

# Involuntary Resettlement Due Diligence Report

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August 2014

**SRI: Integrated Road Investment Program**  
Sabaragamuwa Province and Western Province Rural Roads – Project 2

Prepared by Road Development Authority, Ministry of Highways, Ports and Shipping for the Asian Development Bank

## CURRENCY EQUIVALENTS

(as of 14 May 2014)

Currency unit	-	Sri Lanka rupee (SLRe/SLRs)
SLRe 1.00	=	\$ 0.007669
\$1.00	=	SLR 130.400

## ABBREVIATIONS

ADB	-	Asian Development Bank
AP	-	Affected Person
API	-	Affected Property Inventory
CBO	-	Community Based Organization
CPs	-	Community Participants
CV	-	Chief Valuer
DRR	-	Due Diligence Report
DS	-	Divisional Secretariat
ESDD	-	Environmental and Social Development Division
FGD	-	Focus Group Discussion
GoSL	-	Government of Sri Lanka
GN	-	Grama Niladari
GND	-	Grama Niladari Division
GPS	-	Global Positioning System
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
INGO	-	International Non-Government Organizations
iROAD	-	Integrated Road Investment Program
IR	-	Involuntary Resettlement
LAA	-	Land Acquisition Act
MOHPS	-	Ministry of Highways, Ports and Shipping
MOU	-	Memorandum of Understanding
MFF	-	Multi-tranche Financing Facility
NGO	-	Non-Government Organizations
NIRP	-	National Involuntary Resettlement Policy
PCC	-	Project Coordinating Committee
PIU	-	Project Implementing Unit
PRA	-	Participatory Rural Appraisal
PS	-	Pradeshiya Sabha
RDA	-	Road Development Authority
SP	-	Sabaragamuwa Province
SPS	-	Safeguards Policy Statement
WP	-	Western Province

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## VOLUME 1: SABARAGAMUWA PROVINCE

### I. INTRODUCTION

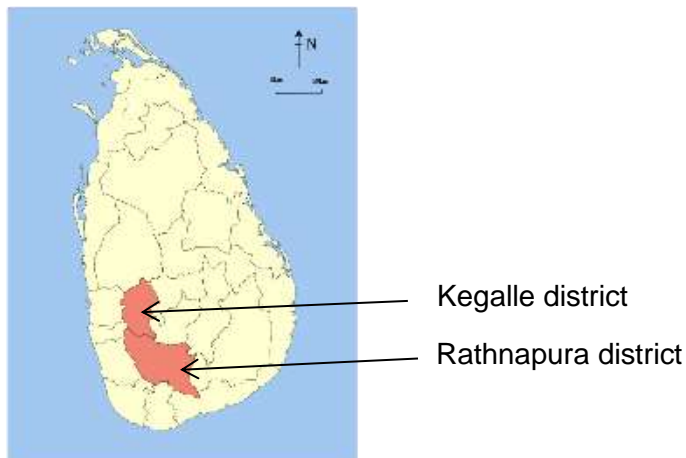
#### A. Project Background

1. As an island located in the Indian Ocean Sri Lanka has a land area of about 65,610 km<sup>2</sup> and a population of above 20 million. The country has a higher road density compared other countries in the South Asian region. However the Government of Sri Lanka (GoSL) has identified that the poor transport infrastructure has hindered the distribution of economic activities and access to basic health and education and other social resources of the public. In order to assist the development drive of the nation the Government of Sri Lanka (GoSL) has now taken a bold policy decision to improve the national road network. The national road network improvement has now been coupled with the development of rural road network as a means of distributing the social and economic benefits to the rural population. GoSL has requested financial assistance from the Asian Development Bank (ADB) for the investment program which is officially called as “Integrated Road Investment Program” or iROAD program. The investment program is in line with the government’s sector objective, which is to “establish a modern transport system that will enable acceleration of economic growth.

2. The project is to be executed as a Multi-tranche Financial Facility (MFF). Ministry of Highways, Ports and Shipping (MOHPS) will be the executing agency for the project while the Road Development Authority (RDA) will implement the project. The project is to be executed in several provinces of the country. Based on the present and planned national development projects spread across the country, Southern Province was selected as the first tranche to of this project. For tranche 2, roads from five other provinces namely Central, North Central, North Western, Sabaragamuwa, and Western Province will be improved.

3. A resettlement framework (RF) was prepared for the iROAD program. The RF requires that a resettlement and land acquisition due diligence accompanied by socio-economic survey be prepared for all roads to be financed under the tranche. This report is the Involuntary Resettlement Due Diligence and Socio-economic survey report for the rural roads component of Sabaragamuwa Province which includes the two districts of Ratnapura and Kegalle. Figure 1.1 presents the location of project areas of the Province.

**Figure 1.1: Location of Rathnapura and Kegalle Districts of Sabaragamuwa Province**



## B. Project Description

4. The project mainly focuses on rehabilitation of existing carriageway to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads.

5. The selection of rural roads for rehabilitation has been based on the concept of community participation in development. At the outset of the project it has been decided to avoid any acquisition of land and Involuntary Resettlement (IR). Thus selection of candidate roads has been based on the below criteria.

- Adequate land width availability as specified in the typical cross sections developed for the program. Roads having an average corridor width of not less than 5 m (fence to fence or drain to drain) should be selected as candidate roads. This is in line with the typical cross section proposed for Pradeshiya Sabha (PS) roads.
- The proposed alignment involves zero or minimal land loss, and the remaining land and or/structures remain viable for continued use.

6. Further to these, modifications to the design by reduction of carriage width, alignment shifts, and modifications in cross-sections etc, to the extent required from safety considerations has been considered to avoid IR. The field screening data sheet presented in the Resettlement Framework (RF) prepared for iROAD project used in evaluating the suitability of the road to be improved under the project.

7. The project will rehabilitate about 472 km of rural roads located in the two districts. All these roads belong to either Provincial council, Pradesiyia Saba or Urban council. The road list of each district is presented as Annexure 1. The selected roads are located within 17 Divisional Secretariat Divisions (DSDs) of Rathnapura district and 11 DSDs in Kegalle district. The affected DSDs are presented in table 1.1 below.

**Table 1.1 Affected DSDs in each district of Sabaragamuwa province**

<b>District</b>	<b>Affected Divisional Secretariat Divisions</b>
Rathnapura	Ayagama, Balangoda, Ehaliyagoda, Elapatha, Embilipitiya, Godakawela, Imbulpe, Kahawatta, Kalawana, Kiriella, Kolonna, Kuruwita, Niwithigala, Opanayaka, Pelmadulla, Rathnapura, Weligepola
Kegalla	Aranayake , Bulathkohupitiya, Dehiovita, Deraniyagala, Galigamuwa, Kegalle, Mawanella, Rambukkana, Ruwanwella, Warakapola, Yatiyantota

8. As per the RF for iROAD program it is required to prepare a due diligence report on Involuntary Resettlement at provincial level and present the socioeconomic profile of the project affected community based on a sample survey. Chapter II of this report presents the findings of Involuntary Resettlement Due Diligence for rural roads in Sabaragamuwa Province. Chapter III of the report discuss the findings of the sample Socio economic survey carried out in the province with a basic socio-economic profile of Sabaragamuwa Province based on the data from Department of Census and Statistics. Gender related aspects and community view on the project within Sabaragamuwa Province is also discussed under Chapter III of this reports.

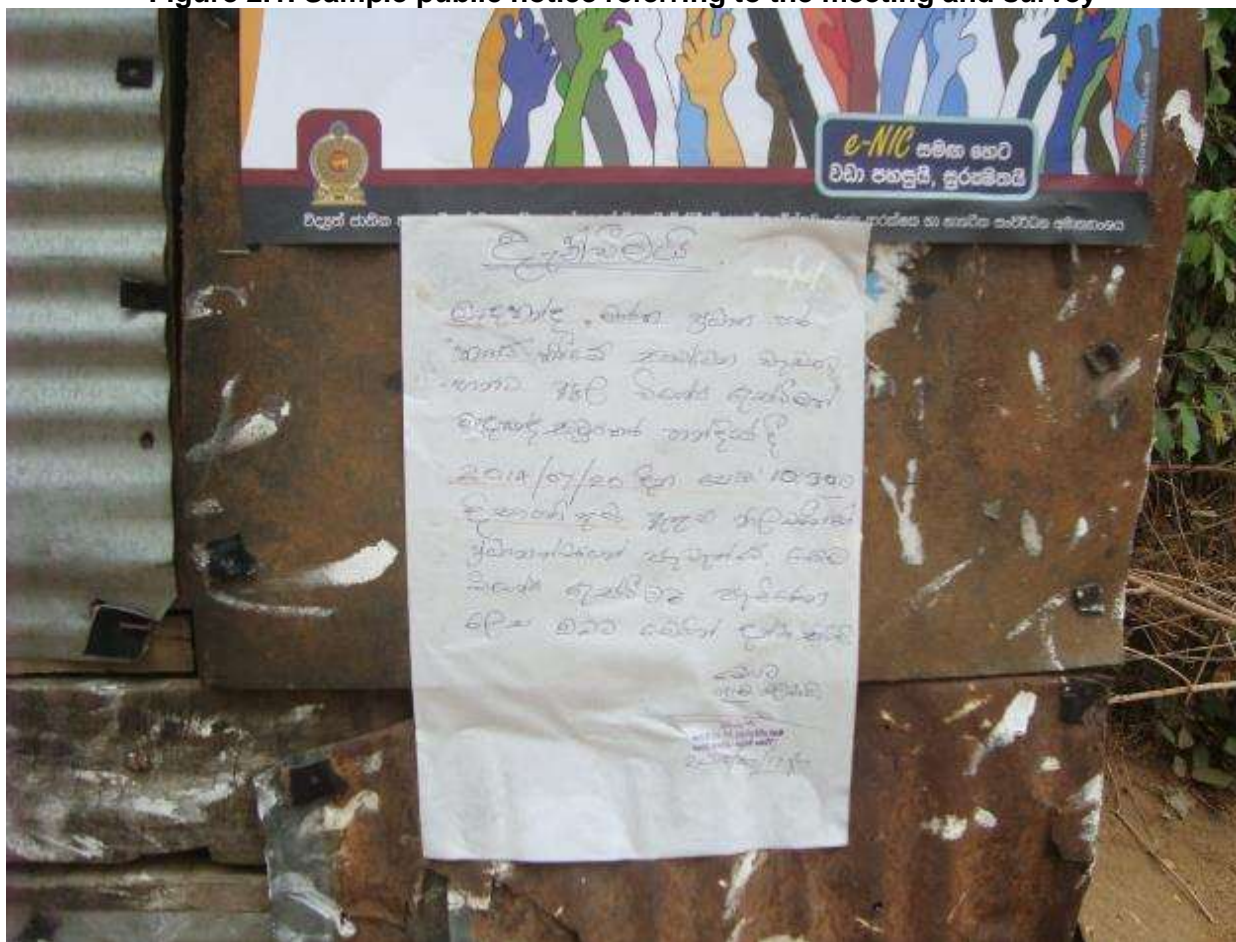
### C. Methodology used to carry out the due diligence

9. Field verification was carried out covering all candidate roads in Rathnapura and Kegalla districts in Sabaragamuwa Province in order to satisfy the above requirement. The field verification was carried out as part of the transect walk surveys which included taking measurements at sections (especially between two parapet walls, two live fences or cut sections) where any road was observed to be narrow. Any structure (permanent or temporary) which is located within the existing ROW was to be recorded as part of this field verification.

10. The site visits were carried out during the months of June and July, 2014. The field verification was assisted with Google online maps, topographic and land use maps of Sabaragamuwa Province prepared by Survey Department.

11. Public consultations and awareness meetings were also carried out for each road during the transect walk survey. Public in all candidate roads were informed about the social survey, awareness meeting and transect walk in advance. The information was disseminated through Grama Niladari of each Grama Niladari Division through which a road is passing and using public notices as presented in figure 2.1.

**Figure 2.1. Sample public notice referring to the meeting and survey**



12. Other than the information on land availability for the proposed improvement works, following aspects were also verified during the transect walk surveys and subsequent public meetings:

- How the public feel about the existing road geometry and any improvements they suggest
- Willingness of public to donate land if there is such requirement
- Suggestions on improvements to road side drainage and cross drainage structures
- Any improvements on road safety aspects

13. All these information were summarized and recorded in the transect walk survey summary sheet with other relevant information (including a road map).

## **II. INVOLUNTARY RESETTLEMENT DUE DILIGENCE**

14. As indicated in the RF for iROAD program and the scope of iROAD program, there will only be rehabilitation of roads along the existing carriageway without any improvements in geometry of alignment. Therefore it is anticipated that any Involuntary Resettlement (IR) will not occur due to the project. However, as per the RF and ADB's SPS 2009 it is important to verify and confirm that no Involuntary Resettlement (IR) will be required in project roads.

### **A. Summary of field observations and verification**

15. As indicated above the available corridor (fence to fence, drain to drain or distance between cut slope sections) width was measured with special emphasis on narrow road sections. During the field visit it was observed the many of the selected rural roads generally have a corridor not less than 4.0 m.

16. Sections of some roads in both districts appear to have narrow ROWs. This is because vegetation has grown covering even the existing road edges. Some of the roads passing through settlements have parapet walls close to the road, however no such section recorded a ROW less than 3.0 m which satisfy the minimum requirement for road improvement works without any land acquisition and involuntary resettlement.

17. During the field verification of all project roads, it was observed and recorded that there are no structures (permanent or temporary) within the available ROW.

18. It should be noted that most of the above roads have a reservation of 22 feet. And people are aware of this condition. However, people in almost all the roads are willing to donate land if required. Issues discussed during the public meetings and observations made during the transect walk surveys of each road are presented as separate reports.

19. During the field investigations it was revealed that no rural road selected in Subaragamuwa province had issues related to land acquisition or grievances. However, it was observed that the road to Batewela from the 27 km post of Rathnapura to Wewelwatta has been partially rehabilitated and abandoned by a previous contractor. Therefore the public requested to utilize the structures that have been already constructed and to extend the road by another 1.5 km.

20. Annexure 2 provides the summary of observation, organized road by road.

**B. Other impacts observed and mitigation measures**

21. Although there will be no impacts of involuntary resettlement, following impacts could also occur especially during the civil works period. Most of the adverse impacts are temporary in nature but could cause a public nuisance especially during the civil works period.

22. **Temporary loss of access/disruption of traffic.** Availability of alternate routes was discussed during the public discussions and transect walks carried out for each road. Alternate routes for many roads were put forward by the public. However, in most of the meetings it was revealed that people are willing to have temporary road closures rather than diversions. This is mainly because that such road closures will not be of long durations as these road will paved with asphalt concrete. They have already experience road closures for several days when sections of roads have been concreted during pervious projects. But they request that they should be informed in advance so that they could get prepared even for such temporary road closures.

23. **Shifting of utility supply lines causing disruption to the supply.** This is not a major issue as stated by the public. Shifting of electricity and telecommunication poles will not be required in many roads as they are not within the ROW. Even for some posts that are close to the existing road edge it is suggested that they are painted with luminous paint for visibility and to improve road safety.

24. **Dust, noise and vibration impacts.** Impact will be felt by the people living near road sections during construction works. High vibration levels may damage structures close to the road edge. The Civil contracts should include appropriate measures to avoid/manage the issues of dust, noise. Civil contracts should also include a 3rd party insurance to compensate any damage of property caused by vibration during the constriction. It is also required to carry out a property condition survey within settlement areas close to the candidate roads.

25. **Accidents during construction stage.** As there is less space to maneuver the construction vehicles it is apparent that there is a huge potential for accidents that would involve worker staff and public. Demarcation of construction sites and restriction of public moving in to construction areas is important reduce public being injured due to constriction works.

26. **Impacts on irrigation canals, small reservoir bunds and water lines.** Some of the roads are located on bunds of small irrigation reservoirs and many community water supply lines are running parallel to these roads. It was also observed that some of the roads are located parallel to main irrigation water canals and farmers have placed pipe lines crossing the road. Care should be taken to avoid any damage to these bunds and community water lines. During the public meetings it was recommended to keep provisions for ducts across the road so that people can take water lines across the road without damaging the road surface.

27. **Community property resources.** Care should be taken to avoid any accidental damages to common properties such as Shires, water wells located close to candidate roads. Assisting the communities to rehabilitate any common property such as Shires, water wells could positively help the project. Possible locations where the contractor could establish the camp sites and yards were discussed with the public. And it was stated that there are many potential lands that could be used by the contractor but such site should essentially be finalized with mobilization of the contractor.



### C. Institutional Capacity

28. RDA will establish a Project Implementation Unit (PIU) to oversee the project implementation for the Province. Within the PIU there will be a focal person for social safeguard. The person will be supported by RDA's Environment and Social Development Division. There will also be a Project Implementation Consultant (PIC) engaged to supervision the construction. Within the PIC team, there will be a Social Development Specialist.

### III. SOCIOECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT

29. A sample socioeconomic survey needs to be carried out in the project area as per the requirement of the RF for iROAD project. Accordingly a sample survey was carried out covering all Grama Niladari Divisions affected in the project area. The methodology used was in line with the guidelines given in the RF. Every fifth (5) house along a candidate road was surveyed with a structured questionnaire. For roads that did not have many households along the road it was decided to survey households inside the villages that are connected by the candidate road. Objective of this approach was to achieve a representative sample of more than 20% of total households in each district.

30. Table 3.1 below shows the estimated number of households in each district and the actual number of households surveyed in the sample survey. Table 3.2 presents the No. of households surveyed in each Divisional Secretariat (DS) Division in each district. From tables it is clear that the sample has been well distributed within all affected DSD in each district of Sabaragamuwa province.

**Table 3.1 Estimated No. of households and enumerated households in each district**

District	Estimated No. of Households	Required sample size	Enumerated No. of Households	Actual Percentage of sample size
Rathnapura	18,000	3,600	4,566	25.37
Kegalle	15,000	3,000	5,116	34.11

**Table 3.2 No. of households surveyed in each DS Division**

District	No.	Name of DSD	No. of households surveyed
Rathnapura	1	Ayagama	270
	2	Balangoda	115
	3	Ehaliyagoda	282
	4	Elapatha	280
	5	Embilipitiya	439
	6	Godakawela	309
	7	Imbulpe	190
	8	Kahawatta	247
	9	Kalawana	336
	10	Kiriella	163
	11	Kolonna	192
	12	Kuruwita	207
	13	Niwithigala	127
	14	Opanayaka	103
	15	Pelmadulla	448
	16	Ratnapura	776

District	No.	Name of DSD	No. of households surveyed
	17	Weligepola	82
	<b>Total of Rathnapura</b>		<b>4,556</b>
Kegalle	1	Dehiovita	782
	2	Warakapola	628
	3	Aranayake	408
	4	Rambukkana	247
	5	Kegalle	520
	6	Deraniyagala	287
	7	Yatiantota	479
	8	Bulathkohupitiya	105
	9	Ruwanwella	441
	10	Mawanella	636
	11	Galigamuwa	583
	<b>Total of Kegalle</b>		<b>5,116</b>

Source: Sample HH survey of Sabaragamuwa province, June, 2014

### A. Description of Key Physical and Socioeconomic Features of Central Province

31. Sabaragamuwa province has a land area of 4,968 km<sup>2</sup>, which is distributed as 3,275 km<sup>2</sup> in Rathnapura district and 1,693 km<sup>2</sup> in Kegalle district. Rathnapura is famous for its gem mining and is called as the gem mining center of the country. Rathnapura is located as a major crossroad between southern plains and hill country of Sri Lanka. The famous Sinharaja forest reserve and Udawala national park are located within Rathnapura district. Rathnapura is also a major tea growing district in the country. On the other hand Kegalle is a major rubber cultivating district in the country. The economy of Kegalle is helped by growing coffee, cocoa, pepper, cloves and nutmeg. The country's biggest graphite mine is located in Bogala in Kegalle district. The famous elephant orphanage "Pinnawala elephant orphanage" is also located within Kegalle district.

32. Table 3.3 below presents details on land area, population, population density and poverty head count ratio (year 2009/2010) for the two districts of Sabaragamuwa province.

**Table 3.3 A summary of land area, population, population density and poverty head count ratio**

Province	District	Population (Census 2012)	Land area (km <sup>2</sup> )	Population Density (person/ km <sup>2</sup> )	Poverty head count ratio (2012/2013)
Sabaragamuwa	Rathnapura	1,082,277	3,275	330	10.4
	Kegalle	836,603	1,693	494	6.7

Source: Department of Census and Statistics, 2012

33. Population distribution by ethnicity, sex and age and labour force in the two districts are presented below.

**Table 3.4 Population by ethnicity in each district**

Ethnic Group	Rathnapura	%	Kegalle	%
Total Number Of Persons	1,082,277	100	836,603	100
Sinhala	942,244	87.1	715,723	85.6
Sri Lankan Tamil	54,653	5.1	20,250	2.4

Indian Tamil	62,595	5.8	41,468	5.0
Sri Lankan Moor	21,550	2.0	57,952	6.9
Burgher	325	0.0	577	0.1
Malay	270	0.0	168	0.0
Sri Lankan Chetty	28	0.0	37	0.0
Baratha	22	0.0	4	0.0
Other	585	0.1	424	0.1

Source: Department of Census and Statistics, 2012

**Table 3.5 Population by sex and age in each district**

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15 - 59 Years	60 years and over
Rathnapura	1,082,277	535,020	547,257	268,379	675,910	137,988
	100%	49.4	50.6	24.8	62.5	12.7
Kegalle	836,603	400,083	436,520	204,261	510,595	121,747
	100%	47.8	52.2	24.4	61.0	14.6

Source: Department of Census and Statistics, 2012

**Table 3.6 Labour force status of household population, 10 years of age over by district (Both sex)**

District	Household population 10 years and over	Labour force					
		Total labour force	Labour force participation rate	Employed		Unemployed	
				Number	Rate	Number	Rate
Country	17,915,383	8,464,706	47.2	8,128,704	96.0	336,002	4.0
Rathnapura	1,015,529	547,589	53.9	523,465	95.6	24,124	4.6
Kegalle	746,549	362,170	48.5	351,763	97.1	10,407	2.9

Source: Department of Census and Statistics, 2012

34. Table 3.6 describes the labour force distribution in each district with rates of employment and unemployment. As per the above information it could be concluded that employment rate of both districts are close to the national rate.

## **B. An Analysis of the Sample Socioeconomic Survey for Sabaragamuwa Province**

35. The socio economic survey was carried out during the month of June, 2014 covering all GNDs affected by the project. Following section describes the key finding of the sample household survey. The results are discussed under four different categories. The results are presented as percentage of the respective sample of each district. However, it should be noted that the questionnaire had questions with multiple responses. Information collected from such questions is presented as separately highlighted tables.

### **1. Key demographic information of the sample survey**

#### **a. Distribution of households by family size and age**

36. Family size and age distribution of family members in each district of Sabaragamuwa Province is presented in below table.

**Table 3.7 Distribution of family size of the sample households (percentage)**

District	Family size (No. of members)		
	1-2	3-4	More than 5
Rathnapura	14.61	54.49	30.90
Kegalle	15.30	52.99	31.70

Source: Sample HH survey of Sabaragamuwa province, June, 2014

**Table 3.8 Age distribution of sample household members (percentage)**

District	Age group (Years)					
	0-14		15-59		Above 60	
	Male	Female	Male	Female	Male	Female
Rathnapura	11.21	11.27	32.21	32.67	6.29	6.35
Kagalle	11.08	10.90	31.61	32.20	6.63	7.58

Source: Sample HH survey of Sabaragamuwa province, June, 2014

37. Average family size of both districts is 3 to 4 members. Out of these family members the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country. It could also be observed that there is a considerable amount of population falling between age group of 0-14 years.

38. As expressed during the public awareness meetings which were conducted in parallel to the transect walks and during the socio-economic survey the economically active population is willing to work in the project.

#### **b. Educational attainment**

39. The level of education in a region is important for the development of that area. Sri Lanka has recorded a higher literacy rate compared to many countries in the region. Table 3.9 below presents the level of educational attainment of each sample in each district.

**Table 3.9 Educational attainment of each sample in each district (percentage)**

District	Level of educational attainment							
	Age less than 5 years	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University
Rathnapura	9.07	0.44	10.34	24.64	34.52	17.89	0.81	2.29
Kegalle	6.79	1.68	14.23	22.57	29.84	20.82	1.12	2.95

Source: Sample HH survey of Sabaragamuwa province, June, 2014

40. As elsewhere in the country the majority of population in the sample of both districts has at least studied up to G.C.E. Ordinary Level. This is a positive factor for the project if labour is to be secured from the project area itself. A labour force with sufficient literacy level will be easy to handle and give guidance in the work.

**c. Occupation of household head**

41. As the project roads are located in rural area it is expected that most of the household heads will be occupied as farmers, skilled and wage labour. Below table summarize the occupation of household heads in each sample.

**Table 3.10 Occupation of household head (percentage)**

District	Type of employment								
	Farmer	Public/ Private sector	Skilled labour	Business	Self- employe nt	Wage labour	Fisher man	Foreign employe nt	Dependent
Rathnapura	33.53	18.09	5.57	9.31	5.48	19.80	0.02	0.55	7.65
Kegalle	23.81	36.55	0.86	8.62	7.84	18.30	0.08	1.60	2.34

Source: Sample HH survey of Sabaragamuwa province, June, 2014

42. A reasonable percentage of the household heads are also working as wage labourers.

**d. Average household income, expenditure and movable assets**

43. Below tables present the distribution of monthly average income in each sample in the province.

**Table 3.11 Average monthly income of sample households (percentage)**

District	Average monthly income (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Rathnapura	4.14	26.37	62.81	6.68
Kegalle	2.37	20.64	69.06	7.93

Source: Sample HH survey of Sabaragamuwa province, June, 2014

**Table 3.12 Average monthly expenditure of sample households (percentage)**

District	Average monthly expenditure (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
Rathnapura	3.64	27.31	63.27	5.78
Kegalle	2.42	21.68	68.75	7.15

Source: Sample HH survey of Sabaragamuwa province, June, 2014

44. It could be observed that the ceiling of the average monthly income coincide with the average monthly expenditure in all three districts.

45. A summary of movable household assets in each district sample is presented in table 3.13. This table was developed based on a question which multiple answers were accepted because any given household will have at least two movable assets.

**Table 3.13 A summary of household assets  
(Values are in percentage with multiple answers)**

District	Rathnapura	Kegalle
<b>Type of asset</b>		
Television	32.30	93.10
Radio/ CD player	78.25	79.30
Sowing machine	47.48	52.25
Electric fan	54.82	59.71
Fridge	44.09	57.29
Gas stove	30.18	36.02
Kerosene stove	1.88	2.99
Air conditioner	0.55	0.94
Motor cycle	26.87	22.46
Bicycle	9.09	7.23
Three wheeler	17.87	18.76
Motor car/ cab	4.66	4.87
Motor bus/ van	2.72	3.79
Water pump	8.56	19.72
Washing machine	4.12	9.68
Other	8.15	4.34

Source: Sample HH survey of Sabaragamuwa province, June, 2014

46. Compared to Kegalle district the number of households recorded with television sets was comparatively low in Rathnapura district. Motor cycle and three wheelers recorded the highest percentage with respect to common type of household vehicle.

**e. Housing condition, sanitary facilities, energy and water sources of sample households**

47. Below tables describe the type of housing structures, sanitary facilities, energy and water sources available with in sample households.

**Table 3.14 Details of type of housing structure (percentage)**

District	Type of housing structure			
	Permanent	Semi-permanent	Temporary	Rent/ lease
Rathnapura	84.69	10.73	3.35	1.23
Kegalle	87.53	9.34	1.92	1.21

Source: Sample HH survey of Sabaragamuwa province, June, 2014

48. As per above information nearly 85% of households surveyed had permanent type of housing structures.

**Table 3.15 Details of sanitary facilities (percentage)**

District	Type of sanitary system available			
	Flush	Water sealed	Pit latrine	None
Rathnapura	7.95	85.82	2.52	3.71
Kegalle	12.47	80.62	4.08	2.83

Source: Sample HH survey of Sabaragamuwa province, June, 2014

49. Both districts have recorded percentages above 80% in using “water sealed” sanitary system facilities in their houses.

**Table 3.16 Availability of electricity (percentage)**

District	Source of electricity		
	National grid	Solar power & other systems	No Electricity
Rathnapura	94.61	0.44	4.95
Kegalle	94.45	1.99	3.56

Source: Sample HH survey of Sabaragamuwa province, June, 2014

50. Households in Rathnapura and Kegalle depend on the electricity supply from the national grid. There are a fair percentage of families who do not have electricity. A very few families depend on electricity generated through solar panels and mini hydropower schemes.

**Table 3.17 Source of water (percentage)**

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Rathnapura	8.32	45.73	45.95
Kegalle	17.48	69.43	13.09

Source: Sample HH survey of Sabaragamuwa province, June, 2014

51. Although there are some families who benefits from the water supply lines of National Water Supply and Drainage Board (NWS & DB), most of the families are dependent on wells and tube wells for their daily water requirements. Compared to Kegalle district, Rathnapura district has lot of community water supply schemes where people could utilize water.

#### **f. Vulnerable households and gender related details**

52. The sample socio-economic survey also focused on the aspect of vulnerable families within the project area. A family was considered to be vulnerable if it had an elderly household head (age > 70 years), Families receiving a monthly income less than SLR 5,000, female headed families and families having disabled members. Below table summarize the findings of the analysis on vulnerable families in each sample.

**Table 3.18 Details of vulnerable households (percentage of total households surveyed)**

District	Rathnapura	Kegalle
<b>Type of vulnerability</b>		
Family with elderly household head (age > 70 years)	18.16	20.95
Family with monthly income > SLR 5,000	4.14	2.37
Female headed families	13.40	15.95
Families with disabled members	3.99	3.36

Source: Sample HH survey of Sabaragamuwa province, June, 2014

53. As per above table it could be observed that a fair amount of households headed by persons more than 70 years of age and women. Therefore, it is important to have special measures to avoid any hindrance to these families especially during the civil works period of the project.

54. The household survey also focused on the aspect of female family members getting involved in day to day decision making, bread earning and other social activities in their

respective households and the community. Below tables summarize the findings of this analysis.

**Table 3.19 (a) Contribution of female members in family matters and community organizations – Rathnapura**

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	83.18	12.97	2.21	0.61	1.03
Bread earner	63.53	23.39	4.31	2.96	5.80
Participation in CBO activities	55.37	21.79	10.16	6.31	6.37
Organize community programs	57.01	18.22	6.75	14.17	3.85

Source: Sample HH survey of Sabaragamuwa province, June, 2014

**Table 3.19 (b) Contribution of female members in family matters and community organizations – Kegalle**

Type of involvement	Always	Sometime	Rarely	If Request	Do not Participate
Decision making in family matters	80.73	15.73	1.94	0.59	1.02
Bread earner	53.93	26.74	6.45	2.07	10.81
Participation in CBO activities	52.35	24.35	12.35	5.32	5.63
Organize community programs	51.84	22.71	4.34	12.41	8.70

Source: Sample HH survey of Sabaragamuwa province, June, 2014

55. From above tables it could be clearly see that female members play a key role in decision makings in family matters.

56. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. Below tables summaries the analysis of this aspect.

**Table 3.20 Willingness of household head to involve female family members in the project**

District	Agree to involve	Do not agree to involve
Rathnapura	49.47	50.53
Kegalle	44.74	55.26

Source: Sample HH survey of Sabaragamuwa province, June, 2014

57. It is observed that the majority of heads of sample families in Kegalle district do not agree to allow their female family members to get involved in the project, where as in Rathnapura there is no significant difference.

**Table 3.21 Type of involvement of female family members in the project (a multiple response)**

District	Rathnapura	Kegalle
<b>Type of involvement</b>		
Provide wage labour during construction	41.12	65.66
Provide wage labour for maintenance of road	25.76	34.95
Provide meals to work force as a small business	33.11	40.32

Source: Sample HH survey of Sabaragamuwa province, June, 2014



58. In case of female members getting involved in the project, the majority of households in both districts would like them to get involved as wage labourers during construction.

### C. Community perception about the project

59. Dissemination of inform about the project including its benefits and any adverse impacts to the affected communities are considered as important for the sustainability of the project and to obtain public support to the project. The survey focused on this aspect and collected information about community's knowledge of the project (i.e. have they been adequately informed). Below table presents the percentage of households who had knowledge about the project.

**Table 3.22 Community awareness about the project (percentage)**

District	Know about the project	Do not know about the project
Rathnapura	34.60	65.40
Kegalle	56.27	43.73

Source: Sample HH survey of Sabaragamuwa province, June, 2014

60. According to the above table communities in Kegalle district were aware of the project (compared to Rathnapura). The reason behind this is that in Rathnapura both social survey and transect walk surveys (including public awareness meetings) were conducted on a parallel basis while in Kegalle the socio-economic survey was completed first.

61. The survey also focused on the community perception on the present road condition and how it affects their day to day life. The findings are summarized below.

**Table 3.23 Condition of existing road to be rehabilitated by the project (percentage)**

District	Condition of the existing road surface			
	Good	Fair	Bad	Very bad
Rathnapura	4.38	29.35	30.35	35.92
Kegalle	5.45	31.39	35.25	27.91

Source: Sample HH survey of Sabaragamuwa province, June, 2014

62. As observed in above table it could be concluded that most of the road selected for the program are either bad or very bad in condition.

**Table 3.24 Impact of existing road condition on day to day activities of women, children and elderly persons (percentage)**

District	Affect the activities	Do not affect the activities
Rathnapura	95.20	4.80
Kegalle	88.37	11.63

Source: Sample HH survey of Sabaragamuwa province, June, 2014

63. It is clear from the above table that all most all respondents are in the opinion that these roads affect the day to day activities of women, children and elderly persons in the project area. Table 3.25 describes the reasons for such impact.

**Table 3.25 Reasons for such impact (percentage, multiple answers)**

District	Rathnapura	Kegalle
<b>Reason</b>		
Damaged road condition	82.81	77.50
Shrub jungle grown on both sides of the road	67.08	56.29
Road side drains not maintained	66.08	60.13
Wing walls of culverts and bridges are damaged	66.97	45.76
Pot holes on the shoulders	59.88	50.41
Road get inundated	56.07	32.49

Source: Sample HH survey of Sabaragamuwa province, June, 2014

64. As per the above table it is clear that damaged road surfaces is the most significant reason, while poor road side drains and pot holes on the shoulders also impacts day to day activities of women, children and elderly in the project area.

65. Below tables summarize the willingness of community to participate in the project and how they are willing to participate.

**Table 3.26 Willingness of community to participate in the project**

District	Willing to participate	Do not want to participate
Rathnapura	88.79	11.21
Kegalle	81.59	18.41

Source: Sample HH survey of Sabaragamuwa province, June, 2014

66. As per above information majority of the communities in Rathnapura and Kegalle would like to participate in the project.

**Table 3.27 Type of contribution for the project (percentage, multiple responses)**

District	Type of contribution			
	By donating land	Community awareness creation	Involve in progress monitoring	Involve in maintenance
Rathnapura	41.16	23.90	16.01	18.93
Kegalle	38.15	21.15	17.92	22.78

Source: Sample HH survey of Sabaragamuwa province, June, 2014

67. It is clear that all affected communities are willing to help the project by donating land. This is because these families have extended land area.

68. Finally the conception of the community on perceived benefits of the project was analyzed. It is clear from above table that all communities in the project area welcome the project.

**Table 3.28 Perceived benefits of the project (percentage, multiple responses)**

District	Rathnapura	Kegalle
<b>Perceived benefits</b>		
Develop agriculture sector	81.80	70.25
Develop education facilities	81.41	73.98
Develop health and sanitary facilities	81.36	74.32
Increase job opportunities for villagers	72.03	60.34
Road safety for Women, Elders and children	76.83	71.68

District	Rathnapura	Kegalle
<b>Perceived benefits</b>		
Develop Public/privet transport for villagers	80.46	80.46
Easy travel even at night time or time with poor visibility	77.44	74.57
Develop industrial sector in rural areas	66.84	75.25
Reduced the travel cost and time	81.06	52.44
Increase cultural values	68.16	70.88
Improve standards of living	74.75	54.30
Develop communication with villagers and government institutes	68.00	61.63

Source: Sample HH survey of Sabaragamuwa province, June, 2014

#### **D. Public Consultation and information dissemination**

69. Public consultations and awareness programs need to be carried out as part of the RF of iROAD program. Public consultations and awareness meetings were carried out as part of the transect walk survey conducted in each candidate road. Notices were placed at selected locations to inform the public about the activity. Figure 2.1 presented an example of such notice.

70. Outcome of each awareness meeting and public consultations are summarised in the relevant transect walk record.

71. However, it should be noted that people expect the project to initiate as early as possible as they face a lot of hardships in their day to day activities due to the present poor road conditions.

#### **IV. CONCLUSION AND RECOMMENDATIONS**

72. Proposed iROAD project will have a positive effect in the rural development. Any rural road selected passes through few villages, therefore more than 1000 villages will benefit through the program.

73. Most of the roads in Rathnapura district and Kegalle district are passing on hilly terrain along contour lines. Therefore it is important to place signboards, guard stones and speed breakers at locations where the road is close to slope sections, sharp bends and steep slopes. During the field investigations it was observed that many bridges and some culverts had no guard rails or had damaged guard rails. It is important to reconstruct these guard rails as a safety need.

Placing of speed breakers and warning sign boards is also important as it is expected that motorists, especially motorcyclists and three wheelers will move on the improved road surfaces at much higher speeds which would cause accidents.

74. It is also important to study the existing drainage structures for their functionality and replace or reconstruct the damage culverts. It is also suggested to construct new culverts and bridges where necessary. Such locations were identified during the transect survey.

75. All roads selected in Sabaragamuwa province have a ROW of more than 3.0 m. During the public meetings it was revealed that the public in many roads are willing to donate land, but they were also in the opinion that there is no great necessity of any improvements to road horizontal geometry, which leads to land acquisition and involuntary resettlement.

76. The design cross sections for each road should be prepared in accordance to the available ROW, and this concept is already embedded in the project scope. Hence there will be no cases of involuntary resettlement involved in the project. However, option of land donation is kept open for the community to assist the project.

77. As the available ROW in many roads will be adequate for temporary diversions, public were in the opinion that temporary road closures will be accepted. But it is important that the public are informed of such road closures in advance.

78. During the transect surveys in roads especially in Kolonna and Embilipitiya DSDs it was observed that there are irrigation canals and water lines crossing the roads. It is important to avoid any damage to these canals and pipe lines as it will affect the irrigation activities in the area. It is also important to minimize impacts to the public during construction stage. Dust, noise and vibrations are the most common impacts during the construction period and are temporary in nature. It is also important to establish the Grievance Redress Committees before commencement of civil works. As revealed in the socioeconomic analysis the public welcome this project as a positive factor in rural economic development.

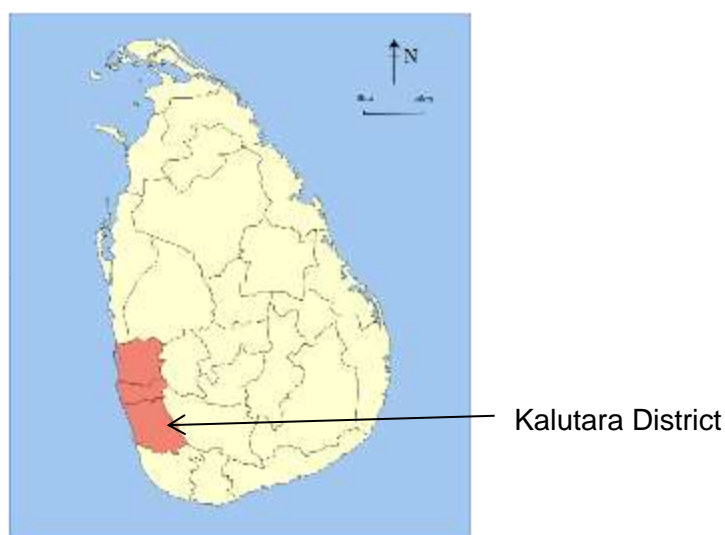
## VOLUME 2: WESTERN PROVINCE

### I. INTRODUCTION

#### A. Project Background

1. A resettlement framework (RF) was prepared for the iROAD program. The RF requires that a resettlement and land acquisition due diligence accompanied by socio-economic survey be prepared for all roads to be financed under the tranche. This report is the Involuntary Resettlement Due Diligence and Socio-economic survey report for the rural roads component of Western Province which includes one district, namely Kalutara District. Figure 1.1 presents the location of project areas of Western Province.

**Figure 1.1: Project Location**



#### B. Project Description

2. The project mainly focuses on rehabilitation of existing carriageway to suit all weather conditions. The improvements will be done within the available corridor of the candidate roads.

3. The selection of rural roads for rehabilitation has been based on the concept of community participation in development. At the outset of the project it has been decided to avoid any acquisition of land and Involuntary Resettlement (IR). Thus selection of candidate roads has been based on the below criteria.

- Adequate land width availability as specified in the typical cross sections developed for the program. Roads having an average corridor width of not less than 5 m (fence to fence or drain to drain) should be selected as candidate roads. This is in line with the typical cross section proposed for Pradeshiya Sabha (PS) roads.
- The proposed alignment involves zero or minimal land loss, and the remaining land and or/structures remain viable for continued use.

4. Further to these, modifications to the design by reduction of carriage width, alignment shifts, and modifications in cross-sections etc, to the extent required from safety considerations has been considered to avoid IR. The field screening data sheet presented in the Resettlement Framework (RF) prepared for iROAD project used in evaluating the suitability of the road to be improved under the project.

5. The project will rehabilitate about 276 km length of rural roads located in Kalutara district in Western province. The list of project roads in the district is presented as Annexure 1. The selected roads are located within 14 Divisional Secretariat Divisions (DSDs) of Kalutara district. The affected DSDs are presented in table 1.1 below.

**Table 1.1 Affected DSDs in each district of Kalutara district**

<b>District</b>	<b>Affected Divisional Secretariat Divisions</b>
Kalutara	Agalawatta, Bandaragama, Beruwala, Bulathsinhala, Dodangoda, Horana, Ingiriya, Kalutara, Madurawala, Mathugama, Millaniya, Palindanuwara, Panadura, Walallavita

6. As per the RF for iROAD program it is required to prepare a due diligence report on Involuntary Resettlement at provincial level and present the socioeconomic profile of the project affected community based on a sample survey. Chapter II of this report presents the findings of Involuntary Resettlement Due Diligence for rural roads in Western Province. Chapter III of the report discuss the findings of the sample Socio economic survey carried out in the province with a basic socio-economic profile of Western Province based on the data from Department of Census and Statistics. Gender related aspects and community view on the project within Western Province is also discussed under Chapter III of this reports.

### **C. Methodology used to carry out the due diligence**

7. Field verification was carried out covering all candidate roads in Kalutara districts in NCP in order to satisfy the above requirement. The field verification was carried out as part of the transect walk surveys which included taking measurements at sections (especially between two parapet walls, two live fences or cut sections) where any road was observed to be narrow. Any structure (permanent or temporary) which is located within the existing ROW was to be recorded as part of this field verification.

8. The site visits were carried out during the month August of 2014. The field verification was assisted with Google online maps, topographic and land use maps of WP prepared by Survey Department.

9. Public consultations and awareness meetings were also carried out for each road during the transect walk survey. Public in all candidate roads were informed about the social survey, awareness meeting and transect walk in advance. The information was disseminated through Grama Niladari of each Grama Niladari Division through which a road is passing and using public notices.

10. Other than the information on land availability for the proposed improvement works following were also verified during the transect walk surveys and subsequent public meetings;

- How the public feel about the existing road geometry and any improvements they suggest
- Willingness of public to donate land if there is such requirement

- Suggestions on improvements to road side drainage and cross drainage structures
- Any improvements on road safety aspects.

## II. INVOLUNTARY RESETTLEMENT DUE DILIGENCE

11. As indicated in the RF for iROAD program and the scope of iROAD program, there will only be rehabilitation of roads along the existing carriageway without any improvements in geometry of alignment. Therefore it is anticipated that any Involuntary Resettlement (IR) will not occur due to the project. However, as per the RF and ADB's SPS 2009 it is important to verify and confirm that no Involuntary Resettlement (IR) will be required in project roads.

### A. Summary of field observations and verification

12. As indicated above the available corridor (fence to fence, drain to drain or distance between cut slope sections) width was measured with special emphasis on narrow road sections. During the field visit it was observed the many of the selected rural roads generally have a corridor between 3.0 – 3.5 m.

13. During the field verification of all project roads, it was observed and recorded that there are no structures (permanent or temporary) within the available ROW.

14. However, it should be noted that there may be need of very small strips of land which only could be identified during detail design stage or when contractor commences work. Such situation should only be executed as per the guidelines of the resettlement framework for the project. The summary of field observations is presented in Annexure 2.

### B. Other impacts observed and mitigation measures

15. Although there will be no impacts of involuntary resettlement, following impacts could also occur especially during the civil works period. Most of the adverse impacts are temporary in nature but could cause a public nuisance especially during the civil works period.

16. **Temporary loss of access/disruption of traffic.** During the public discussions it was indicated that the public willing to have temporary road closures rather than diversions. This is mainly because that such road closures will not be of long durations as these road will paved with asphalt concrete. They have already experience road closures for several days when sections of roads have been concreted during pervious projects. But they request that they should be informed in advance so that they could get prepared even for such temporary road closures.

17. **Contractor Camp sites.** Possible locations where the contractor could establish the camp sites and yards were discussed with the public. And it was stated that there are many potential lands that could be used by the contractor but such site should essentially be finalized with mobilization of the contractor.

18. **Shifting of utility supply lines causing disruption to the supply.** This is not a major issue as stated by the public. And shifting of electricity and telecommunication poles will not be required in many roads as they are not within the ROW. Even for some posts that are close to the existing road edge it is suggested that they are painted with luminous paint for visibility.

19. **Dust, noise and vibration impacts.** Impact will be felt by the people living near road sections during construction works. High vibration levels may damage structures close to the road edge. The Civil contracts should include appropriate measures to avoid/manage the issues of dust, noise. Civil contracts should also include a 3rd party insurance to compensate any damage of property caused by vibration during the construction. It is also required to carry out a property condition survey within settlement areas close to the candidate roads.

20. **Accidents during construction stage.** As there is less space to maneuver the construction vehicles it is apparent that there is a huge potential for accidents that would involve worker staff and public. Demarcation of construction sites and restriction of public moving in to construction areas is important reduce public being injured due to construction works.

21. **Community property resources.** Care should be taken to avoid any accidental damages to common properties such as Shires, water wells located close to candidate roads. Assisting the communities to rehabilitate any common property such as Shires, water wells could positively help the project. Possible locations where the contractor could establish the camp sites and yards were discussed with the public. And it was stated that there are many potential lands that could be used by the contractor but such site should essentially be finalized with mobilization of the contractor.

### C. Institutional Capacity

22. RDA will establish a Project Implementation Unit (PIU) to oversee the project implementation for the Province. Within the PIU there will be a focal person for social safeguard. The person will be supported by RDA's Environment and Social Development Division. There will also be a Project Implementation Consultant (PIC) engaged to supervision the construction. Within the PIC team, there will be a Social Development Specialist.

## III. SOCIOECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT

23. A sample socioeconomic survey needs to be carried out in the project area as per the requirement of the RF for iROAD project. Accordingly a sample survey was carried out covering all Grama Niladari Divisions affected in the project area. The methodology used was in line with the guidelines given in the RF. Every fifth (5) house along a candidate road was surveyed with a structured questionnaire. For roads that did not have many households along the road it was decided to survey households inside the villages that are connected by the candidate road. Objective of this approach was to achieve a representative sample of more than 20% of total households in each district.

24. Table 3.1 below shows the estimated number of households in each district and the actual number of households surveyed in the sample survey. Table 3.2 presents the No. of households surveyed in each Divisional Secretariat (DS) Division in each district.

**Table 3.1 Estimated No. of households and enumerated households in Kalutara district**

District	Estimated No. of Households	Required sample size	Enumerated No. of Households	Actual Percentage of sample size
Kalutara	25,000	5,000	7,367	29.47



**Table 3.2 No. of households surveyed in each DS Division**

District	No.	Name of DSD	No. of households surveyed
Kalutara	1	Agalawatta	876
	2	Bandaragama	204
	3	Beruwala	100
	4	Bulathsinhala	498
	5	Dodangoda	423
	6	Horana	521
	7	Ingiriya	551
	8	Kalutara	1,530
	9	Madurawala	706
	10	Mathugama	281
	11	Millaniya	171
	12	Palindanuwara	649
	13	Panadura	727
	14	Walallavita	130
<b>Total of Kalutara</b>			<b>7,367</b>

Source: Sample HH survey of Kalutara district, August, 2014

25. From above tables it is clear that the sample has been well distributed within all affected DSD Kalutara district. It should also be noted that these 7,367 Households were selected within 608 Grama Niladari Divisions (GNDs) coming under the above 14 DSDs.

#### A. Description of Key Physical and Socioeconomic Features

26. Western province has a total land area of about 3,700 km<sup>2</sup>, this is the least extent of land area compared to all other provinces in the country. Out of this land area Kalutara district is spread over 1,576 km<sup>2</sup>. The district also has a costal border.

27. Table 3.3. below presents details on land area, population, population density and poverty head count ratio (year 2009/2010 and 2012/2013) for the Kalutara district.

**Table 3.3 Summary of land population, and poverty head count ratio**

Province	District	Population (Census 2012)	Land area (km <sup>2</sup> )	Population Density (person/ km <sup>2</sup> )	Poverty head count ratio	
					2009/2010	2012/2013
Western	Kalutara	1,217,260	1,576	772	6.0	3.1

Source: Department of Census and Statistics, 2012

28. Population distribution by ethnicity, sex and age and labour force in Kalutara district is presented below.

**Table 3.4 Population by ethnicity in Kalutara district**

Ethnic Group	Kalutara	%
Total Number Of Persons	1,217,260	100
Sinhala	1,054,991	86.7
Sri Lankan Tamil	24,362	2.0
Indian Tamil	23,611	1.9
Sri Lankan Moor	112,276	9.2

Burgher	968	0.1
Malay	597	0.0
Sri Lankan Chetty	20	0.0
Baratha	44	0.0
Other	391	0.0

Source: Department of Census and Statistics, 2012

**Table 3.5 Population by sex and age in Kalutara district**

District	Total number of persons	Sex		Age		
		Male	Female	Less than 15 years	15 - 59 Years	60 years and over
Kalutara	1,217,206	590,781	626,479	303,196	744,100	169,964
	100	48.5	51.5	24.9	61.1	14.0

Source: Department of Census and Statistics, 2012

**Table 3.6 Labour force status of household population, 10 years of age over in district (Both sex)**

District	Household population 10 years and over	Labour force					
		Total labour force	Labour force participation rate	Employed		Unemployed	
				Number	Rate	Number	Rate
Country	17,915,383	8,464,706	47.2	8,128,704	96.0	336,002	4.0
Kalutara	1,198,269	567,516	47.4	544,887	96.0	22,629	4.0

Source: Department of Census and Statistics, 2012

29. Table 3.6 describes the labour force participation and employment rate in Kalutara district. As per the above information it could be concluded that employment rate and labour force participation rate of Kalutara district is same as the national figures.

## B. An Analysis of the Sample Socioeconomic Survey for North Central Province

30. The socio economic survey was carried out during the month of August, 2014 covering all GNDs affected by the project. As stated above the affected or benefited GNDs within Kalutara district was 608. Following section describes the key finding of the sample household survey. The results are discussed under four different categories. The results are presented as percentage of the respective sample of each district. However, it should be noted that the questionnaire had questions with multiple responses. Information collected from such questions is presented as separately highlighted tables.

### 1. Key demographic information of the sample survey

#### a. Distribution of households by family size and age

31. Family size and age distribution of family members in Kalutara district is presented in below table.

**Table 3.7 Distribution of family size of the sample households (percentage)**

District	Family size (No. of members)		
	1-2	3-4	More than 5
Kalutara	23.20	48.74	28.06

Source: Sample HH survey of Kalutara district, August, 2014

**Table 3.8 Age distribution of sample household members (percentage)**

District	Age group (Years)					
	0-14		15-59		Above 60	
	Male	Female	Male	Female	Male	Female
<b>Kalutara</b>	11.11	11.28	31.80	31.71	7.00	7.10

Source: Sample HH survey of Kalutara district, August, 2014

32. Average family size within the sample of Kalutara district is 3 to 4 members. Out of these family members the highest percentage falls within the age limit of 15 to 59 years, which is the economically active population of a country. It could also be observed that there is a considerable amount of population falling between age group of 0-14 years. However the percentage of sample households above 60 years is only 14 percent.

### b. Educational attainment

33. The level of education in a region is important for the development of that area. Sri Lanka has recorded a higher literacy rate compared to many countries in the region. Table 3.9 below presents the level of educational attainment of the sample population selected in Kalutara district.

**Table 3.9 Educational attainment of each sample in each district (percentage)**

District	Level of educational attainment							
	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University	Baby
<b>Kalutara</b>	2.26	16.54	23.67	29.10	16.96	0.58	2.45	7.60

Source: Sample HH survey of Kalutara district, August, 2014

34. As elsewhere in the country the majority of population in the sample has at least studied up to G.C.E. Ordinary Level.

### c. Occupation of household head

35. As the project roads are located in rural area it is expected that most of the household heads will be occupied as farmers, skilled and wage labour. Below table summarize the occupation of household heads of the sample.

**Table 3.10 Occupation of household head (percentage)**

District	Type of employment									
	Farmer	Public/Private sector	Skilled labour	Business	Self-employment	Wage labour	Fisher man	Foreign employment	Depend	
<b>Kalutara</b>	47.84	21.03	3.34	3.78	6.00	8.74	0.69	1.53	7.01	

Source: Sample HH survey of Kalutara district, August, 2014

36. As the project area (Kalutara district) is located next to Colombo district the next highest percentage of occupation is recorded as working in public or private sector. Most of these household heads travel to Colombo for their office work and road improvement will be of great assistance for them.

**d. Average household income, expenditure and movable assets**

37. Below tables present the distribution of monthly average income distribution of the sample in Kalutara district.

**Table 3.11 Average monthly income of sample households (percentage)**

District	Average monthly income (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
<b>Kalutara</b>	4.02	11.63	72.54	11.80

*Source: Sample HH survey of Kalutara district, August, 2014*

**Table 3.12 Average monthly expenditure of sample households (percentage)**

District	Average monthly expenditure (SLR)			
	Less than 5,000	5,001 – 14,999	15,000 – 49,999	More than 50,000
<b>Kalutara</b>	3.83	19.01	71.10	6.03

*Source: Sample HH survey of Kalutara district, August, 2014*

38. It could be observed that the ceiling of the average monthly income coincide with the average monthly expenditure in the sample.

39. A summary of movable household assets in each district sample is presented in table 3.13. This table was developed based on a question which multiple answers were accepted because any given household will have at least two movable assets.

**Table 3.13 A summary of household assets  
(Values are in percentage with multiple answers)**

District	Kalutara
<b>Type of asset</b>	
Television	87.57
Radio/ CD player	76.11
Sowing machine	43.71
Electric fan	62.95
Fridge	53.89
Gas stove	44.44
Kerosene stove	5.49
Air conditioner	1.01
Motor cycle	40.11
Bicycle	24.86
Three wheeler	16.77
Motor car/ cab	4.58
Motor bus/ van	3.90
Water pump	31.68
Washing machine	13.35
Other	32.62

*Source: Sample HH survey of Kalutara district, August, 2014*

40. From above information it is observed that the majority of the population in the project area owns Motor cycles and bicycles and three wheelers. Therefore an improved road which is about 3.0 – 3.5 m wide would be sufficient for their day to day activities.

**e. Housing condition, sanitary facilities, energy and water sources of sample households**

41. Below tables describe the type of housing structures, sanitary facilities, energy and water sources available with in sample households.

**Table 3.14 Details of type of housing structure (percentage)**

District	Type of housing structure			
	Permanent	Semi-permanent	Temporary	Rent/ lease
<b>Kalutara</b>	84.90	7.41	3.33	4.36

*Source: Sample HH survey of Kalutara district, August, 2014*

42. As per above information nearly 85% of households surveyed had permanent type of housing structures.

**Table 3.15 Details of sanitary facilities (percentage)**

District	Type of sanitary system available			
	Flush	Water sealed	Pit latrine	None
<b>Kalutara</b>	5.84	89.61	2.21	2.34

*Source: Sample HH survey of Kalutara district, August, 2014*

43. Both districts have recorded percentages above 80% in using “water sealed” sanitary system facilities in their houses.

**Table 3.16 Availability of electricity (percentage)**

District	Source of electricity		
	National grid	Solar power or other sources	No Electricity
<b>Kalutara</b>	97.32	0.44	2.24

*Source: Sample HH survey of Kalutara district, August, 2014*

44. The sample Households in Kalutara district predominantly depend on the electricity supply from the national grid. There are a small percentage of families who do not have electricity.

**Table 3.17 Source of water (percentage)**

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
<b>Kalutara</b>	20.15	66.67	13.18

*Source: Sample HH survey of Kalutara district, August, 2014*

45. Although there are some families who benefits from the water supply lines of National Water Supply and Drainage Board (NWS & DB), most of the families are dependent on wells and tube wells for their daily water requirements.

**f. Vulnerable households and gender related details**

46. The sample socio-economic survey also focused on the aspect of vulnerable families within the project area. A family was considered to be vulnerable if it had an elderly household head (age > 70 years), Families receiving a monthly income less than SLR 5,000, female

headed families and families having disabled members. Below table summarize the findings of the analysis on vulnerable families in the sample.

**Table 3.18 Details of vulnerable households (percentage of total households surveyed)**

District	Kalutara
<b>Type of vulnerability</b>	
Family with elderly household head (age > 70 years)	14.74
Family with monthly income < SLR 5,000	4.02
Female headed families	17.43
Families with disabled members	2.73

Source: Sample HH survey of Kalutara district, August, 2014

47. As per above table it could be observed that a fair amount of households headed by persons more than 70 years of age and women. Therefore, it is important to have special measures to avoid any hindrance to these families especially during the civil works period of the project.

48. The household survey also focused on the aspect of female family members getting involved in day to day decision making, bread earning and other social activities in their respective households and the community. Below tables summarize the findings of this analysis.

**Table 3.19 Contribution of female members in family matters and community organizations – Kalutara**

Type of involvement	Always	Sometime	Rarely	If Request	Not Participate
<b>Kalutara</b>					
Decision making in family matters	76.83	16.23	2.58	0.98	3.38
Bread earner	57.95	21.10	5.88	1.14	13.93
Participation in CBO activities	44.78	22.13	17.00	8.28	7.81
Organize community programs	46.52	17.32	6.49	25.03	4.64

Source: Sample HH survey of Kalutara district, August, 2014

49. From above table it could be clearly see that female members play a key role in decision makings in family matters.

50. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. Below tables summaries the analysis of this aspect.

**Table 3.20 Willingness of household head to involve female family members in the project**

District	Agree to involve	Do not agree to involve
<b>Kalutara</b>	45.52	54.48

Source: Sample HH survey of Kalutara district, August, 2014

51. It is observed that the majority of heads of sample families in Kalutara district do not agree to allow their female family members to get involved in the project. A reason behind this is that most of women in the district are working as employees in government and private institutes on a permanent basis.

52. The preference for the type of involvement on the project with respect to the households who agree to let their female family members to work in the project is summarized below.

**Table 3.21 Type of involvement of female family members in the project (a multiple response)**

District	Kalutara
<b>Type of involvement</b>	
Provide wage labour during construction	54.49
Provide wage labour for maintenance of road	34.62
Provide meals to work force as a small business	10.88

Source: Sample HH survey of Kalutara district, August, 2014

53. In case of female members getting involved in the project, the majority of households in the district would like them to get involved as wage labourers during construction.

### C. Community perception about the project

54. Dissemination of inform about the project including its benefits and any adverse impacts to the affected community/ies is considered as important for the sustainability of the project and to obtain public support to the project. The survey focused on this aspect and collected information about community's knowledge of the project (i.e. have they been adequately informed). Below table presents the percentage of households who had knowledge about the project.

**Table 3.22 Community awareness about the project (percentage)**

District	Know about the project	Do not know about the project
Kalutara	36.47	63.53

Source: Sample HH survey of Kalutara district, August, 2014

55. According to the above table majority of communities in Kalutara district were not aware of the project. The reason behind this is that the socio-economic survey in many DSDs were carried out before the transect walk and DS level awareness meetings.

56. The survey also focused on the community perception on the present road condition and how it affects their day to day life. The findings are summarized below.

**Table 3.23 Condition of existing road to be rehabilitated by the project (percentage)**

District	Condition of the existing road surface				
	Good	Fair	Bad	Very bad	Rainy season
Kalutara	5.69	20.72	33.66	38.51	1.42

Source: Sample HH survey of Kalutara district, August, 2014

57. As observed in above table it could be concluded that most of the road selected for the program are either bad or very bad in condition.

**Table 3.24 Impact of existing road condition on day to day activities of women, children and elderly persons (percentage)**

District	Affect the activities	Do not affect the activities
Kalutara	94.31	5.69

Source: Sample HH survey of Kalutara district, August, 2014

58. It is clear from the above table that all most all respondents are in the opinion that these roads affect the day to day activities of women, children and elderly persons in the project area. Table 3.25 describes the reasons for such impact.

**Table 3.25 Reasons for such impact (percentage, multiple answers)**

District	Kalutara
<b>Reason</b>	
Damaged road condition	87.48
Shrub jungle grown on both sides of the road	39.00
Road side drains not maintained	54.59
Wing walls of culverts and bridges are damaged	39.94
Pot holes on the shoulders	50.32
Road get inundated	40.86

Source: Sample HH survey of Kalutara district, August, 2014

59. As per the above table it is clear that damaged road surfaces is the most significant reason, while poor road side drains and pot holes on the shoulders also impacts day to day activities of women, children and elderly in the project area.

60. Below tables summarize the willingness of community to participate in the project and how they are willing to participate.

**Table 3.26: Willingness of community to participate in the project**

District	Willing to participate	Do not want to participate
Kalutara	80.98	19.02

Source: Sample HH survey of Kalutara district, August, 2014

61. As per above information majority of the communities in Kalutara district would like to participate in the project.

**Table 3.27: Type of contribution for the project (percentage, multiple responses)**

District	Type of contribution			
	By donating land	Community awareness creation	Involve in progress monitoring	Involve in maintenance
Kalutara	11.31	65.01	29.72	44.42

Source: Sample HH survey of Kalutara district, August, 2014

62. It is clear that all affected communities are willing to help the project mainly by helping to create awareness on the project. This is a very positive aspect as there is a great need of dissemination of information on the project. However, as expected the willingness for land donation is low. This is because compared to many other provinces in the country western province has the least land area and Kalutara district is also located within the western province where the land is considered as a limited resource.

63. Finally the conception of the community on perceived benefits of the project was analyzed.

**Table 3.28: Perceived benefits of the project (percentage, multiple responses)**

District	Kalutara
<b>Perceived benefits</b>	
Develop agriculture sector	63.78



District	Kalutara
<b>Perceived benefits</b>	
Develop education facilities	67.86
Develop health and sanitary facilities	67.16
Increase job opportunities for villagers	57.27
Road safety for Women, Elders and children	79.54
Develop Public/privet transport for villagers	71.53
Easy travel even at night time or time with poor visibility	77.93
Develop industrial sector in rural areas	48.77
Reduced the travel cost and time	64.69
Increase cultural values	55.80
Improve standards of living	60.82
Develop communication with villagers and government institutes	59.20

Source: Sample HH survey of Kalutara district, August, 2014

64. It is clear from above table that all communities in the project area welcome the project.

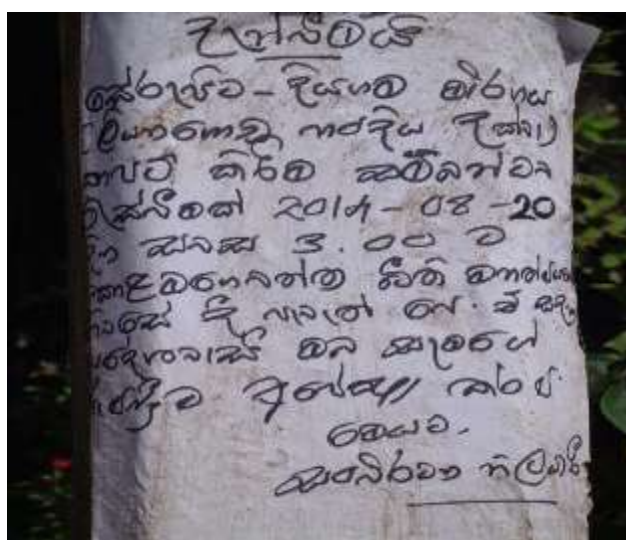
#### D. Public Consultation and information dissemination

65. Public consultations and awareness programs need to be carried out as part of the RF of iROAD program. Public consultations and awareness meetings were carried out as part of the transect walk survey conducted in each candidate road. Notices were placed at selected locations to inform the public about the activity. A sample of such public notice is presented in figure 3.1.

66. Outcome of each awareness meeting and public consultations are summarised in the relevant transect walk record.

67. However, it should be noted that people expect the project to initiate as early as possible as they face a lot of hardships in their day to day activities due to the present poor road conditions.

**Figure 3.1 Sample of a public notice displayed about the awareness meeting and transect walk**



#### IV. CONCLUSION AND RECOMMENDATIONS

68. Proposed iROAD project will have a positive effect in the rural development. Any rural road selected passes through few villages, therefore more than 1000 villages will benefit through the program.

69. Compared to other two districts of Western Province (i.e. Colombo and Gampaha), Kalutara district is comparatively less in development. There are many rural roads that needs to be developed and the present set of roads selected justify the need of the project to be implemented in Kalutara district. As the district is located within the wet zone of the country it is important to investigate the existing drainage system in each road and provide suitable measures to ensure there is no impediment of drainage.

70. As road safety measures it is important to provide signboards, guard stones and speed breakers at locations where the road is close to schools, places of worship, hospitals, major junctions and other public places. It is important to reconstruct damaged guard rails and wing walls of culverts and bridges as a safety need. Placing of speed breakers and warning sign boards is also important as it is expected that motorists, especially motorcyclists and three wheelers will move on the improved road surfaces at much higher speeds which would cause accidents.

71. There is pressure on land within Kalutara district, hence the rural roads usually has narrow corridors. This situation was identified during the field investigations. The proposed road works could be carried out within the available corridor; however the concept of voluntary land donation was kept open as there may be need of very small strips of land. The need of such land could only be identified during the detail design stage. If such requirement arises, the land donation should follow the guidelines stipulated in the resettlement framework of the project. It is recommended that the design cross sections for each road should be prepared in accordance to the available ROW. This concept is already embedded in the project scope, hence it is anticipated that there will be no cases of involuntary resettlement involved in the project.

72. Public were in the opinion that temporary road closures will be accepted rather than having temporary diversions. As per their opinion such diversions will be required especially at locations where culvert construction will take place. People suggest that such construction should be carried out part by part so that there will be not total road closure. It is also important to minimize impacts to the public during construction stage. Dust, noise and vibrations are the most common impacts during the construction period and are temporary in nature.

73. It was revealed during the awareness meeting that the public greatly expect the project to commence work as soon as possible. The public also wishes to assist the project in any way possible. Public consider this project as a positive factor in rural economic development.

## Annexure 1: Road List – Sabaragamuwa Province

## Provincial roads

District	Rd ID	Name of Road	Length (km)
Rathnapura	13	Galabada - Ratganga Temple - Kudawa - Mapalana Via Palabaddala Road	16.9
	11	Kuruwita Via Erathna to Kendalanda Road ( Kuruwita to Dearwood Tea Factory 3.2 Km, Boraluwa to Kendalanda Road 3.1 km)	6.3
	12	Batatota Junction via Divaguhawa to Kalanchiwatta Road	4
	19	Ihalakanda Kanugalla Rukhena Hatharaanda Hena Pahalawaththa Paranagama	7.9
	19A	Bodimaluwa Pohorabawa School via Paranagama	6.4
	20	Madala Gettuwa Vithanakanda Via Keenagahavila Road	6.2
	10	Weddagala – Kudawa – Wewagama Road	12
	7	Dumbara Manana Wathukaragama to Dumbara Kovila Main Road	7
	39	Nammuniyawaththa Namunutenna Gangodakanda Road	5
	40	Palawela – Ayagama Road	10
	21	Bopeththa Junction to Mawella Road	5.5
	22	Marapana Mada Handiya to Dela Road	5
	23	Near Dakunu Panawenna Rubber Factory to Poronuwa Road	6.2
	25	Wewelwatta – Alupola Road	5
	1	Ellagewaththa Junction to Gorakawela via Opatha, Makandura	7
	2	Palamkotta Junction to Ambalama via Nawinna Henaggegoda	10.54
	4	Badullegama to Elamalpe – Godakawela Road	2
	5	Kongastenna Junction to Ilukkumbura Road	4
	3	Hallinna Junction to Polwattahena Matihakwela Hunuwela Road	10.1
	31	Rassagala – Heramitigala – Samanalawaththa – Massenna Road	16
	32	Rathmalavinna – Hatharabage – Udagama – Olugantota road	11.5
	33	Halpe –Weheragoda Road	4
	26	Rilladola Bogaha Asala to Amunukara Junction	5.3
	27	Amunukara Junction to Gabbela Digandala Demuwatha Road	7.8
	28	Labuwatta Junction to Pinnagolla via Hapugahawela junction Road	1.8
	29	Elapatha Damme Junction to Damme Prajashalawa Road	3
	30	Sidurupitiya Junction Waththahena Pitakalaya Road	10
	35	From Nawaneliya Temple To Eththakanda Via Nedola Road	5.7
36	96 Junction To Panamura Road Via Ranchamadama Ethgala	10.15	
<b>Total length (Provincial roads- Rathnapura)</b>			<b>212.29</b>
Kegalla	1	Theligama - Ganepalle	1.80
	3	Nawata - Parussella	2.00
	5	Batakitta - Mahabge	7.20
	6	Seepoth - Nagastenna	3.00
	10	Thannimale - Maharangalla	3.50
	12	Panapitiya Junction - Poonahela Panapitiya - Ambamalla	5.00
	9	Deraniyagala Hospital - Dikella/Dehiovita	8.70
	14	Warakatenna - Meegastenna	4.20
	15	Ambalanpitiya Bridge - Godagampala Junction	3.00
	16	Atulugama Junction to Kanangama Udukumbura Road Tenkiyawaththa Road	3.50
	17	Boralankada Udabage Junction to Iyalawatta Kelani River	10.50
	18	Katulanda Road	5.50
	70	Mniyamgama to Welangalla kadamandiyia	4.50
	24	Indurana - Amithirigala Road	6.80
	26	Pamankade - Mahadeniya Road	4.80
	27	Imbulana - Weddawala - Gonagaldeniya Road	5.25
	33	Arandara Dewalaya - Boyagoda - Holombuwa Road	3.90
	36	Etikeeriyagolla - Naberiyawa - Atugoda Road	5.00
17	Boralankada Udabage Junction to Iyalawatta Kelani River	10.50	
18	Katulanda Road	5.50	

District	Rd ID	Name of Road	Length (km)
	28	Molagoda (Shed) - Alulena Teample	2.60
	29	Kempitiya Muslim Palileya - Kempitiya Teample	2.50
	31	Daluggala (Junction) - Bathaburaya Playground	3.80
	51	Thuththiripitiya Junction - Wattegadara Road	4.20
	52	Thalgamuwa - Attapitiya Road	3.00
	65	Ranwala - Kahagalla - Nawagamuwa Road	3.60
<b>Total length (Provincial roads- Kegalla)</b>			<b>107.85</b>

### Rural roads – Rathnapura district

District	Rd ID	Name of Road	Length (km)
Rathnapura	14	Near Saman Dewalaya Kataliyanpall – New Town Up to Muttetu pita via Price College (Section A)	4.25
	16	Mahingoda Viyalagoda via Puwakgahadeniya Road	3
	17	Muruthangala Dewrumpitiya Estate via Kaluandura & Muruthangala Temple Via Dewrumpitiya Road	6
	8	Tapaswara Kanda – Wiskamgoda Road via Karapotha Bridge	2.9
	38	Delgoda Balipola up Waturawa Road	5.2
	10A	Nikagoda – Batamandiyā – Polwatta – Sisira Kade, Pibura	5.9
	33A	Gurubawila Kanawinna Road	3
	33B	Gurubawila Helapandeniya Gallenakanda Road	6.6
	34	Ambagahayaya Junction To 8 Mile Post Via Mahayaya Road	5.86
<b>Total length – Rural roads Rathnapura district</b>			<b>42.71</b>

### Rural roads – Kegalle district

District	Rd ID	Name of Road	Length (km)
Kegalla	4	Parussella - Ranpaumgama	3.10
	11	Bulathkohupitiya Dedugala Road 8 <sup>th</sup> Bend - Kalupahana watta Neluwakkana -Narangalla	3.00
	7	Maliboda - Magala Ingiriyawatta	3.00
	19	Debegama - Kelegama - Napawala	3.25
	20	Atalawaththa Wangedimole Ela Hedungama Puhulwala Salgala Welhella	9.65
	21	Kithalangamuwa Batuwana Road	5.60
	22	Kadigamuwa - (Kiriwana Junction) Narangastenna Teample	1.20
	23	Mahalla - Troywatta - Eke kanuwa Road	4.00
	34	Hapudeniya - Malwana	1.80
	35	Pindeniyā Bridge Weliwanguwa	1.90
	37	Makuddala Ayurvedic Center - Kahatagolla Junction	3.00
	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	3.60
	39	Alawattenna - Dedigama	5.00
	40	Palapoluwa - Kumbalgama	3.00
	57	Tholangamuwa - Ihalagama Gasnawa Road	1.00
	58	Algama - Dikdeniya Road (Algama Kanista Vidyalyaya, Ihalagama Road)	4.00
	59	Dedigama - Veneriwaththa - Koongahamula Pitadeniya Road	3.30
	60	Dedigama - Herathgoda - Othnapitiya Road	1.80
	61	Dummaladeniya - Meneripitiya - Meerigama Road	1.25
	63	Ambepussa Dadli Senanayaka Mawatha	2.40
30	Korahetta Meeduma Vidyalyaya - Dambulla Clinic Center (Rabukkana - Dobemada Road)	2.60	
32	Deldeniya (Junction) - Randeniya	2.25	
42	Wanduragoda Teample Junction (Mawanella - Hemmathagama Road) - Aluthnuwara	1.20	

District	Rd ID	Name of Road	Length (km)
	43	(Mawanella - Hemmathagama Road) Eraminigammana Temple - Thambavita - Gampola Road Junction	3.40
	44	Alpitiya - Dompitiya Magama - Ambadeniya	1.15
	45	Heendeniya - Danagama Road (Anwarama Shed) Heendeniya - Danagama Junction	3.10
	46	Road to Weganthale Saradeyal Village	2.00
	47	Keppitipola - Mahakehelwala Ihalagama - Galpotta Pasal junction - Kiriyaeteuna - Beddewela	5.30
	48	Gangoda Teample - Eke Kanuwa Mediliya Road (From Dippitiya - Hemmathagama Road, Sarath's Kade)	1.80
	71	Wdiyathenna dumabuluwawa via Walekade	2.60
	50	Dippitiya - Demalagiriya - Dooldeniya - Thalgaspitiya Road	4.25
	53	Wakirigala Dispensary - Polkubura Namalgama Road	2.40
	54	Aranayaka Town - Sapumal Ambe Welanthalawa Road	2.00
	55	Yalapala - Galatara - Erawwala Road	1.80
	56	Hathgampola Vidyalyaya - Elangapitiya Road	2.50
	64	Elbert Senavirathne Mawatha - Kegalle	0.85
	66	Randeniya Graselin Janapadaya - Dimbulgamuwa Road	2.10
	68	Paragammana - Dikkella - Babaradeniya Beragala Road	1.20
	69	Karadupana - Malwatta Kanda - Dewela Road	1.80
<b>Total length – Rural roads Kegalla district</b>			<b>109.15</b>

### Annexure 2: Summary of Field Observations– Sabaragamuwa Province

#### Provincial roads

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Rathnapura	13	Galabada - Ratganga Temple - Kudawa - Mapalana Via Palabaddala Road	5.0	No involuntary resettlement issue.
	11	Kuruwita Via Erathna to Kendalanda Road ( Kuruwita to Dearwood Tea Factory 3.2 Km, Boraluwa to Kendalanda Road 3.1 km)	4.5	No involuntary resettlement issue.
	12	Batatota Junction via Divaguhawa to Kalanchiwatta Road	5.0	No involuntary resettlement issue.
	19	Ihalakanda Kanugalla Rukhena Hatharaanda Hena Pahalawaththa Paranagama	4.5	No involuntary resettlement issue.
	19A	Bodimaluwa Pohorabawa School via Paranagama	4.5	No involuntary resettlement issue.
	20	Madala Gettuwa Vithanakanda Via Keenagahavila Road	5.0	No involuntary resettlement issue.
	10	Weddagala – Kudawa – Wewagama Road	3.5-4.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	7	Dumbara Manana Wathukaragama to Dumbara Kovila Main Road	5.0	No involuntary resettlement issue.
	39	Nammuniyaththa Namunutenna Gangodakanda Road	4.5	No involuntary resettlement issue.
	40	Palawela – Ayagama Road	4.5	No involuntary resettlement issue.
	21	Bopeththa Junction to Mawella Road	5.0	No involuntary resettlement issue.
	22	Marapana Mada Handiya to Dela Road	4.5	No involuntary resettlement issue.
	23	Near Dakunu Panawenna Rubber Factory to Poronuwa Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	25	Wewelwatta – Alupola Road	4.5	No involuntary resettlement issue.
	1	Ellagewaththa Junction to Gorakawela via Opatha, Makandura	4.5	No involuntary resettlement issue.
	2	Palamkotta Junction to Ambalama via Nawinna Henaggegoda	4.0	No involuntary resettlement issue.
	4	Badullegama to Elamalpe – Godakawela Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	5	Kongastenna Junction to Ilukkumbura Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	3	Hallinna Junction to Polwattahena Matihakwela Hunuwela Road	4.0	No involuntary resettlement issue.
	31	Rassagala – Heramitigala – Samanalawaththa – Massenna Road	4.5	No involuntary resettlement issue.
	32	Rathmalavinna – Hatharabage – Udagama – Olugantota road	4.5	No involuntary resettlement issue.
	33	Halpe –Weheragoda Road	4.5	No involuntary resettlement issue.
	26	Rilladola Bogaha Asala to Amunukara Junction	4.0	No involuntary resettlement issue.
	27	Amunukara Junction to Gabbela Digandala Demuwatha Road	4.0	No involuntary resettlement issue.
	28	Labuwatta Junction to Pinnagolla via Hapugahawela junction Road	5.0	No involuntary resettlement issue.
	29	Elapatha Damme Junction to Damme Prajashalawa Road	4.0	No involuntary resettlement issue.
	30	Sidurupitiya Junction Waththahena Pitakalaya Road	3.0-4.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	35	From Nawaneliya Temple To Eththakanda Via Nedola Road	4.5	No involuntary resettlement issue.
	36	96 Junction To Panamura Road Via Ranchamadama Ethgala	5.0	No involuntary resettlement issue.
Kegalla	1	Theligama - Ganepalle	5.0	No involuntary resettlement issue.
	3	Nawata - Parussella	4.5	No involuntary resettlement issue.
	5	Batakitta - Mahabge	4.5	No involuntary resettlement issue.
	6	Seepoth - Nagastenna	5.0	No involuntary resettlement issue.
	10	Thannimale - Maharangalla	5.5	No involuntary resettlement issue.
	12	Panapitiya Junction - Poonahela Panapitiya - Ambamalla	6.0	No involuntary resettlement issue.
	9	Deraniyagala Hospital - Dikella/Dehiovita	6.5	No involuntary resettlement issue.
	14	Warakatenna - Meegastenna	4.0	No involuntary resettlement issue.
	15	Ambalanpitiya Bridge - Godagampala Junction	4.0	No involuntary resettlement issue.
	16	Atulugama Junction to Kanangama Udukumbura Road Tenkiyawaththa Road	5.0	No involuntary resettlement issue.
	17	Boralankada Udabage Junction to Iyalawatta Kelani River	4.5	No involuntary resettlement issue.
	18	Katulanda Road	5.0	No involuntary resettlement issue.
	70	Mniyamgama to Welangalla kadamandiyia	4.5	No involuntary resettlement issue.
	24	Indurana - Amithirigala Road	5.0	No involuntary resettlement issue.
	26	Pamankade - Mahadeniya Road	5.0	No involuntary resettlement issue.
	27	Imbulana - Weddawala - Gonagaldeniya Road	5.0	No involuntary resettlement issue.
	33	Arandara Dewalaya - Boyagoda - Holombuwa Road	5.0	No involuntary resettlement issue.
	36	Etikeeriyagolla - Naberiyawa - Atugoda Road	4.5	No involuntary resettlement issue.
28	Molagoda (Shed) - Alulena Teample	5.0	No involuntary resettlement issue.	
29	Kempitiya Muslim Palileya - Kempitiya Teample	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.	
31	Daluggala (Junction) - Bathaburaya Playground	5.0	No involuntary resettlement issue.	
51	Thuththiripitiya Junction - Wattedagara Road	6.0	No involuntary resettlement issue.	
52	Thalgamuwa - Attapitiya Road	5.0	No involuntary resettlement issue.	
65	Ranwala - Kahagalla - Nawagamuwa Road	5.0	No involuntary resettlement issue.	

#### Rural roads – Rathnapura district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Rathnapura	14	Near Saman Dewalaya Kataliyanpall – New Town Up to Muttetu pita via Price College (Section A)	4.5	No involuntary resettlement issue.
	16	Mahingoda Viyalagoda via Puwakgahadeniya Road	4.5	No involuntary resettlement issue.
	17	Muruthangala Dewrumpitiya Estate via Kaluandura & Muruthangala	4.5	No involuntary resettlement issue.

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
		Temple Via Dewrumpitiya Road		
	8	Tapaswara Kanda – Wiskamgoda Road via Karapotha Bridge	5.0	No involuntary resettlement issue.
	38	Delgoda Balipola up Waturawa Road	4.5	No involuntary resettlement issue.
	10A	Nikagoda – Batamandiya – Polwatta – Sisira Kade, Pibura	4.0	No involuntary resettlement issue.
	33A	Gurubawila Kanawinna Road	4.5	No involuntary resettlement issue.
	33B	Gurubawila Helapardeniya Gallenakanda Road	4.0	No involuntary resettlement issue.
	34	Ambagahayaya Junction To 8 Mile Post Via Mahayaya Road	5.0	No involuntary resettlement issue.

### Rural roads – Kegalle district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Kegalle	4	Parussella - Ranpaumgama	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	11	Bulathkohupitiya Dedugala Road 8 <sup>th</sup> Bend - Kalupahana watta Neluwakkana -Narangalla	4.5	No involuntary resettlement issue.
	7	Maliboda - Magala Ingiriyawatta	5.0	No involuntary resettlement issue.
	19	Debegama - Kelegama - Napawala	5.0	No involuntary resettlement issue.
	20	Atalawaththa Wangedimole Ela Hedungama Puhulwala Salgala Welhella	5.0	No involuntary resettlement issue.
	21	Kithalangamuwa Batuwana Road	6.0	No involuntary resettlement issue.
	22	Kadigamuwa - (Kiriwana Junction) Narangastenna Teample	4.5	No involuntary resettlement issue.
	23	Mahalla - Troywatta - Eke kanuwa Road	5.0	No involuntary resettlement issue.
	34	Hapudeniya - Malwana	5.0	No involuntary resettlement issue.
	35	Pideniya Bridge Weliwanguwa	5.0	No involuntary resettlement issue.
	37	Makuddala Ayurvedic Center - Kahatagolla Junction	4.5	No involuntary resettlement issue.
	38	Imbulgala to Ambanpitiya - Kumarage Mawatha	5.0	No involuntary resettlement issue.
	39	Alawattenna - Dedigama	5.0	No involuntary resettlement issue.
	40	Palapoluwa - Kumbalgama	5.0	No involuntary resettlement issue.
	57	Tholangamuwa - Ihalagama Gasnawa Road	4.5	No involuntary resettlement issue.
	58	Algama - Dikdeniya Road (Algama Kanista Vidyalaya, Ihalagama Road)	5.0	No involuntary resettlement issue.
	59	Dedigama - Veneriwaththa - Koongahamula Pitadeniya Road	5.0	No involuntary resettlement issue.
60	Dedigama - Herathgoda - Othnapitiya Road	5.0	No involuntary resettlement issue.	
61	Dummaladeniya - Meneripitiya - Meerigama Road	4.0	No involuntary resettlement issue.	
63	Ambepussa Dadli Senanayaka Mawatha	5.0	No involuntary resettlement issue.	
30	Korahetta Meeduma Vidyalaya - Dambulla Clinic Center	5.0	No involuntary resettlement issue.	



District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
		(Rabukkana - Dobemada Road)		
	32	Deldeniya (Junction) - Randeniya	4.5	No involuntary resettlement issue.
	42	Wanduragoda Teample Junction (Mawanella - Hemmathagama Road) - Aluthnuwara	5.0	No involuntary resettlement issue.
	43	(Mawanella - Hemmathagama Road) Eraminigamma Temple - Thambavita - Gampola Road Junction	5.0	No involuntary resettlement issue.
	44	Alpitiya - Dompitiya Magama - Ambadeniya	5.0	No involuntary resettlement issue.
	45	Heendeniya - Danagama Road (Anwarama Shed) Heendeniya - Danagama Junction	5.0	No involuntary resettlement issue.
	46	Road to Weganthale Saradeyal Village	5.0	No involuntary resettlement issue.
	47	Keppitipola - Mahakehelwala Ihalagama - Galpotta Pasal junction - Kiriyaeteuna - Beddewela	5.0	No involuntary resettlement issue.
	48	Gangoda Teample - Eke Kanuwa Mediliya Road (From Dippitiya - Hemmathagama Road, Sarath's Kade)	5.0	No involuntary resettlement issue.
	71	Wdiyathenna dumabuluwawa via Walekade	4.0	No involuntary resettlement issue.
	50	Dippitiya - Demalagiriya - Doodeniya - Thalgaspitiya Road	5.0	No involuntary resettlement issue.
	53	Wakirigala Dispensary - Polkubura Namalgama Road	5.0	No involuntary resettlement issue.
	54	Aranayaka Town - Sapumal Ambe Welanthalawa Road	4.5	No involuntary resettlement issue.
	55	Yalapala - Galatara - Erawwala Road	6.0	No involuntary resettlement issue.
	56	Hathgampola Vidyalaya - Elangapitiya Road	5.0	No involuntary resettlement issue.
	64	Elbert Senavirathne Mawatha - Kegalle	6.0	No involuntary resettlement issue.
	66	Randeniya Graselina Janapadaya - Dimbulgamuwa Road	4.5	No involuntary resettlement issue.
	68	Paragammana - Dikkella - Babaradeniya Beragala Road	4.5	No involuntary resettlement issue.
	69	Karadupana - Malwatta Kanda - Dewela Road	4.0	No involuntary resettlement issue.

### Annexure 3: Road List – Western Province

#### Provincial roads

District	Rd ID	Name of Road	Length (km)
	64	Kudagonaduwa Thuduwa road	2.45
	66	From Kalapugama junction to Palpola road	2.65
	53	Walallawita Uthungama via Koopiyawatta road	14.60
	40	Walkandala junction to Wellatha junction	6.00
	22	Ihala Welgama Kallumale Bulathsinhala road	5.18
	43	Yala junction to werawaththa Naragala road	4.00
<b>Total length (Provincial roads- Kalutara)</b>			<b>34.88</b>

#### Rural roads – Kalutara district

District	Rd ID	Name of Road	Length (km)
Kalutara	2	Kawatayagoda Pahala Rd	2.15
	56	From Gold View Estate to End of Korosduwa Road	1.40
	57	Wilegoda Rosawatta by Road	0.90
	58	From Wijemanna Mawatha to Pushparama Road	0.95
	59	From Duwa Temple Road Vilegoda Via Aluth Para	1.00
	60	Kuda Wskaduwa Estern Lintal Watta Main Road	1.80
	61	From Araliya Uyana Road to Palathota Main Road	0.95
	63	Wijayagama road	1.00
	65	From Thibiriya junction to Moranthuduwa Ayurweda junction	1.50
	67	From Paraduwa Bogaha junction to Gunagoda Road	2.05
	54	Morapitiya New road to 1st mile post via Rankoth mawatha	4.60
	5	From Addaragoda Weepalla Rd via Wedigoda	6.50
	6	Athwelthota Ambegoda via Bampara Rd	5.00
	8	Boralugoda Thiniyawala Road	5.90
	3	Bellana Panadadukanda Rd	4.00
	7	Nerihena Wewalla Yattapatha	4.30
	51	Pannila Kannangara Mw, Halwala via Galathara	4.75
	52	From Maddegama to Thalpadiwala road across Meegahathenna ( Nawalalkanda road)	4.70
	107	Malliawatta rd via Paraigama, Elagiriya	4.90
	76	Pimbura Halowita Road	3.1
	82	Kirimetidola Kirillahendeniya Via Kewitiyagala road	2.8
	85	Dapiligoda Diyawana Road	2.7
	34	Katugahahena Hospital Rd to Kosgahakanda Junction via St. George Watta	3.35
	35	Kurudippita Road(HAA rd to Meegama- Galmaththa Road)	2.65
	36	Mahawatta Junction to Soldarakada Junction.	3.90
	37	Walipanna Junction to Rameeya Junction Road.	2.10
	39	Bodhiyakanda junction to Mulatiyana rd	2.61
	10	Wellahandiya Main Rd Lomant Watta Galketiya via Gamagoda	2.00
	11	From Imbulagoda Rd to Bolossagama	1.36
	12	From Diyagama Serupita Rd to Liyanagoda Junction	1.30
14	From Thebuwana Arappalakanda factory to Ayurweda hospital	3.00	
15	From Wilpatha to Magurugoda via Thalliyadda road	3.50	
68	Wilpatha Puhabugoda akkara 18 via puhabugoda road	3.30	
16	Kiriberiya Mandawala Rd	2.45	
86	From Fonseka road, Soloman road Across Kaviraja Mawatha Galthude	1.75	
87	From Galthude Samagi Mawatha - Rathanagiriya Watta road to Hirana Temple	2.15	
91	From Sri Gunarathna road up to Pinwatta Station road (Paralel road to Galle road	3.20	

District	Rd ID	Name of Road	Length (km)
	17	From Olaboduwa Main Rd to Mahawatta Ju; Dehigaspitiya(From Mahawatta Junction to Maharagama Horana Rd)	3.75
	20	From thalgahawila rd to Kirigala junction,Gurugada,Munagama East Grama Niladari Division to Gurugoda padukka Rd	2.70
	21	Moragahahena Uduwa Kanishta Vidyalaya via Kananwila	3.40
	120	Korale Ima Junction via Mohottigoda Jayadada Road	5.00
Kalutara	121	Thalagala Gonapala Road - Kiribathkuduwa via Ankuttawala Road	3.50
	122	Pokunuvita - Aguruwatita via Shanthi Mawatta	1.70
	30	From Ratnapura Panadura Rd to Akkara 100 New Town to Sagara Palansooriya Collage Rd via Batugampala	6.90
	31	Boralugoda Rd to Poruwadanda Jun via Manana Sudarshanaramaya.	2.82
	32	Kotigala Ju. To Karauda Village via Kurana Akkara 60 Rd	4.05
	119	kadanapitiya sawgus junction to Degamthilaka Mawatha	2.55
	123	Ratmalgoda Veerananda Mawatta - Ratnapura Hoarana Road	2.13
	23	Polegoda Ihala Welgama Paragoda via Wadigangoda road	9.20
	24	Ihala Kudaligama Iddagoda road	3.90
	25	Polegoda P.S. Junction to Immilla Junction	2.15
	26	Bogahawaththa to Gallakpahala rd	2.85
	27	Halwathura(from School junction) Mugunakolahena Delmalla	4.45
	28	Niggaha Agirikanaththa Via Gawaragiriya	5.05
	29	From Malwatta junction Meegahakumbura Heenela Diwalakada Kalugala Malwattha road	11.60
	70	Pahala Naragala Dewamulla Gangaramaya Kokhena Temple Road	2.55
	71	From Govinna Kota road to Govinna Weralugusthotupola rd	3.00
	73	Paruthalvila Bakamunawatta Heenpandala Paragoda Road	5.50
	44	From Kandana to Ilimba road	3.40
	45	From Ilimba junction to Ilimba thotupola road	3.40
	100	Thumminigoda Road (From Madurawala 458 Bus Route to Raigama Anguruwathoda Bus Route)	0.75
	109	Bellanthudawa Galkade Junction to Panadura Rathnapura Nambapana Road	2.85
	111	Atalugama Mubarak Mawath	1.30
	114	Alubomulla Batadombathudawa Retiyalagoda Via Maswatta	1.50
	115	Arukgodra Indrasara Mawatha to(Pulungas Junction) Thimbiriya Junction	1.40
	116	Rukgaha Bus road Retiyalagoda Belikele Via Alubomulla.	1.95
	9	New chattle Tamil school Road	2.85
	41	Millaniya Lenawara sidurangalaWatta via Horana	2.80
	94	Panape Ketagoda Millaniya Road	4.30
	95	Pelpola Paragasthota To Kepu Ela road. (Dhammathilaka Nahimi Mawatha)	1.90
	46	From Weragala Akkara 50 Rd to Katukurudugahalanda Rd	1.90
	47	Walathara - Munhena Kurudugasmulla Rd	4.15
	48	Danwattagoda Kalawila Main Rd	2.60
49	Youngama Main Rd	2.65	
50	Yatadola Krushikarma junction to Ragalawela Bothaldeniya Via Dewalakanda Halkandawila road	3.30	
104	Kendagahawila Wella junction to Yatawala Pothuwila main road (Near the Dola)	1.80	
105	Payagala north Galle road to Matiyanamulla Gorakaduwa Tsunami House	2.00	
<b>Total length – Rural roads Kalutara district</b>			<b>241.12</b>

### Annexure 4: Summary of Field Observations – Western Province

#### Provincial roads

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	64	Kudagonaduwa Thuduwa road	4.0	No involuntary resettlement issue.
	66	From Kalapugama junction to Palpola road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	53	Walallawita Uthumgama via Koopiyawatta road	5.5	No involuntary resettlement issue.
	40	Walkandala junction to Wellatha junction	4.0	No involuntary resettlement issue.
	22	Ihala Welgama Kallumale Bulathsinhala road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	43	Yala junction to werawaththa Naragala road	4.0	No involuntary resettlement issue.

#### Rural roads – Kalutara district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Kalutara	2	Kawatayagoda Pahala Rd	4.5	No involuntary resettlement issue.
	56	From Gold View Estate to End of Korosduwa Road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	57	Wilegoda Rosawatta by Road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	58	From Wijemanna Mawatha to Pushparama Road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	59	From Duwa Temple Road Vilegoda Via Aluth Para	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	60	Kuda Wskaduwa Estern Lintal Watta Main Road	3.5	No involuntary resettlement issue.
	61	From Araliya Uyana Road to Palathota Main Road	3.5	No involuntary resettlement issue.
	63	Wijayagama road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	65	From Thibiriya junction to Moranthuduwa Ayurweda junction	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	67	From Paraduwa Bogaha junction to Gunagoda Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	54	Morapitiya New road to 1st mile post via Rankoth mawatha	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	5	From Addaragoda Weepalla Rd via Wedigoda	4.5	No involuntary resettlement issue.
	6	Athwelthota Ambegoda via Bampara Rd	4.5	No involuntary resettlement issue.
8	Boralugoda Thiniyawala Road	3.5	No involuntary resettlement issue. Suggest CS	

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
				modification to suit narrow section.
	3	Bellana Panadadukanda Rd	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	7	Nerihena Wewalla Yattapatha	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	51	Pannila Kannangara Mw, Halwala via Galathara	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	52	From Maddegama to Thalpadiwala road across Meegahathenna ( Nawalalkanda road)	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	107	Malliwatta rd via Paraigama, Elagiriya	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	76	Pimbura Halowita Road	4.0	No involuntary resettlement issue.
	82	Kirimetidola Kirillahendeniya Via Kewitiyagala road	4.0	No involuntary resettlement issue.
	85	Dapiligoda Diyawana Road	4.0	No involuntary resettlement issue.
	34	Katugahahena Hospital Rd to Kosgahakanda Junction via St. George Watta	4.5	No involuntary resettlement issue.
	35	Kurudippita Road(HAA rd to Meegama- Galmaththa Road)	8.0	No involuntary resettlement issue.
	36	Mahawatta Junction to Soldarakada Junction.	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	37	Walipanna Junction to Rameeya Junction Road.	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	39	Bodhiyakanda junction to Mulatiyana rd	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	10	Wellahandiya Main Rd Lomant Watta Galketiya via Gamagoda	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	11	From Imbulagoda Rd to Bolossagama	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	12	From Diyagama Serupita Rd to Liyanagoda Junction	4.5	No involuntary resettlement issue.
	14	From Thebuwana Arappalakanda factory to Ayurweda hospital	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	15	From Wilpatha to Magurugoda via Thalliyadda road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	68	Wilpatha Puhabugoda akkara 18 via puhabugoda road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	16	Kiriberiya Mandawala Rd	4.0	No involuntary resettlement issue.
	86	From Fonseka road, Soloman road Across Kaviraja Mawatha Galthude	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	87	From Galthude Samagi Mawatha - Rathanagiriya Watta road to Hirana Temple	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	91	From Sri Gunarathna road up to Pinwatta Station road (Paralel road to Galle road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	17	From Olaboduwa Main Rd to Mahawatta Ju; Dehigaspitiya(From Mahawatta Junction to Maharagama Horana Rd)	4.5	No involuntary resettlement issue.
	20	From thalgahawila rd to Kirigala junction, Gurugada, Munagama East Grama Niladari Division to Gurugoda padukka Rd	4.0	No involuntary resettlement issue.
	21	Moragahahena Uduwa Kanishta Vidyalaya via Kananwila	4.5	No involuntary resettlement issue.
	120	Korale Ima Junction via Mohottigoda Jayadada Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
Kalutara	121	Thalagala Gonapala Road - Kiribathkuduwa via Ankuttawala Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	122	Pokunuvita - Aguruwatita via Shanthi Mawatta	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	30	From Ratnapura Panadura Rd to Akkara 100 New Town to Sagara Palansooriya Collage Rd via Batugampala	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	31	Boralugoada Rd to Poruwadanda Jun via Manana Sudarshanaramaya.	4.0	No involuntary resettlement issue.
	32	Kotigala Ju. To Karauda Village via Kurana Akkara 60 Rd	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	119	kadanapitiya sawgus junction to Degamthilaka Mawatha	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	123	Ratmalgoda Veerananda Mawatta - Ratnapura Hoarana Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	23	Polegoda Ihala Welgama Paragoda via Wadigangoda road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	24	Ihala Kudaligama Iddagoda road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	25	Polegoda P.S. Junction to Immilla Junction	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	26	Bogahawaththa to Gallakpahala rd	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	27	Halwathura(from School junction) Mugunakolahena Delmalla	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	28	Niggaha Agirikanaththa Via Gawaragiriya	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	29	From Malwatta junction Meegahakumbura Heenela Diwalakada Kalugala Malwattha road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	70	Pahala Naragala Dewamulla Gangaramaya Kokhena Temple Road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	71	From Govinna Kota road to Govinna Weralugusthotupola rd	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
73	Paruthalvila Bakamunawatta Heenpandala Paragoda Road	3.0	No involuntary resettlement issue. Suggest CS modification to suit narrow section.	
44	From Kandana to Ilimba road	4.0	No involuntary resettlement issue.	

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	45	From Ilimba junction to Ilimba thotupola road	4.0	No involuntary resettlement issue.
	100	Thumminigoda Road (From Madurawala 458 Bus Route to Raigama Anguruwathoda Bus Route)	4.0	No involuntary resettlement issue.
	109	Bellanthurudawa Galkade Junction to Panadura Rathnapura Nambapana Road	4.0	No involuntary resettlement issue.
	111	Atalugama Mubarak Mawath	4.0	No involuntary resettlement issue.
	114	Alubomulla Batadombathudawa Retiyalagoda Via Maswatta	4.0	No involuntary resettlement issue.
	115	Arukgodu Indrasara Mawatha to(Pulungas Junction) Thimbiriya Junction	4.0	No involuntary resettlement issue.
	116	Rukgaha Bus road Retiyalagoda Belikele Via Alubomulla.	4.0	No involuntary resettlement issue.
	9	New chattle Tamil school Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	41	Millaniya Lenawara sidurangalaWatta via Horana	4.0	No involuntary resettlement issue.
	94	Panape Ketagoda Millaniya Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	95	Pelpola Paragasthota To Kepu Ela road. (Dhammathilaka Nahimi Mawatha)	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	46	From Weragala Akkara 50 Rd to Katukurudugahalanda Rd	4.5	No involuntary resettlement issue.
	47	Walathara - Munhena Kurudugasmulla Rd	4.5	No involuntary resettlement issue.
	48	Danwattagoda Kalawila Main Rd	4.5	No involuntary resettlement issue.
Kalutara	49	Youngama Main Rd	4.5	No involuntary resettlement issue.
	50	Yatadola Krushikarma junction to Ragalawela Bothaldeniya Via Dewalakanda Halkandawila road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	104	Kendagahawila Wella junction to Yatawala Pothuwila main road (Near the Dola)	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	105	Payagala north Galle road to Matiyanamulla Gorakaduwa Tsunami House	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.