाहिर अप्र 2000 रेफ्ता डिकर्स वेनना - गाहिरें रूदीटलाइट होनी- गाहरें ह मंत्रा हार रोड के नीचे हैं उस के उपर डगाल	onehender singh
4	ienciality	88947-11019	- जाहिरे आरि क्ल्रा लेरीपर होना- याहिर	Hild y Jonn
ſ	Manta She	1882172533		
6	seema Ros	9820/800/	12horly UTOTI EIOTI GITER	
7	Ko 45 heyo Den	8278760355	हमारे रोड के जिसीय सेंड वनाना ना जिस्पर्स हमें अर्थ हमहे वन्नी की सुविधा कि	En Aut
8	Richer Devi	9805808609	Parking Is and I main a	of Ducher
lace: ate:	Trakesh Shamer	70185-87403	J and	1 - Brow
9)			Amay SI	74
			WINAP	at and

Meetin	ng Location: Village:		Tehsil: District:		
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature	
1	RALAROM	7807102873	रीट उन्ग्रहा जान्ना यादिरा जानी इसे दूस	RughRom	5
2	L No		रीड में वेलितित है।	2403 65	
3	243912 122	9805290525	213 में दोनों साइत देपर पन होना पाहिस	2442 122	-
- y	020		तानी से के पानी न दिसे	And	
5	• समिदिवी	88943664536	रोड वनना याद्यप	रामिदिवी	
6	सरमहिवी	9816829799	))))))	स्तुरमदिना	
7	विनिता देवी	8894823224	रेषड़ उसी करहींग ठीक ठंग से होनी चाहिए	विलित देवी	-
9	anatorit	38/6790659	2/ /1	atown	
- 10	attintar Z.	981641718		JENININE	
11	MAT THE	9816211478	CARTARUL MALT LE CIONA -4/20	de-	1
12 -	ancition the	9816160970	अगत त्रिय दुनिया प्रयान व्यर्ग पाए	leavign sings	
13	CITZATE	9816157132		रवज्राना संह	-
14	त्रवनानाद्यह	9805353576	11 11 21	7 4911011313	-
15	Kamleth	9316977171	Exists on and site for lacer -utter	Ramtett	ł
16	Achit	9805880617	हर्ने हार्बर लॉर्ड की तारे में किसम हथान दन्म साह	= Auntal	1
Place:	4.211-11			a. (22)	131
Date:	19/9/19		Amen Sigh		tana 1
			VIL NOH PWD	Satter . Here	

### PUBLIC CONSULTATION

Meetin	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	<b>Contact Details</b>	Issue Raised	Signature
1	Er Sayay Agggsp	9418 8943)	AE NN Kafa NH HEST 45591 2	-Ber
2.	्रभीत	9816068890		87/01
3	22121-012	98166 8683	NH & 215, JA FOILIZ CAT SUNT	करेट 2217
4.	2441 -454	988254572	8 झेन ग्रेंच रहे बोत कुछ बडा फायदा होनेताल	2 22121 40
5.	रातन 0	889445988		
6.	2021218	8894356310	Nh Henis 31140/0121	-1001
7.	अर्ट-६ ग्रिटियण्डी (		NH - 707 में हम कोई आयती नहीं है कार्या 11 मी-2 041910	1) = Just
8.	-4.4 21 -19-5/2			Aturney
9,5	आमत	9817129319		PITA
10.	10/11/2/2/1	8894363499	2तेणा	2017101
11,	252 (127)	862807731		2720272
12.	32 2121	889441047	Torrest and and a state of and and and and and	BERIOLA
13.	Kambly	8091090008	NH 707 misting wind ? 212 + 54 mis side and in an	Ruhai
14.	Surender	9414837390		planne
15.	रामानद्व	9816855222	समी लोगों का मवाजी मिलना यही?	68Manuly - Dr
16.	Co KeshSharma	70185-87403	1 計型〇	For Star
Place:	(Panutool NH)		A sim ist	
Date:			Amur Sint ist	
			WINHTWIT ROS	
			2 at	عوارور وي

## STITE & WING - DIASTAT VIET PUBLIC CONSULTATION

**PORJECT NAME:** Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh

Meeti	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	<b>Contact Details</b>	Issue Raised	Signature
١	BUILTH	981613632		Benne
2	Arishtsh -	7316949071	בז בע N.H. at and ביותר עוצונית במ ביאלי היא - דוגר מלשות עד ער גוצים, מוזצ ער מו ביאלי	8
3.	Hattyn Rom		do	
4.	Payal		हम स्वल के धात्र है रोड वनना -पाहिए इससे हम राखी- से-जल्दी रूबल पहुंच क्रिकेट्ट	Payal
5.	Anjalisharm		do	Anjali
6.	Anju Thakur		lo	Ke. Anjy
7	Kafal		do	Karturan a
8. lace!	at astroll 410	M 821	95 J/380	Contractions
Place! Date:	at astril 4100 19)9/9	vi pambast)	1 Rindy	मित्र भगत साहित, जिला ह
			AmerSMY Scharles WINHPWS 1919119 PatwasiNH	हरताक्षर मान्

(1)

Meetin	ng Location: Village:		Tehsil:	District:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
	2731278	98166809		ही ती जा 2 गग
	ताताराज राजा	8894427951	Jis quai unier	Starmey
	सदिशम	8580854811	)) // //	रा हेलाभ्
	जीना लामा			TUMAT
	Howatte			offronde
-	तैत्राय		•	तत्र राम
-	hien ein	9816443787	शें बनना यातित	Les MILTER RIC
	SarjayAgg2 Surrade	9418089437	30 AENINKefte	SDO NOH
ace: ate:	नेकाला भाव			
ate.	19/9/19		Ama	Sing And Entre
		4	WI	HAND BRATERS AND

## PUBLIC CONSULTATION

JIM Y-und Story

Meeti	ng Location: Village:		Tehsil:	District:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
1	Charter Charter V. P.D SHILLO	9418164128	ना जुझाव की पी पे-गाम त रेकान किया होया ही यह	44.
2	राम्भूज-योइन	869.87-23.88		annie jein
R	जम्म (88	28051-84601 -	20	Raik
4.	Zritan	8894627128	- de .	Zritan
	Koushiya	9805x 30402		Julian Stalla
	Tett			HEIPIS
	RakeShShama	70185-87403	0	Show Standard
	A		1	aola Maria
'lace: Date:	20/9/19		1	ने प्राहत, कि कि कि कि
	(1)		Amere Stry	To 19/019

ज्ञाम पंचापता ही लागा।

Meeti	ng Location: Village:		Tehsil: Distri	iet:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
1	Arwn Chauhan	8628046677	में सड़क बनने से चातायात में सुविधा, कामक	Cart
2	जगाराम	9803710929	राइ बनन नाहा	जीग(राम
3	रपुनी ले. हत	98050 58825	- रोर्ड बनने -गही	290/101 दत
	जम रिह	9805164601	रेष्ठ कामा सार्रिय	Fr
	ふれったいろ	889004064546	277777	21712121
	Chatter Sinsh Cheen	non- 9816144734	- do -	Scherting
	22121-202			
	Amitchauhay	98160-43808	satifwall under the village,	Shirtingen
			school setity wall, Bus stop, solar	
	0		lites. tiotet, school playground	
	रवनी राग			20,21
	Harish Chullen		री अनगा - पहिल्य काक में गांव की रीमरी के रिमर	icuir and Houther
-	3 haven Sing		भी मान स्मे होर योड गाहिए सोर स	
		7	भाष कर 920 seft - 11/82 लखा भाष	
	CHMANCHAUNAL	9418164128	School ZIZ Mosfites of MAR BRIS	बाड
ace:	2mm11	peran	SSIN- COULDE STUT A SIC 20 ALL	The and and
te:	20/9/19	No	The माधाव कार्या पं न्यायता तर पड	Sham Pawlant N
	Am	us sizh	HILL Shimay	cry Play
		NH PIAS	1 21 20 21019	

## **PUBLIC CONSULTATION**

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Meeti	ng Location: Village:		Tehsil:	Dis	trict:
Sr. No.	Name of Participants	Contact Details	Y Issu	ie Raised	Signature
	-115x7 491	2805350763	215 9071 - 411E	छ लाउनु दे	रुग) नार्ग्वत
	(27,4) Goff		do		Malizo
	व्यावता दुवी	`	do		Sa
	अत्यत्र न्याद	29	213 aront	MER	Asit
	3m Rag	5	रोड जनन)	-211752	3.12 10
	रिने रा	86269424 67		10-21	<del>1</del> <del>1</del> <del>1</del> <del>2</del> <del>1</del>
	3/6/21	8580603535	9	do 9	Array
	KAPI'I.	9805424534	राड वनना पाहरू १ ल	11000 2119 215 3 9117 MISIANS	3345 Alut
Place: Date:	13/00/19 13/00/11	Amarsiy	D CFG Lod	E State	2 april 1
		WINHPW	PCF	(Clark	

## कार्यालय ग्राम पंचायत शिल्ला

विकास खण्ड पॉंवटा साहिब, जिला सिरमौर (हि0प्र0) Genico 20-9-019 त जांव के जितने की शहते हैं की द्वारा से परके वनायं जाहि । (2) जाव के नीन्दे जितनी करिंग होनी हैं ने पलिगंग ( wer Brest wall) for Hand south a Jinj 9nto - Fint certer 3-37122 an Ezy Ett - alier 3 जितना भी हो सके बाहर की तरफ Readams wall mail बाले रेंड मे जरूरी - 40 EP! (4) 2-2ion zis entere tante on con y -10 डाला जाहे करिका मार्टर भूमि मारिका से देसी जमीन की जाहें दिजासी कारें उसके नीन्दे की शूनि वरवाद माहें क क्रां कोरहा का रिकासन मही (3) MEGA & good, Uzair zdava, migghter zzur Intertities with Brestwall and marciala "H only use ि जिस भी जगह कि मि भूमि भाषिक भी बरवाद हो हरही है उसकी भूमा भुआवजा मिल्मा कर 1/28 Thaker रेगिराम annorcip 219/19 रवत्रारल Faita MILLY Shimay सनाराम 272/3412 Reitem \$1398/644343
माम फंचायत अत्रयाडी

Meeti	ng Location: Village:		Tehsil:	District:	
Sr. No.	Name of Participants	<b>Contact Details</b>	Issue Raised	e_ C ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~ ~	Signature
I	Rajendes chauthen	9805714666 7018983077	रोड का होना 9 हत आवश्चमिक है क्रोमिस नहीं हैं। उन्हरिंग का भुवाद	Eg 213 917 ( She	2 2 mil
27	Raghbler singl	9816054/01	22	12	Jums (
3	NitRam	9805573032		a af	20921216
(4)	Sunder sings	9805654639	को टोर अनने हैं। कोई स्नाम	181 HE/ el.	Neerapon.
5	morthe 34 yally	9816827440	12 - 9 0	9 19" 9 91	जगतमिह
(6)	आगल साहि।हा	70/86/629/	NH राड का होना आति आव्याक है अपनि नहीं है। लोकिन दिस्ताजी की ल	राइ वनने त हम काइ ज्यीन NH में आरही है भुवावण	Ti there the phill
	0. 71	at	मरेठ. ही कार्ड अग्रमान नहीं है। देगीलन		
7	-4-24011-4121-1 V-P.071mbi	9805959341	MAL MALE EL TAN' EL INGAT	ton attat and the	21
			वनने से पहले राखत माआवणा	TEUT GTO 1 1 1	Chandermani
8	VIPIO PEDAT	9805121129	NI 1-1 25. of ZH -115 317470	में हे हैं हैं के कि की कि ही मा	AND BT.C
	0		21/2/24		
9	8-91278	9816727586	1966 0 0	HIGZILLE 2	INDER
10	GEIGZ THE	9805751927	- रोड़ र अभाषत, यारवारि का छा-	19 3 31 Per 1 Per 1	70 aleh
11	ALTISTARIA	98161-33173	don	15 marino	अमितित्री.
			9 - 1/2	ES SAL	A
12	Sorrender Shame	9816727492	25 2/ 9777/ 517/20 3	37-29	20 a-19
lace: 2	मत्रयाडी जरि	11171 98160	54595 5	vsharing	震
ate: 2	0-09-19-100			Contraction of the second	5/
	0-09-19 Rateshsha	ama 70185-8	7403 81000	1	
			2019119	हस्ताधर त्स्रात	J.F.
			Running	हस्ताक्षर जगत	7-2017 -



Meeting Loca	tion: Village:		Tehsil:	District:	
A STATISTICS	Name of rticipants	Contact Details	Issue Raised	2 0	Signature
O Blog	eit Singh	9816305846	à cini al mes gane	in worth ende	BSm
& Ama	r Styl	98/60 30364	25. may entre ener	1 permilorn /2-	R
			on al a Bel MTEI 3	and the Indown	अमरमिष्ट
8. Jah	ombolg	98/68 806 87	-10	à marelatorial	5110141212
1. 199	ad singh	88941 52626	dis constant - conge	Arino 6/ Ronaly	जगतासह
		88945-86990	Cinal a spined and	mis & gorden	3 ब्ह्र २ itie
5 Cho	Her Sobg	9805878925	रोडे जसाथ के जी आलग	The sector	JAN RIF
6 Par	ofal Qing	4 9816830387	राजान को की स्वायन होना चाहिए तर्रा क्यांन	2.295 of 5101-210	atra
lace: 20/31'	उतरोज्ञ			the second s	
			545100	19 5.6.	Berlar BSin

## PUBLIC CONSULTATION 20,919

**PORJECT NAME:** Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh

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Meeti	ng Location: Village:		Tehsil:	District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised	- <b>D</b> - <b>A</b> - <b>D</b> - <b>D</b>	Signature
7	Oh som shaph	980573653	हर्में रोड अन्द्ता नारियों क का यार इलनी ही जातीन हे ते।	हारहार भारत में हाथ	- CASITEE
8	Anuto Den		Stilles Exporter 100/0, MIT		( Junts
			Guia, Excreti porto, Mit	el son and	
			more yours pours		
			Cond - 21 crond gin law	to burnede	
9	BabyRam	9805925444	בסריבוצים אין אות אות ביות ליות היו אות אות אין		
			מושל ואציבור נושי אירא אור אור אור לאים איראי איראי איראין איראין איראין איראין איראין איראין איראין איראין איר	ייים שאווים ויידים מאיי האווים שלוויין האיים וייי	A STELL
	Rakeshshamg	70185-87403		Shigng (	
lace: (	2019/19			2019119	The second first
				NH	स्ताक्षर 23.



Meeting Location: Village:			Tehsil: District:		
Sr. No.	Name of Participants	Contact Details	Issue I	Raised	Signature
	0 1 0 0 1		A A A		00
1	Stirat Sigh	9816313945	मि भी काहेगु मह्या म की जागह साम-2 मरे ठेगे की का क क	214 27 En anto mis	mon
1	A.	00.0000		21/m + 9/04/ 103/9.	निमतादेव
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25-12			110 0		Anita
and the second s	Anita	OO at 1/0122	1) 77	))	
	muna	8896601333			0
	मवाना	9805373288	,) ,)	))	Field
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and the	0.101 911			))	-1.61
	21 J. T. R.				
48	21104413		))	2)	
21.1	and the second sec				
	सार्था	8629064588	))	))	4121
	of Males	1 3805423651			0
	Rakesh sharma	70185-87403	)	))	Shony
lace:	you MI-IM				12 Pania
ate:	2019119				HIGH THE HIGH
				A	प्राम पंचायत पार्थ मानल विकास खण्ड शिलाई
				Query and	िक्ता किर्पीर हि प
			t	adally NH S	
				DOWHAN	

## जाम पंचायत भावल (Ame) PUBLIC CONSULTATION 20/9/19

Meetin	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
			3-0-0-00	0100
1	Pland	83528	रोडे बनाला - पर्देश में ले जुवासी	212/410
		87927	ONTH 27 OTH ET	
2	GISTUMATRIE	98169	यह रोउ उद्य भगता गाहि रेगेलन	Jym
		02932	ज्यासाठा का होगा याहिरे	0
100	(1)14/2/मह	98160	यह रोड अद्य वामना - पाहिस	official
	1 0	55040	1 2 - 5 1 - 2 9	
	0/07/242	7807548809		JILAS A.
	3			21635 A (292
a Ed			325,92 E 215 ast 41	
A 4			a 25/ 2/22	
	TREATHE	701835888	Maris an ONIT SUPPI LOU 34	
			at Hak wal alt 34th	Ø
		0	वीलमीत आती 3 रारु प	anagula
	Asid 2121	1 980539911	5 x15 उग्नीवार्य हे महार राजस्थान	zielon Ei
			वहाह माआकता आवीयों को मिलना न	15/22 2121 2
			दिवावे ला जर्म होना चार्री र	- lich
Place:	4101 STAM		the set of the set	Judan (
Date:	20/9/19		(NR)	
	11.1		HICK STREET	
			ग्रास पंचायत पार्व सागद	
			नेकास खण्ड शिलाई	

## STIN Young VIENTED PUBLIC CONSULTATION 20/9/19

Meetin	ng Location: Village:		Tehsil: District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
	- The Reg	980538033	RTS al alt-	- मेरेल मेर
	जञ्तारेतरं	980538033 98167 <b>8</b> 893	2	जगतिरहं
	Balkir The Hoy	98052.75666		Beo
4	सुनन्त्र रिमह	-		
	भागर सिंह	7807031611	रोड कार्गते राषा करीयां करते (Thy मीर मकाग रिशा त मजाका जात का समय रोनी-साहिश	हरित घट हिर
	attentin	9816833870	venal -	offight
	395121 .	998059 20187	CASA = 19 103 a	39312
	रमेश्	9805587555	रोडवलाते समय मेरे रवेत के निन्दे क मकान के के लिह दीवार का प्रावच्यान होना - पाहीर	रमेश
lace: ate:			A	
			मार्चेच पंचायत पांच साहत्व विकास खण्ड शिलाई	



Meeti	ng Location: Village:		Tehsil:	District:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
1	दीयन्य-दर्लाणा	9816707998	जनाता कि राय केन्द्रा जन्म	E attenay oute
2	23 मान्स पहिलाम	-		Juston ung
3	रिशा मिहनाम्	-		5)97 (5)3
1	3-37142	98-5687119		
5	प्रताप रिष्ट	-	- A = 0	
C	अमराख ह	98053536175	storall on 2114 12 og 2 14 EAL and 2	f collo de a cul Anvah
7	र्वान्ति राम	-	Any an win rea a stend	222010 on lot Storitte
8	XIST STATE	9816463937	ETTEN and outer 224 teson the atomas generation it is stupped	t 210214 and Asyst
9	2010121712	1003870891	224 6	A CLIMATIC A GATTHE
10	34L REFTITL	94184-58988		Alter Smph
11	03-G- 14E	8580552621		(mptor not
12	Lain 1212	9882776350		
13	विरेन्द्र सिंह	8628063505		Line
14	1932 2149	-		-Par
15	Sanjay Aggarue	9418089437	DE MIN Kefets	er
16	Af ma Barn Tomas	8219782987	DE MIN Kafet. Git STILL EI REI ETIE STERI	E Somat
Place:	Deilutition Tom.	en 981632213	0	Delettin
Date:			Josha	1750
17.	Takesh shame	70185-8740	3 NH: 10	सविष ही गिवां
		CEG Spala	3 Brozen kfolg	सावय गा० प०:

Meeti	ng Location: Village:	Bela CBaswa	a) Tehsil: Shilleri	District: Sigmory	•
Sr. No.	Name of Participants	Contact Details	Issue Raised	A Signa	iture
1	a salar and	9805670950	के विंग्या याहा	0 000	39
2	द्वरागिट जरफार्ड्स	8894993596	राइ लना जावर ह	Jan	10 B
3	fail-3-351	82193-57900	राइ जनना डाघरी है!	Arly	gi
4	ओहनसिंह हादुर्	8219511176	213 of atta Drane of and 42 EIE-2 y Tour	संवार की जगह mel	-or
5	CIP FORM	9816270560	x dr	- IG Renu	2
6	19375/-54)	9805412819	LIS QUAL OVER S	Imal & D.F	24
7	3-5 102	8893-86773	रेड़ बनमा आत आत्राये	हैं। इन्दरसिह मित्र	564
8.	KakeSh Shame	70185-87403	0	Pahulas	NH
	Bala 2119119		राचिव 21-09-19. ग्राम पंचायत-बेला विकासखण्ड शिलाई जिला सिरमौर (हि0प्र0)	ege	,

PUBLIC CONSULTATION

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**PORJECT NAME:** Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh

BANDLI

Meeti	ing Location: Village:		Tehsil:	District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised		Signature
٦.	Romesh Chard Bondli	2 9816237794	NH Read en 1-1-40 WHR GIT CONT	रा साइडि संपन्न हैं। ए आए	Rhandon
2.	Ramesh Thake	- 9805657718	N.H Read of जा हमारी उन्यत मुवाभजा दिया जास्	जमनि जा रही है उसव	"Deher
3.	Modan Singh		N /1 / /	2-1	HI Ed RAE
4.	Dalego Singh	82 9937774	N-14. में जौहमी जगीन मुझाबजी मिले व अन्यहा मु	- CUTZ Er /	Fortend
5.	Arjun Chauda	7018747066	0	1100	3155-TRAE
6.	Polat Ram.	8894599172	N/7. 5 (7) 77 (7) 0000000000000000000000000000	हरा रहा ह 3 (12	
3.	Rambir Singh	8544781377	1 1		ZOTAR RAE
8- Q. Place:	Basti Rami Rakeshshana	82 78883782 70185-87403			Skong alla 19 alla 19 pawlay' NM
Date:	Bandli 21 [9   19		4, <u>Spshang</u> B) 24/2/19	N साचिव प्रमाण प्रा0 प0	. Panelli , शिलाई, जिला सिरमौर (ति

BANDLI

Madan Singh Julab Singh Drakash Varme		- 11 XE 34100	$\alpha \alpha C$	0-1 0
Madan Singh Julab Singh Drakash Varme	8894035621	नहीं है। सही देवावाद	A	Mohysi
Julab Singh Dakash Varme		- 11	n Un anter er le P	
Julab Singh Dakash Varme				2011000
				211-02
in it is pl		))	1)	उमिलारेक
Jomila Devi		Х		आशारेम
Asto Devi		/1		AShq
Asta Devi				
Neekam Devi	8580890190			al celon
Saraf Devi	78-07578140			Particip
Reene Dévi	98165 74340			all S
Barli Kami	9816055087	"		2null
Raop Singh	,	1		adbus son 8h
Bubir Singh	A	4		419 x 1212
	2	better compensation.		21
•	82 192 49 495	•)		Para
Takesh shama	70185-87403			Brong
		L'us		Pawtan NH
	186	spokong and	्रित्	$\supset$ –
		-2141-1 (2) (	ग्रा0 प0:	नाई, जिला सिरमौर (हि0प्र
	Asta Devi Neelam Devi Saraj Devi Reene Devi Bari Rom. Raep Singh Barbir Singh Kanwar Singh Ratansiya	Asta Devi Asta Devi 889433957 Neelam Devi 8580890190 Saraj Devi 7807578140 Reene Devi 9816574340 Barii Rom, 9816055089 Raop Sriph Radbir Singh Kanwar Singh Ratanfilikh 8219249495 Tatresh shama 70185-87403	1 Asta Devi 889433957 " Asta Devi 889433957 " Neelam Devi 8580890190 Saraj Devi 7807578140 " Reene Devi 98/6574340 " Reene Devi 98/6574340 " Bari Rom. 98/6055089 " Raop Singh " Kanway Singh " Nanway Singh B2 19249495 " Tattesh shama 70185-87403	1 Asto Devi 289433957 Asto Devi 889433957 Neelam Devi 8580890190 Carof Devi 7807578140 Reene Devi 9816574340 11 Barli Rom. 9816055089 11 Barli Rom.

ग्राम पंचायत कोडी- अटनील

### PUBLIC CONSULTATION

**PORJECT NAME:** Up-gradation to 2-lane/2-lane with paved shoulders for Paonta Sahib - Gumma section of from Km 0.000 to Km 97.000 of NH 707 in the state of Himachal Pradesh

leeti	ng Location: Village	: मटनोल	Tehsil: Taimas	District:	गरमीर
Sr. No.	Name of Participants	Contact Details	Issue Raised	$\cap$	Signature
	Deep Ram	8580748974	रगडक ड्राला कानना - पाहि है मिलाना - याहिट जाहां काहिंग भगना - याहिट	हो । पहु नेवाल	Marin
	Subhash	7807126113	रेगाँग - साहित कार्य करिंग क्लि आ	1 2150) 341C azise, 2017 ceize	toy
	Dimesh	8219028224	155 Sett and - celler	5 min 513 Fee	Salty
	STATULI RTE	889431556	Fison anost witty		אנשואום
	8-95 De	980592404			straw
-	द्मि सिंह	98/687954	5		494 1248
	गुलानांसह जन्मारी	9805169143			SI MIAO
	STRATE	380557235		Qua Q	इन्ह्याहर
ce:	Sanda DI 1	70185=87403	Bratenin lepite CEG Stat	en Shong	- An
e: d	21.09.2019		Broten CEN 21	19101 Parsan	P. Kande Hhatni

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रिंद के यादि

Meeti	ng Location: Village:	Snikyani	Tehsil: Shill cu District:	Sirmour
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
1	श्वागासंह चीहा?	7807902519	मेरे निम्बार जोड कर यह लड़न जल्दी वननी-वाहिए तथा खड़क के लिए अन्दी लाम क्री का डायोग किया	
			आग - चाहिए। कटिंग के दौरान कोए पत्यर व मिर्टे को उनका निजी जमीन में न डालें ल्या उसे किसी रवडु में डाले लाबि उकसान न हो	
			The chart with The charts with Tain	
	0.9		काराव नहां मह खाने हिन्दत किया जाए/ ना वा नहां मह खाने हिन्दत किया जाए/	Nampe
2.	מיוויד באל אהואי	9816729201	मेरा खुझान यह ही कि उगत स्ट्रम के जिसीता के अस्ती सामग्री का प्रयोग तोर के जिस मामीरारे की आक्त के प्राप्त के जार जार के जासीरारे की कार्य के जास जार के जास के उन्हें उन्दि जार मान्या गर्या जास के क	7
	0,		उन्दि मिलाम् दाइ से जाएग 3=ह उन्दि गर्मा गर्मा हारहह रह दिन	dent
3.	ENT THE	9805315873	मेरा सुमान के गैक दिन्म आमीहारे, खाक संडल मेर जाएगी उनका मुख्यान हा। दिया जाए/ रेग आए मि दी एक रवा दे में केने आएं/	0.1
6	TakeshShama	70185-87402	275 and 123 En car + 2 - 10 - 110/	G7011/27 E
lace: ate:	G.P. Snikya		2119/19 2119/19 2011/231	रे जिला विग
			हस्त हि	ाक्षर Anig नोक 2119 119

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Sr. No.	Name of Participants	Sn' Kygn Contact Details	Issue Raised	Signature
1	guthe Logue			X
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	2-10/113	1		24-27-11 40
	निक राम	889495 1597	als aret affind	ानेन्द्र राग
	Gorly RTE	889495 1599 98161 25208	))))	Ec119/272
	22001121	98053207/2	A	dian Ei
1	जालाम मिह	9816196045	215 (177) - 91 [ 5. 4	DIMAINE
	-SKA	9805438411	ATT )) ))	HPR
	TOT.917 TOTE	827878/705	· 273 9=1-11 - 41120	· MKRM sight
	Stal	8894575277		soffer ,
	Chatter Strag	9805872260	Stell light EtAT - UTER	Singh
	1 uld conching	m 7807268311	V 11	aldeep 2 3
÷	Flanspeak			Mr.
				· (1) (1) (2) (1)
ace: ate:	Gram Panch	yat - Snilcycn		C. ATTAL FORM
	29.7.2019.	l í		6:1
				दिनांक 21911

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Meeti	ng Location: Village	:	Tehsil:	District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised	- 1010	Signature
	755 2727	9418282694.	ושל של ש	ट्रिक के 19 ई 15 and	Bhaij4 Ram
	रोवेन्द्र-याहर	8219945212	(450) et 7 - ) - 411EU /		Jom
	वीरित राम	9805615826	0	0	Q11 {1 {1 {1 }1
	विनाट्	889436586		चाहिरू	a and a
	२५००गन मिर्	7018267655	2131 01-15-4121	Re I I	
					Carlo (a)
					Anita
		-		15-	21/9/19-

Place:

Date:

Meetin	ng Location: Village:	Doobil	Tehsil:	Ronhat	District:	Sirmour
Sr. No.	Name of Participants	Contact Details		Issue Raised		Signature
4	Satpal	7805788110	Two lone	Road is ve	my Important	Brong
2.	जीत सिंह		•			जातार्यन्
3	27/21-2004913	980571568	ys			Rung.
4	Sat port Shim	9805129482	जिन लोगो ही इसका अग्रावणी क	९२ रोइ मे जभी	COR 35 al size	se \$Sh
5	0	9816851404		do		Shugeh
	received	9816938314	C	lo		cirillet
	(e121/512)	8894120	.962 - 6	2	जाम पंचायत	MILTICK
-	DiSenou	701804986				3 2150 62
ace: ate:	Dratrl 7 21.09.2019	Dinesh - 81 Bakashahana	627941417	<b>—</b> :	· A. A. B. B. B. P.	sti Diregn
	21.09.2019	70	895878470 185-87403	Ban	हस्ताक्षर मिरिव	me Shane

GP- Jhakando GP (Villege Dharowa, Theekende) GP- Sakoli GP. (Kharken BLIC CONSULTATION

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dt 21.09.2019

Meeti	ng Location: Village:		Tehsil:	District:
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature
1	47-5148	98169-22827	4134 27-1 -21192 3112 81261 ANION 1 TONTON -2118	erolly 37 Ausing
2	4 0141212	289462129	218 90	12mg
3	GWG THE	9805350399	40	\$.5.ph
4	Nara jan Sing	9805169764	Tes and The surface	Ringh Ringh
5	Vi)ay S129)	9805942969	१९८ इल्ल्स रोड कार्रन् कि फार्मत फ पर प्रदेश प्लायारे। कि जगीन प्र भग्नारा ह बहा की खवाजना	vilie (25302) Wilder Smgn
6	अल्गावार्र्ड	8894408505	0/6	जामान्नर्भः
7.	STED IME	88949.25427	0 <sup>0</sup>	E CONTE
8.	स्कल राभ	82 9894790	_ do -	Section 2
Place:	4P- ' 21/9/19	Quero.	CE AND AND WHI WINT CE	G Stoshow Borg mon 10

### PUBLIC CONSULTATION

Gram.

Panchayat - Bottar (village - Rohana, Gremma)

Meeti	ing Location: Village:		Tehsil:	District:	
Sr. No.	Name of Participants	Contact Details	Issue Rais		Signature
	Deye Singh : Bhardway	98(6182437	HH. सड़न नमनी चाहिक मकान कमाम है. अपि वह हे उसका कम्पन से डोहा	हेक्सामर विन्तु में आत	DSBhardway
			Speed Backer 2-500 - HTEP ATOL MISL 7 ATSH STIFT ON BL	के आस पाल बनन	
	Saltan-	9816640730	राज्या हे से जान या	की मज़ार पारश्चान	st
	H (m215		वजार के आग्र पार	वनने चाहिल्'	
	molin			9	mollm
	Res	98166-69864	NH 707 पर वाजार टामल व Lights का	होना जरूरी छै।	Red
			द्वाने ट्राफी गामी :		जान पंचाल
			277	Ment synog	
ace: ite:	Cyumma. 21.09.2019	Stockon 21/0	in alloging NH		Real Providence
					स्ताक्षर 1090

Groom. Panchayat - Bobar at Grewe. 2119 PUBLIC CONSULTATION Village - (Rohanc, Guma)

21/9/13

Meetin	ng Location: Village:		Tehsil:	District:	
Sr. No.	Name of Participants	Contact Details	Issue Raised		Signature
	Mohison Shorma	986268063	road his seen constanted	> for	mluRa
	fromsingt.	98166348	• 1		Benythy
	Havi Ka	9805267781	27		Harm
	Klarayan Shamp	88 945 <del>9</del> 8648	27		Melme
	+1Ha Singh			P	- of out the
	का आला से खान	8628860453	रोड्वनी यहरे वाड मेंम्यट ब	Porticit	Resum
	Sant Ram	8894425159			Blauton
	Laigham.	9805878895			at I to
		9816770983	NH Nied proper drawinge au lighting system. It Sho grad ed to two lane s during Apple Season gr & vehicles produce Nu	nd proper	Yolatta
lace: ate:	Grema (GP.	· Bohar)	graded to two lane s	sturtue as	Bugna .
ale.	21.09.201	9.	during Apple Season gr	icercy in hart	PalwasinH palwasinH

Bohar Grom Parchayat -21/2/19

Meeti	ng Location: Village:		Tehsil: District:		
Sr. No.	Name of Participants	Contact Details	Issue Raised	Signature	
	Rath Rom.	816484858	Compensation to the few Ocener	Ratt Rom. 2 minutes	
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### Annexure 7

### Attendance sheet

Public Consultation meeting held on 16<sup>th</sup> March, 2019 at Kafota for proposed Rehabilitation & Up-gradation to 2 lanes/2 Lanes Paved Shoulder Configuration & Strengthening of Paonta-Sataun-Shillai-Gumma-Feddus Road km. 0/0 to 104/800 section of NH 707 in the state Himachal Pradesh. -16/3//3

5.N.	Name of Participant & Address	Contact No.	Signature
1	En.V.k. AGGARWAL	9816648098	-
2	GURDER SINGY PRONTA SAMIS	70780	Strini
3	Days Ram attaind	97367 63898	FNIZIKT
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1	Babu kam chauhan	Betsa	9805287484

16 3 19 S.N. Name of Participant & Address Contact No. Signature ZJUIZII HIAI 33413121 75600 15561 12 9805271531 13 MANTHANA) Trange 14 HATHIN !!! 212 4 510 121011 8219838548 Signon 15 9816343706 2/4=12 4000 50 0.50 20000 98/6640247 असिता रिकाम जा क के हिंग कि माला अन्द्र कि के कि काम जिला 16 Jory 980 5455978 cmm 17 सुभाष वामी ठाम वीसाइ डार बिमला 86288882288 Jach 18 Smt. Sinita Pinelin v PO Dugong 15 Smit Roman Sharmer V/ Pab. P.o. Shill 88946/3703 Roman 20 889438144 AST Smf Meema Devi 21 Kanta Shama 28 28052/4346 Secur 8 Attao Devi 9882538609 Heluy 23 मारतीर्ती मस्त्रीवी 24 उर्मिनावेनी उमिलारेवी X

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S.N. Name of Participant & Address Contact No. Signature 26 Multo Devi ul Swronder Runer 1. Khy. 82190218-12 multo Der, 27 Kaushdya Dori w/ Reyondore 8580 747181 th 21 041, 4-1 Versikan Sigh 9. St. Stoke Kenten 9 816984307 Alisan 28 Sunknew of spoation 8894982809 On 21 Kuntsh 12 units SUNDIR 9816369216 12 30 Suratsing St Dhare Simph 9882507048 Suretsingh 31 Rown shy thanken Shitley - 86288-23855 - 11mm -85 Narosh Sharma Kaffola 33 9805484206 Narosh Sharmit Surch Think warrand (BA) 88944 67478 34 97 Am 2111 man man 21 8219649063 filson 35 Gian singh Chauhan Shills 9805240111 36 Kapil Thalan Shiller 9816225264 Stall 31 शीलाद्वेती उगाना 38 3500) गुरले की देवी उगाना 39

16 3/19 3 S.N. Name of Participant & Address Contact No. Signature Medha sharma upo pagang teh Panta 9805374127 40 Mahamig subib Disetsirmar. HA (173029) 98577-10740 Lisha Forest Guard Ichajun haltota 41 vill kalath Do Rajano Teh-Sangrah Disti sim \$627825837 a 42 shady 3105 43 98 16279 132 210 9816338353 ANNO 44 ANNU HIDON Shawham V. Kaffota 8219109749 45 Shauhan 8580495880 Teatustans Goeta V Kaffota 46 2011/1 V. Kattora 980 52 88199 Zola 47 Z=31 Gat V, Kaffota इन्द्रार्डेवी 0219109749 48 Monisha Devi, Village-Dugona 98054-50587 Manisha 49 50 Robinstowned vielage shamah Rabing 9882494718 51 Ritushama v.p.o. Dagana. 258071 8894 Ethomas. 52 Neekom Binolity v.P.O Diganas 8894755808 andin 53 Manof kuman 6PO Tatiyawa 8544735501 Filum

16 3 19 S.N. Name of Participant & Address Contact No. Signature 54 8219086639 VINOD Kemol VPO Jamas 55 Subhish Shadma vill- Bokala Pa. Shilla reh Paonta 9805353618 56 Sumil Kunnar VAD Duggang Toh 9357351765 Kannau Dutti Simaur, Manfeet singh Gest- - 171 9882384885 5B Kaffota Jogindersingh . V. P.O Duganoc. 988227285 59 Kompero- Dist simoun. Er. Bened ALS IPH Sub Div 9418503968 60 Kelleta Raghubis Singh hudi 8219795087 61 IPN SIDIr. Koffeta Skalyan sharing cloth 821972480 9 62 Sus Dimision scoperta Raghuban singh so fall 184 Spawing 9419096115 63 Katty Gulab Sigh Colly Spinimk 940231156 64 65 romiesh charmer Sto Dage Room 38067-84817 98 822 82287 Maye Room Tonar go DerykRum N 4/4 2 66 Crill > Dugana Sisin Junan Singh charlen Slo Kensthikan 9816211 67 Leil- Pastini

16 3 19 S.N. Name of Participant & Address Contact No. Signature 9816228259 Dallit sligh Sto Mehers Shingh GB STACI STA S/Gad 3/19 1973 98824 (-1791 Que 69 217 9100 MORE THE SI. HOGL HEIS 9816138571 70 2/10 410 0000321 KULDERP Sharenen Sto Setelet 88944 71 Stoward Unlage Bokala 27050 Er Serjay Aggs Jung AE Nin Kafets 84180 2 89437 8111314157 Adamite - REFICE GITIBUR 73 74 Aatish Thakar JEHPPWOCBLR) 7018808493 Sub Division Sataun 75 Mohinder Kningh PR.o beaugata 9418/89076 200 C. S. Chanhan Ex. Dy. Comde 1738 981037 1977 76 Y. M Agnihati; Brineipel 5555 980504005 77 Rattie Rame Shawing . ese Portlan 980.5336425 78. G.P. Bottab-Pab. RIO Bolarla Bandi Ran Sherona - Prielalkeyo 9418132519 Dugang Tako Kamban Winne 19 9 80. 2141-13 39 921 7 5114 444 2311-1 98168 55 222 पंचायत पानवीकात्य 9805 486388 B1. add2/214/5817 213721214

16/3/19 6 S.N. Name of Participant & Address Contact No. Signature Robit Koushal JE (NH) 94181 RAZ. 82. Sub-div. Kafata. Sanderfo Kumor Surveyor (h)M 44859 85447 Butan 83. Sub Division Kefforder 84. Veertes Sharns & sur Dats Ram Vili- Bokela Davat 98057 25231 82 1995 9130 55. Rahul Sharma, Koffsta. Raker shama between 70185 87403 Homy 26 CNH) sub-div. Kalota. 81.

### District Level Public Consultations at Poanta Sahib BDO office Meeting Hall





### **District Level Public Consultations at Sataun**





District Level Public Consultations Shillai BDO office Meeting Hall



District Level Public Consultations at Panchayat Ghar Gumma









District level Public Consultation with Mahila Mandal at Kafota





#### Annexure-8



### SINE SMAN

### एनएच-72 बी की लोक सुनवाई केल पांवटा बीडीओ कार्यालय परिसर में कार्यक्रम

### 🎫 अमर उजाला व्यूरो

यांचटा साहिब (सिरमीर)। सन्दीय राजमार्ग प्राधिकरण संख्या 72 मी के चौड़ीकरण को लेकर का कार्य सौंपा गया है। पांवटा से इसमें कृषि भूमि, निर्मित क्षेत्र व दूसरे चरण की लोक सुनवव्दें रखी। गुम्पा तक इस मार्ग का चौडीकरण आरंखित चन क्षेत्र का डायवर्जन गई है।

इसमें भू स्वामी अपनी आपति व

मार्ग को 2 लेग पत्रको पटरी महित रहेंगे। सामाजिक एवं आर्थिक भया है। जयपुर के हुए को इसकी इस परियोजना में कुल 26.71 डीपीआर एवं सामाजिक अध्ययन हेक्टेयर भूमि अधिग्रहित होगी। होना है।

इससे सहक के नजदीक आने सुझाओं को रखेंगे। पांधटा खंड याले भयेन, टुकानों व लमीन का लिए दूसरे चरण की बैठकों की विकास अधिकारी कार्यालय में अधिकरण होगा। पांवटा में 7 गई रखा गया है। भू स्वामी इसमें सोमजार लोक सुनजाई रखी गई है। को सुचल, साढ़े 10 करो लोक इसी सप्साह 7 से 12 मई तक चार सुनवाई, शिविर रखा है। इसमें हैं। उन्होंने कहा कि पांधटा में 7 स्थानों पर स्रोक सुनवाई शिविंग बीडीओ पांवटा सतपाल राणा, मई, सतीन पंचापत घर में 8, होंगे। कंसलिटन इंजीनियर्स युप एनएच विभाग अधिशास्त्रे अभियंता जिलाई बीडीओ कार्यालय में 10 लिमिटेड जयपुर की सामाजिक एवं महेश सिंधल, एसडीओ नंद लाल तथा पुष्मा में 12 मई को एक बताया कि पांधटा से गुम्मा तका पहुंचे टीय सदस्य राज कुमार, जिसमें लोग सहक चौहीकरण पर तप्य-72मी मार्ग थन रहा है। इस राहुल, स्र्रज व मोहित चौज़्द

विकसित करने को चयनित किया विशेषत्र आशा माध्रर ने कहा है कि शामिल है।

सहक चौडीकरण परियोजना के आपति व सुझाव दर्ज करवा सफते आर्थिक विशेषज्ञ आज्ञा माधुर ने वर्मा, जेई सुर्यकांत, जयपुर से दिवसीय लोक सुनवाई शिविर होंगे। आपति व सुझाव रख सकेंगे।

भोद पराम् स्टाम -QIGIS - RATS 10/5/2012

BDO OPENET FILET ENN

अमर्टजाला वडीगढ शुक्रवार 11 मई 2012

में स्वामियों को उचित मुआवजा दें 11/5/12

कि भू स्वामियों को उचित

मुआवजा दिया जाए। जिला परिषद

इससे पूर्व सभा में दो घंटे देरी से

के महायक अभियंता मंदलाल वर्मा

🛢 राष्ट्रीय राजमार्ग के चौड़ीकरण पर हुआ मंथन 🧶 14 पंचायतों के प्रतिनिधियों ने दिए अपने सझाव

शिलाई (सिरमौर)। राष्ट्रीय राज मार्ग पांत्रटा-हाटकोटी के चौडी करण के लिए शिलाई में एक बैठक का आयोजन किया गया। वरिष्ठ अधिकारियों के सभा में देरी से पहुंचने पर ग्रामीणों ने जमकर खरी खोटी सुनाई। बैठक में लगभग क्षेत्र को 14 पंचायतों के सदस्य रणजीत सिंह ने बताया कि प्रतिनिधियों तथा प्रभावित भू- जैसे ही भूमि चयनित होती है, कुहट, नाया, शिलाई, बांदली, स्वामियों ने अपने सुझाव रखे।

🔊 अमर उजाला व्यूरो

राज मार्ग बनने पर खुशी जाहिर की। टिंबी के अंसीराम राणा ने होती हैं तो उन्हें फौरन दुरुस्त सुझाव दिया है कि यदि प्रस्ताचित करवाया जाए। पुल को धोड़ी दूरी पर बनाया जाए तो बाजार को नुकसान होने से पहुंचे राष्ट्रीय राजमार्ग प्राधिकरण बचाया जा सकता है। वहीं शिलाई

से आये वयोवद्य लाल सिंह ने पर लोगों ने अपनी नाराजगी जतहं। अपनी बात सामने रखते हुए कहा ग्रामीणों ने कहा कि अधिकरियों को लोगों की व्यवस्थाओं का ध्यान रखना चाहिए।

सभा में क्षेत्र की अश्याही, मुआवजा मिलना चाहिए। शिलाई कांडो, द्राबिल, झकांडो, मिल्लाह, सुझावों में लोगों ने जहां राष्ट्रीय पंचायत प्रधान रमेश नेगी रास्त कोटी बॉच से लोग मौजुद ने बताया कि सहक चौड़ी करण रहे। कनिष्ठ अभियंता सूर्या कुमार, की। यहीं कुछ आपतियां भी दर्ज के समय पेयजल योजनाएं प्रभावित इंजोनियर ग्रुप जयपुर को आशा माध्र, कार्यवाहक विकास खंड अधिकारी अनिल शर्मा, रमेश कुमार, ठजागर सिंह, भवान सिंह र्साहत धारी संख्या में लोग 'उपस्थित थे।

ATS UZITE AMI- PRIMIS - RATE 10/5/2012 BDO ONETERA PATER ENCA 12021 (EXITIN, Rais 1131 2012 दिव्य हिमाचल जिमला, जुकवार, 11 मई, 2012 सझाव माग शिलाई - शिलाई ब्लॉक के साम्दायिक भवन में एनएच-72वी संबंधित लोगों के सुझाव बारे एक बैठक बुलाई गई, जिसमें एनएच पांवटा से गुम्मा तक बन रही दो लेन पट्टी पर आम जनता से सुझाव आमंत्रित किए गए और विचार-विमर्श किया गया। इस अवसर पर क्षेत्र के लगभग 500 भू-मालिक मौजूद रहे. इससे पहले बैठक ब्लॉक के कार्यवाहक बीडीओ अनिल शर्मा की अध्यक्षता में शुरू की गई। बैठक में स्थानीय जनता ने राजस्थान से आई टीम को खुब जोर लगाया कि एनएच-72बी मार्ग बनना चाहिए। इस अवसर पर सामाजिक व आर्थिक विशेषज्ञ आशा माथुर, एनएच एसडीओ नंद लाल वर्मा व जेई सूर्यकांत मुख्य रूप से मौजूद रहे। इस दौरान सभी लोगों ने अपने-अपने सुझाव रखे।



लोंड परामर्ड सभा दिनांट 8 मर्ट 2012

## 31773 361161 - 11/5/2012



उपस्मित मे।

र सबक परियोजना के बारे में गया है। इस सड़क को लेकर लोगों



एनएच के बीच उलझने से इस

सडक का कार्य अधर में लटका

हुआ है, क्योंकि लोक निर्माण

विभाग के अधिकारी यह कहते हैं

पंचायत प्रधान रजनीश चौहान,

उपप्रधान शमशोर गुप्ता, पांचटा

साहिब ब्लाक के बीडीसी उपाध्यक्ष

कांटी मशवा

कुलदीप शमां,

अधिकरण होगा। जन सुनवाई की

रिपोर्ट को आगें पहुंचाया

जाएगा। इससें आपत्तियों व मुझाव

पर मंधन होगा।



विशेषज्ञ आशा माधुर व. सहायक

इस अवसर पर एनएच विभाग लोक परामर्श कार्यक्रम के दौरान के एसडीओ नंद लाल बर्मा, जेई सूर्यकांत, जयपुर से पहुंचे टीम सदस्य राजकमार, पूर्व नप अध्यक्ष पो. धीमान, सुनील शर्मा, बाल किशन, राहल, सुरज, मोहित, मंजीत सिंह, राम प्रकाश, कम सिंह,

ध्यान रखा जाए। उपजाऊ भूमि व नहीं पहुंचे। जब वर्षों पहले राज्य रिहायशी घरों को ज्यादा क्षति न मार्ग बना था तो ज्वालापुर के समीप कंसल्टिंग इंजीनियर्स ग्रुप लिमिटेड पहुंचे तथा श्रतिपूर्ति का उचित तालाब व विशालकाय सिंबल पेंड्र जयपुर की सामाजिक एवं आर्थिक मुआवजा मिले। पांवटा खंड के पास मार्ग डाइवर्ट किया था।

सोमचार को लोक सुनवाई रखी थी। इस मार्ग पर लोग काफी प्रभावित लोगों के सुझाव व आपत्तियों को अजौली पंचायत प्रधान अशोक हो रहे है। एनएच विभाग इस स्थल 'ध्यान से सुना। उन्होंने कहा कि अशोक कुमार व राजेश समेत क्षेत्र कुमार, निहालगड़ प्रधान ओम पर फिर से निरीक्षण करें। पार्षद पांवटा से गुम्मा तक एनएच-72बी के लोग मौजूद थे।

पांवटा साहिब (सिरमोर)। राष्ट्रीय राजमार्ग प्राधिकरण संख्या 72 बी चौडीकरण परियोजना को ठीक है। जनहित का भी जरूर उपजाऊ जमीन को ज्यादा क्षेति पर बेहतर जल निकासी जरूरी है। विकास अधिकारी कार्यालय में इसलिए अब एनएच बनने पर अभियंता एनएच एनएल वर्मा ने मूर्व भूक्ता- लोक परामर्श मान मान्या साहित्य रिलाई 7/5/2012

## BDOGINGAR Files Eler



## एनएच-72 बी की लोक सुनवाई कल पांवटा बीडीओ कार्यालय परिसर में कार्यक्रम

#### 📄 अमर उजाला व्यूरो

पांधटा साहिब (सिरमोर)। गई है।

इसमें भू स्वामी अपनी आपत्ति व इसी सप्ताह 7 से 12 मई तक चार सुनवाई शिविर रखा है। इसमें हैं। उन्होंने कहा कि पांवटा में 7 स्थानों पर लोक सुनवाई शिविर बीढीओ पांवटा सतपाल रोणा, मई, सतीन पंचायत घर में 8. एनएच-72 ची मार्ग चन रहा है। इस रतुल, सुरव व मोहित मौजूद आपति व सुझाव रख सकेंगे।

मार्ग को 2 लेन पक्की पटरी सहित रहेंगे। सामाजिक एवं आर्थिक विकसित करने को चयनित किया विशेषज्ञ आशा माथुर ने कहा है कि गया है। जयपुर के ग्रुप को इसको इस परियोजना में कुल 26.71 राष्ट्रीय राजमार्ग प्राधिकरण संख्या डीपीआर एवं सामाजिक अच्ययन हेक्ट्रेयर भूमि अधिग्रहित होगी। 72 बी के चौड़ोंकरण को लेकर का कार्य सौंपा गया है। पांचटा से इसमें कृषि भूमि, निर्मित क्षेत्र व दूसरे चरण की लोक सुनवाई रखी गुम्मा तक इस मार्ग का चौड़ीकरण आरक्षित थन क्षेत्र का डाययर्जन होना है।

इससे सडक के नजदीक आने

शामिल है।

सहक चौडीकरण परियोजना के मुझाओं को रखींगे। पांधटा खंड वाले भवन, टुकानों व जमीन का लिए दूसरे चरण की बैठकों को विकास अधिकारी कार्यालय में अधिकरण होगा। पांवटा में 7 यह रखा गया है। भू स्वामी इसमें सोमवार लोक सुनवाई रखी गई है। को सुबह साढ़े 10 बजे लोक आपत्ति य मुझाव दर्ज करवा सकते होंगे। कंसल्टिंग इंजीनियस ग्रुप एनएच विभाग अधिशासी अभियंता शिलाई बीडीओ कार्यालय में 10 लिमिटेंड जयपुर की सामाजिक एवं महेश सिंघल, एसडीओ नंद लाल तथा गुम्मा में 12 मई को एक आर्थिक विशेषज्ञ आशा माधुर ने वर्मा, जेई सुर्यकांत, जयपुर से दिवसीय लोक सुनवाई शिविर होंगे। बताया कि पांवटा से गुम्मा तक पहुंचे टीम सदस्य राज कुमार, जिसमें लोग सहक चौडीकरण पर

# लौक पराम्र समा छी प्रव सूचना अभर अगला - रिनांड 6 मई 2012



शिलाई (सिरमोर)। राष्ट्रीय राजमार्ग प्राधिकरण की ओर से राष्ट्रीय राजमार्ग संख्या 72वी के लिए होने वाली तोड़फोड़ में जिन लोगों की जमीन आएगी उन लोगों के पुनर्वास और गांव के लिए विकास की योजना को विस्तृत रिपोर्ट बनाने के लिए विकास खंड जयपुर की सामाजिक एवं आर्थिक कार्यालय शिलाइं में एक शिविर आयोजित किया जाएगा।

भू स्वामी शिविर में अपनी आपत्ति और सुज्ञाव राष्ट्रीय राजमार्ग के अधिकारियों व उनके सलाहकारों के समक्ष रखेंगे। लिए उन भू स्वामियों की उपस्थिति प्रस्तावित लालदांग-हाटकोटी जरूरी है। राष्ट्रीय राजमार्ग 72बी में विकास खंड शिलाई को ग्राम पंचायत नजदीक है उन प्रभावित भू अश्याही, पाबमानल, कुंहट, नापा, स्वामियों के लिए पुनर्वास योजना शिलाई, बांदली, कांडो, शिरी तैयार की जाएगी। यह जानकारी कपारी, दाबिल, रास्त झकांडो और राष्ट्रीय राजमार्ग के माध्यम से शखोली पंचायतों के लोगों की विकास खंड अधिकारी शिलाई ने जमोन कटनी है। मार्ग को टूलेन जारी की है कि संबंधित पंचायतों के बनाने के लिए सड़क के नजदीक प्रधान, उप प्रधान और भू-स्वामी कई भवनों एवं मकानों और जमीन इस लोक परामर्श शिविर में भाग का अधिग्रहण होगा। राष्ट्रीय लेकर अपने सुझाव और आपत्ति, पाजमार्ग प्राधिकरण की ओर से दर्ज करवाएं।

🛡 एनएच प्राधिकरण ने किया आह्वान

विकास खंड कार्यालय शिलाई में 10 मई 2012 को एक शिविर आयोजित किया जा रहा है। इस शिविर में कंसल्टिंग इंजोनियरिंग ग्रुप विशेषज्ञ आशा माधुर और पर्यावरण प्रबंधक निमिन्न माध्र के साथ राष्ट्रीय राजमार्ग के अधिकारियों के समक्ष भुस्वामी अपनी आपत्ति एव सझाव दर्ज कर सकते हैं। इसके

जिनकी भूमि इस सड़क के

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लोगों की राय शिलाई (सिरमौर)। पांवटा-शिलाई-गुम्मा में प्रस्तावित नेशनल हाईवे को लेकर एनएच अथॉरिटी ने कफोटा में लोगों की प्रतिक्रिया को जानने के लिए बैठक का आयोजन किया गया। इस में क्षेत्र के बुद्धिजीवी और सामाजिक संस्थाओं के पदाधिकारियों ने भाग लिया।

एनएच अथॉरिटी

ने जानी

चंडीगढ़ मंगलवार, १९ मार्च २०१९

बैठक में एनएच के अधिशासी अभियंता बीके अग्रवाल ने बताया कि एनएच 707 पांवटा-शिलाई-गुम्मा मार्ग पर डबल कफोटा लेन का कार्य शुरू होने में की वाला है। सड़क डबल में की बैठक लेन बनने पर क्षेत्र में

अंकुश लगेगा। साथ ही क्षेत्र का विकास भी होगा। उन्होंने बताया कि डबललेन में जो क्षेत्र आएगा, उन्हें नुकसान होने पर सरकार की ओर से निर्धारित मुआवजा दिया जाएगा। बैठक में लोगों ने अपनी प्रतिक्रिया व्यक्त करते हुए कहा कि डबललेन बनने से जहां क्षेत्र का विकास होगा वहीं लोगों को रोजगार भी मिलेगा।

G थे हथियार ोद जारी की है। ले रुपये खर्च कर पुलिस थाना में ा करवानी पड़ती में के इस प्रयास ना कर रहा है। गाने की स्थिति में कार्रवाई झेलनी ही थाने जाकर तेब पर भी भारी त्रटा साहिब के ने बताया कि को नजदीकी ा करवाने के हैं। लाइसेंसी इकट्ठा कर क संबंधित खा जाएगा। कल स

कल स आश्रम के मुनि निर्वाण त महापुराण

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तालाइ में कुर प्याइनलिंग की साथ से अल्पनान में प्रावित करते। अन्य प्रमान ADD THREE ADD

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फोरलेन बनाने के रो लिए भू-मालिकों U ने जताई सहमति अम सतौन (सिरमौर)। बद्रीपुर से रोनः गम्मा तक 97 किमी एनएच-707 मुख्य फोरलेन के निर्माण के लिए मिनिस्ट्री मच कंपन ऑफ टांसपोर्ट के कंसलटेंट ने A लाउ सतौन पंचायत में बैठक की। इसमें गाने सतौन से एनएच-707 के साथ देर त लगती जमीन मालिकों, ने भाग आन लिया। इस अवसर पर भू मालिकों उपसि से सुझाव लिए गए। सभी ने सड़क तार 1 मिनिस्ट्री ऑफ बनाने के लिए हाल सहमति दी। कर्मि टांसपोर्ट के डि प टी अश्त कंसलटेंट ने म हा प्र बंध कं আঁ ग्रामीणों के बता सरेंद्र कुमार अनि साथ की शर्मा ने कहा शर्मा कि यह विश्व बैठक बैंक का प्रोजेक्ट है। इस पर 1143 करोड़ -की लागत आएगी। सडक के बनने से 47 गांवों की 78 हजार की आबादी लाभान्वित होनी है। बद्रीपुर से 1.5 किमी तारवाला तक फोरलेन सडक बनेगी। उसके बाद दो लेन सडक और बनेगी। इस सडक पर बस और टक खडे करने के लिए M उचित जगह का प्रावधान किया जाएगा। सडक किनारे दुर्घटनाओं से बचने के लिए क्रैश बैरियर लगाए GN जाएंगे। उन्होंने कहा कि 48 जगहों पर सोलर सडक और सोलर लाइट. लगाने का भी प्रावधान है। इस मौके पर सतौन पंचायत के प्रधान रजनीश चौहान, गुलाब सिंह चौहान, नरेश चौहान, बलबीर सिंह, राजेंद्र शर्मा, चतर सिंह, विजय कुमार, अरुण कुमार, रघुबीर चौधरी, मायाराम शर्मा, कंसलटेंट किशन सिंह चौहान, जयंत, एनएच के कनिष्ठ पर अभियंता रोहित शर्मा, राजस्व 630 विभाग से पटवारी राकेश शर्मा मौजूद रहे। ब्यूरों astal

22<sup>nd</sup> September, 2019, Amar Ujala, Himachal **Pradesh** 

पांवटा साहिब से फेडीज पुल तक होगी सड़क चौड़ी

कफोटा, 23 सितम्बर (नि.स.): जिला फार्म भी भरे जा रहे हैं ताकि उन्हें पता चल सके सिरमौर के अंतर्गत आज तिलोरधार से कफोटा कि उनकी कितनी आमदनी है व उन लोगों की आर्थिक स्थिति क्या है। यह फार्म भरकर वर्ल्ड बैंक को इस सडक की रिपोर्ट भेजी जाएगी ताकि में जानकारी दी गई व जिन लोगों के मकान टटने अनुमान लगाया जा सके कि जिन लोगों के मकान टूटने हैं उन लोगों को किस हिसाब से मुआवजा दिया जाएगा। इसके अलावा टीम में शामिल अधिकारी गांवों में लोगों के साथ भी बैठकें कर रहे हैं।

लोगों को जानकारी दी जा रही है कि एन.एच. बनने के बाद क्या लाभ मिलेगा और ग्रामीणों की जिंदगी में कितना बदलाव होगा। बैठक में ग्रामीणों से सझाव भी लिए गए। एस.डी.ओ. संजय अग्रवाल ने बताया कि पांवटा साहिब से फेडीज पुल तक सडक चौडी होनी है जिसकी

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बाजार में एन.एच. 707 की पैमाइश की गई। इस दौरान लोगों को एन.एच. 707 बनने के बारे हैं उनके मकानों की पैमाइश भी की गई।

पैमाइश के दौरान एन.एच. सब डिवीजन कफोटा के एस.डी.ओ. संजय अग्रवाल. सी.ई.जी. जयंत समन्ता, सुरेश कुमार, किशन चौहान आदि मौजद रहे।

सी.ई.जी. जयंत सामन्ता ने बताया कि अभी आबादी वाले स्थानों की पैमाडश की जा रही है. जो सडक के नजदीक आ रहे हैं। पैमाइश के समय जिन लोगों की दकान या मकान व जमीनें सडक के कार्य में गिरेंगी उन लोगों को इस बारे में अवगत करवाया जा रहा है। उन लोगों के रिपोर्ट तैयार की जा रही है।

Tue, 24 September 2019 पंजाब केसरी https://epaper.punjabkesari.in/c/43958634 ई-पेपर

	Name of	Name of	Name of		Area in Sq.	Per sqm Highest Market		Rural area	Solatium	Added 10%	
S. No.	District	Tehsil	Village	Area in Ha.	m.	Rate	Land cost(Rs)	factor (x2)	(100%)	Contigency	Total
1		Paonta Sahib	Gondpur	0.0133	133	10,050	13,36,650	26,73,300	53,46,600	5,34,660	58,81,260
2			Kishankot	0.0081	81	10,050	8,14,050	16,28,100	32,56,200	3,25,620	35,81,820
			Muglawala Kartarpur	0.0223	223	10,050	22,41,150	44,82,300	89,64,600	8,96,460	98,61,060
3			Taal Sirmaur	0.0100	100	1,246	1,24,600	2,49,200	4,98,400	49,840	5,48,240
			Sataun	0.0445	445	1,246	5,54,470	11,08,940	22,17,880	2,21,788	24,39,668
4			Badwas	1.1450	11450	1,246	1,42,66,700	2,85,33,400	5,70,66,800	57,06,680	6,27,73,480
5		Kamrau	Kamrau	1.2326	12326	1,246	1,53,58,196	3,07,16,392	6,14,32,784	61,43,278	6,75,76,062
6			Kando Dugana	0.2344	2344	1,246	29,20,624	58,41,248	1,16,82,496	11,68,250	1,28,50,746
7			Bokala Pab	0.0791	791	1,246	9,85,586	19,71,172	39,42,344	3,94,234	43,36,578
8			Shilla	0.2996	2996	1,246	37,33,016	74,66,032	1,49,32,064	14,93,206	1,64,25,270
9			Borar (Kanti Mashwa)	0.1268	1268	1,246	15,79,928	11,11,432	22,22,864	2,22,286	24,45,150
10			Tatiyana	0.0834	834	1,246	10,39,164	20,78,328	41,56,656	4,15,666	45,72,322
	Sirmaur		Chadeu	0.5747	5747	1,246	71,60,762	1,43,21,524	2,86,43,048	28,64,305	3,15,07,353
11			Ashyari	0.1633	1633	1,246	20,34,718	40,69,436	81,38,872	8,13,887	89,52,759
12			Gangtoli	0.0470	470	1,246	5,85,620	11,71,240	23,42,480	2,34,248	25,76,728
13			Bambal	0.1000	1000	1,246	12,46,000	24,92,000	49,84,000	4,98,400	54,82,400
14		Shilai	Pab Manal	0.1277	1277	1,246	15,91,142	31,82,284	63,64,568	6,36,457	70,01,025
16			Shillai	0.9237	9237	1,246	1,15,09,302	2,30,18,604	4,60,37,208	46,03,721	5,06,40,929
17			Bela	0.0219	219	1,246	2,72,874	5,45,748	10,91,496	1,09,150	12,00,646
18			Bandali	0.1744	1744	1,246	21,73,024	43,46,048	86,92,096	8,69,210	95,61,306
19			Kando Bhatnol	0.3358	3358	1,246	41,84,068	83,68,136	1,67,36,272	16,73,627	1,84,09,899
20			Shri Kyari	0.5278	5278	1,246	65,76,388	1,31,52,776	2,63,05,552	26,30,555	2,89,36,107
21			Drabil	0.5623	5623	1,246	70,06,258	1,40,12,516	2,80,25,032	28,02,503	3,08,27,535
22			Dharwa	0.3728	3728	1,246	46,45,088	92,90,176	1,85,80,352	18,58,035	2,04,38,387
23			Jhakonda	0.0401	401	1,246	4,99,646	9,99,292	19,98,584	1,99,858	21,98,442
24		Ronhat	Khadkah	2.1344	21344	1,246	2,65,94,624	5,31,89,248	10,63,78,496	1,06,37,850	11,70,16,346
25			sub-total	9.405	94050		12,10,33,648	24,00,18,872	48,00,37,744	4,80,03,774	52,80,41,518
26	Shimla	Nerwa	Rohana	2.2973	22973	1,926	4,42,45,998	8,84,91,996	17,69,83,992	1,76,98,399	19,46,82,391
27	Simila	WEIWd	Guma	0.0400	400	1,926	7,70,400	15,40,800	30,81,600	3,08,160	33,89,760
			sub-total	2.3373	23373		4,50,16,398	9,00,32,796	18,00,65,592	1,80,06,559	19,80,72,151
			Grand Total	11.7423						6,60,10,334	73,06,20,202
									Per Ha. Rate	6,22,21,218	

#### Annexure-9: LA Rates

#### Circle Rates of Land in Respect of Rural Areas of Tehsil- जेखा, District- शिमटा, Himachal Pradesh

					Category-I	(0-25 mtr)	Category-II	(20% < Base	Category-II	I(40% < Base	Category-IV	/(50% < Base	Category-V	(60% < Base
S.No.	Patwar Circle	Village	Area Unit	Road Type	Curregory 1	Real Reguly-1 (0-25 mil)		Rate)(25-50 mtr)		Rate)(50-100 mtr)		Rate)(100-1000 mtr)		) mtr)
					Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated
				Other Road	781	651	625	521	469	391	391	326	312	260
118		सुनारली	Sq. Metre	National Highway	1172	977	938	782	703	586	586	488	469	391
				State Highway	977	814	781	651	586	488	488	407	391	326
				Other Road	781	651	625	521	469	391	391	326	312	260
119		गुभ्मा	Sq. Metre	National Highway	1926	1605	1541	1284	1156	963	963	802	770	642
				State Highway	1604	1337	1284	1070	963	802	802	668	642	535
				Other Road	1284	1070	1027	856	770	642	642	535	514	428
120		बागण	Sq. Metre	National Highway	1172	977	938	782	703	586	586	488	469	391
				State Highway	977	814	781	651	586	488	488	407	391	326
				Other Road	781	651	625	521	469	391	391	326	312	260
121		उप-महाल रोहाणा	Sq. Metre	National Highway	1172	977	938	782	703	586	586	488	469	391
				State Highway	977	814	781	651	586	488	488	407	391	326
				Other Road	781	651	625	521	469	391	391	326	312	260
122		उप-महाल ढकैहड़	Sq. Metre	National Highway	1172	977	938	782	703	586	586	488	469	391
				State Highway	977	814	781	651	586	488	488	407	391	326
				Other Road	781	651	625	521	469	391	391	326	312	260

S.No.	Patwar Circle	Village	Area Unit	Road Type	Category-I	(0-25 mtr)	Category-II Rate)(25-50		Category-II Rate)(50-10		Category-IV Rate)(100-1	V(50% < Base 000 mtr)	Category-V Rate)(>1000	and the second se
					Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated
9		सखोली	Sq. Metre	National Highway	0	0	0	0	0	0	0	0	0	0
				State Highway	0	0	0	0	0	0	0	0	0	0
				Other Road	182	152	146	122	109	91	91	76	73	61
10		शिकाण्डो	Sq. Metre	National Highway	0	0	0	0	0	0	0	0	0	0
				State Highway	0	0	0	0	0	0	0	0	0	0
				Other Road	61	51	49	41	37	31	31	26	24	20
11		कोड़्गा	Sq. Metre	National Highway	0	0	0	C	) (	0	0	0	0	0
				State Highway	0	0	0	C	0	0	0	0	0	0
				Other Road	182	152	146	122	109	91	91	76	73	61
12	कठवाड़	चमोला क्यार	Sq. Metre	National Highway	0	0	0	C	0	0	0	0	0	0
				State Highway	0	0	0	0	0 0	0	0	0	0	0
				Other Road	61	51	49	41	37	31	31	26	24	20
13		कठवाड़	Sq. Metre	National Highway	0	0	0	0	) (	0	0	0	0	0
				State Highway	0	0	0	0	) (	0	0	0	0	0
				Other Road	182	152	146	122	109	91	91	76	73	61
14		चिंयाँ पिपलात	Sq. Metre	National Highway	0	0	0	0	) (	0	0	0	0	0
				State Highway	0	0	C	) (	) (	) 0	0	0	0	0
				Other Road	182	152	146	122	109	91	91	76	73	61
15		अंधोग	Sq. Metre	National Highway	0	0	0	) (	) (	) 0	0	0	0	0
				State Highway	0	0	0	) (		) 0	0	0	0	0
				Other Road	412	343	329	274	247	7 206	206	172	165	5 137
16	सतौन	सतौन	Sq. Metre	National Highway	1246	1038	996	830	747	623	623	519	498	415
				State Highway	0	0	0	) (	) (	) (	C	0	0	0
				Other Road	412	343	329	274	247	7 206	206	172	165	137

#### Circle Rates of Land in Respect of Rural Areas of Tehsil/ Sub-Tehsil - कमरूऊ, District- सिरमौर, Himachal Pradesh (Rates of Land for the Period 01-04-2019 To 31-03-2020)

NICNET:HP- <Print Date: 3/30/2019 >

(District Collector ,Sirmaur) माहला-एच-उपायुक्त, समाह जिला सिरमीर, नाहन 1

S.No.	Patwar Circle	Village	Area Unit	Road Type	Category-I	(0-25 mtr)	Category-II Rate) (25-56		Category-II Rate) (50-1	•	Category-I Rate)(100-1	V(50% < Base 000 mtr)	Category-V Rate)(>1000	
					Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated	Cultivated	UnCultivated
1	पांवटा साहिब	उपसम्पदा शमशेरपुर	Sq. Metre	Class I	10051	8376	8041	6701	6031	5026	5026	4188	4020	3350
				Class II	0	0	0	0	0	0	0	0	0	0
				Class III	0	0	0	0	0	0	0	0	0	0
2		उपसम्पदा शुभरवेड़ा	Sq. Metre	Class I	0	0	0	0	0	0	0	0	0	0
				Class II	8052	6710	6442	5368	4831	4026	4026	3355	3221	2684
				Class III	0	0	0	0	0 0	0	0	0	0	0
3		उपसम्पदा देवी नगर	Sq. Metre	Class I	10051	8376	8041	6701	6031	5026	5026	4188	4020	3350
				Class II	8052	6710	6442	5368	4831	4026	4026	3355	3221	2684
				Class III	0	0	0	0	0	0	0	0 0	0	0
4		उपसम्पदा पाँवटासाहि प्रथम	ৰ Sq. Metre	Class I	12060	10050	9648	8040	7236	6030	6030	5025	4824	4020
				Class II	9660	8050	7728	6440	5796	4830	4830	4025	3864	3220
				Class III	6300	5250	5040	4200	3780	3150	3150	2625	2520	2100
5		उपसम्पदा पाँवटासाहिब-२	Sq. Metre	Class I	12060	10050	9648	8040	7236	6030	6030	5025	4824	4020
				Class II	0	0	0	) (	) (	0	0	0 0	0	0
				Class III	0	0	0	) (		0	0	) 0	0	0
6	तारू वाला	उपसम्पदा बद्रीनगर	Sq. Metre	Class I	7000	5833	5600	4666	5 4200	3500	3500	2916	2800	2333
				Class II	6000	5000	4800	4000	3600	3000	3000	2500	2400	2000
				Class III	5500	4583	4400	3660	5 3300	2750	2750	2292	2200	1833
7		उपसम्पदा तारूवाला	Sq. Metre	Class I	7000	5833	5600	4660	5 4200	3500	3500	2916	2800	2333
				Class II	0	0 0	0 0		) (	0		) (	0 0	0
				Class III	5500	4583	4400	3660	5 3300	2750	2750	2292	2200	1833
8		उपसम्पदा धर्मकोट	Sq. Metre	Class I	2000	1667	1600	1334	1200	1000	1000	834	800	667
				Class II	0	) (	) (		) (	) (	) (	) (	0	0

#### Circle Rates of Land in Respect of Urban Areas of Tehsil/ Sub-Tehsil - पांचटा साहिब , District- सिरमौर, Himachal Pradesh (Rates of Land for the Period 01-04-2019 To 31-03-2020)

(District Collector ,Sirmaur)

NICNET:HP