

Involuntary Resettlement Due Diligence Report

August 2014

SRI: Integrated Road Investment Program North Central Province Rural Roads – Project 4

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
NCP	-	North Central Province
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
SPS	-	Safeguards Policy Statement

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I. INTRODUCTION

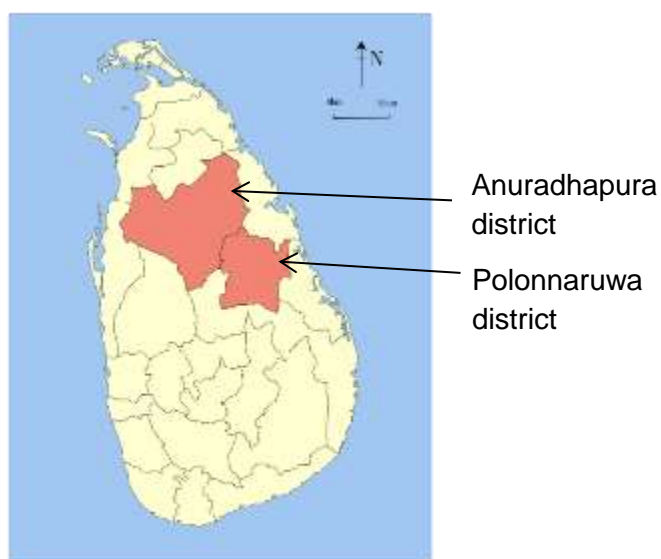
A. Project Background

1. As an island located in the Indian Ocean, Sri Lanka has a land area of about 65,610 km² 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 North Central Province which includes the two districts, namely Anuradhapura and Polonnaruwa. Figure 1.1 presents the location of project areas of North Central Province.

Figure 1.1 Location of the two districts of NCP



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, 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 495 km length of rural roads located in the two district. All these roads belong to either Provincial council, Pradesiyia Sabah or Urban council. The road list of each district is presented as Annexure 1. The selected roads are located within 22 Divisional Secretariat Divisions (DSDs) of Anuradhapura district and seven DSDs in Polonnaruwa district. The affected DSDs are presented in table 1.1 below.

Table 1.1 Affected DSDs in each district of North Central Province

District	Affected Divisional Secretariat Divisions
Anuradhapura	Galenbindunuwewa, Galnewa, Horowpathana, Ipalogama, Kahatagasdigiliya, Kekirawa, Kebethigollewa, Madyama Nuwaragam Palatha, Medawachchiya, Mihintale, Negenahira Nuwaragam Palatha, Nachchaduwa, Nochchiyagama, Padawiya, Palugaswewa, Palagala, Rajanganaya, Rambewa, Thirappane, Thalawa, Thambuththegama, Wilachchiya,
Polonnaruwa	Dimbulagala, Elaheera, Hingurakgoda , Lankapura, Medirigiriya, Thamankaduwa, Welikanda

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 North Central 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 North Central Province based on the data from Department of Census and Statistics. Gender related aspects and community view on the project within North Central 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 Anuradhapura and Polonnaruwa 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.

10. The site visits were carried out during the months of July and August of 2014. The field verification was assisted with Google online maps, topographic and land use maps of NCP 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.

12. 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

13. 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

14. 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 revealed that many of the selected rural roads generally have a corridor not less than 4.0 m.

15. Sections of some roads in both districts appear to have ROW close to 3.5m. Such roads are generally bounded by irrigation canals or paddy fields. Other than those no structures were observed close to the candidate roads. However no section of all roads recorded a ROW less than 3.0 m which satisfy the minimum requirement for road improvement works without any land acquisition and involuntary resettlement.

16. 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.

17. 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 for a much wider road. Issues discussed during the public meetings and observations made during the transect walk surveys of each road are presented as separate reports.

18. During the field investigations it was revealed that no rural road selected in NCP had issues related to land acquisition or grievances. The summary of field observations is presented in Annexure 2.

B. Other impacts observed and mitigation measures

19. 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.

20. **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.

21. **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.

22. **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.

23. **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.

24. **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. Poor visibility conditions even during day time are common in Nuwara Eliya area. Therefore it is important that the workers wear proper luminous jackets and safety helmets during working hours.

25. **Impacts on irrigation canals, small reservoir bunds and water lines.** Both Anuradhapura and Polonnaruwa districts are prominent for agriculture. Many of the candidate

roads pass through paddy lands and run parallel to irrigation and drainage canals. It was observed that in many of the roads there are irrigation water lines crossing the road. These water lines are mostly of 6 inch diameter pipes and it is important to avoid damage to these lines. It is suggested that an encasing to be provided for these lines.

26. **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

27. 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

28. 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.

29. 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 each district

District	Estimated No. of Households	Required sample size	Enumerated No. of Households	Actual Percentage of sample size
Anuradhapura	15,000	3,000	5,308	35.38
Polonnaruwa	10,000	2,000	5,383	53.83

Table 3.2 No. of households surveyed in each DS Division

District	No.	Name of DSD	No. of households surveyed
Anuradhapura	1	Galenbindunuwewa	161
	2	Galnewa	67
	3	Horowpathana	264
	4	Ipalogama	247
	5	Kahatagasdigiliya	182
	6	Kebethigollewa	165

District	No.	Name of DSD	No. of households surveyed	
	7	Kekirawa	554	
	8	Medawachchiya	238	
	9	Mihintale	212	
	10	Nachchaduwa	389	
	11	Nochchiyagama	266	
	12	Nuwaragam Palatha Central	283	
	13	Nuwaragam Palatha East	60	
	14	Padawiya	635	
	15	Palagala	133	
	16	Palugaswewa	277	
	17	Rajanganaya	244	
	18	Rambewa	234	
	19	Thalawa	417	
	20	Thambuththegama	181	
	21	Thirappane	51	
	22	Wilachchiya	48	
	Total of Anuradhapura			5,308
	Polonnaruwa	1	Dimbulagala	661
		2	Elahera	744
		3	Hingurakgoda	740
		4	Lankapura	926
		5	Medirigiriya	912
6		Thamankaduwa	964	
7		Welikanda	436	
Total of Polonnaruwa			5,383	

Source: Sample HH survey of NCP, July- August, 2014

30. From above tables it is clear that the sample has been well distributed within all affected DSD in each district of NCP. A total of 216 Grama Niladari Divisions (GNDs) were surveyed within the 22 DSDs of Anuradhapura district, while 309 GNDs were surveyed within the 7 DSDs of Polonnaruwa district.

A. Description of Key Physical and Socioeconomic Features

31. North Central Province has a land area of about 10,582 km², which is distributed as 7,179 km² in Anuradhapura district and 3,403 km² in Polonnaruwa district. North Central Province has the largest land area of all the provinces and it is about 16% of the country's land mass.

32. Both districts include historical cities which relates to the first two kingdoms of Sri Lanka, i.e. Anuradhapura and Polonnaruwa. Both districts are major producers of paddy and agriculture is the predominant economic activity in the province. The province is located in the dry zone of the country and receives rain mainly through the north east monsoon. Both districts in the province have a well-established irrigation network with lot of man-made reservoirs and lakes.

33. Table 3.3 presents details on land area, population, population density and poverty head count ratio (year 2009/2010 and 2012/ 2013) for the two districts of NCP.

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

Province	District	Population (Census 2012)	Land area (km ²)	Population Density (person/ km ²)	Poverty head count ratio	
					2009/2010	2012/2013
North Central Province	Anuradhapura	856,232	7,179	119	5.7	7.6
	Polonnaruwa	403,335	3,403	118	5.8	6.7

Source: Department of Census and Statistics, 2012

34. It is observed that compared to year 2009/ 2010 the poverty head count ratio of Anuradhapura and Polonnaruwa districts have increased and is above the national figure of 6.7 (2012/ 2013).

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

Table 3.4 Population by ethnicity in each district

Ethnic Group	Anuradhapura	%	Polonnaruwa	%
Total Number Of Persons	856,232	100	403,335	100
Sinhala	778,131	90.9	365,476	90.6
Sri Lankan Tamil	5,065	0.6	7,356	1.8
Indian Tamil	957	0.1	1,190	0.3
Sri Lankan Moor	70,248	8.2	29,060	7.2
Burgher	187	0.0	86	0.0
Malay	158	0.0	46	0.0
Sri Lankan Chetty	17	0.0	1	0.0
Baratha	44	0.0	1	0.0
Other	1,425	0.2	119	0.0

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
Anuradhapura	856,232	419,426	436,806	236,458	543,460	76,314
	100	49	51	27.6	63.5	8.9
Polonnaruwa	403,335	199,841	203,494	108,266	256,457	38,612
	100	49.5	50.5	26.8	63.6	9.6

Source: Department of Census and Statistics, 2012

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

District	Household population 10 years and over	Labor force					
		Total Labor force	Labor 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
Anuradhapura	678,110	336,283	54.0	355,365	97.0	10,918	3.0
Polonnaruwa	363,753	176,515	48.5	168872	95.7	7,644	4.3

Source: Department of Census and Statistics, 2012

36. Table 3.6 describes the labor force distribution in each district with rates of employment and unemployment. As per the above information it could be concluded that employment rate of Anuradhapura district is above the national rate while Polonnaruwa is close to the national rate.

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

37. The socio economic survey was carried out during the month of July and August, 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

38. Family size and age distribution of family members in each district of NCP 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
Anuradhapura	16.06	54.27	29.67
Polonnaruwa	15.12	57.01	27.87

Source: Sample HH survey of NCP, July- 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
Anuradhapura	12.45	13.27	31.68	33.44	4.56	4.60
Polonnaruwa	11.85	12.02	32.71	32.64	5.36	5.42

Source: Sample HH survey of NCP, July- August, 2014

39. 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.

40. 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

41. 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							
	No schooling	Grade 1-5	Grade 5-10	G.C.E. O/L	G.C.E. A/L	Technical	University	Baby
Anuradhapura	3.13	17.33	25.02	31.01	13.57	0.58	1.78	7.58
Polonnaruwa	2.28	18.17	26.42	29.73	13.51	0.45	1.26	8.18

Source: Sample HH survey of NCP, July- August, 2014

42. 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 labor is to be secured from the project area itself. A labor force with sufficient literacy level will be easy to handle and give guidance in the work. However, the percentage of households with university education recorded to be low compared in both districts.

c. Occupation of household head

43. 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 labor. 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 labor	Business	Self-employment	Wage labor	Fisher man	Foreign employment	Dependent
Anuradhapura	50.64	28.36	3.20	5.37	3.11	5.71	0.81	1.06	1.74
Polonnaruwa	50.10	18.08	1.99	4.16	4.74	9.60	0.39	0.95	9.99

Source: Sample HH survey of NCP, July- August, 2014

44. The predominant occupation of household heads in the sample survey in both districts is farming. This because both districts are dominant with agriculture activities. The second most significant occupation is employment in public and private sector.

d. Average household income, expenditure and movable assets

45. 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
Anuradhapura	4.79	24.63	63.78	6.80
Polonnaruwa	5.72	31.49	58.57	4.22

Source: Sample HH survey of NCP, July- 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
Anuradhapura	4.46	25.21	63.38	6.95
Polonnaruwa	3.59	31.62	60.54	4.25

Source: Sample HH survey of NCP, July- August, 2014

46. It could be observed that the ceiling of the average monthly income coincide with the average monthly expenditure in both districts.

47. 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	Anuradhapura	Polonnaruwa
Type of asset		
Television	87.70	90.08
Radio/ CD player	71.68	73.25
Sowing machine	39.61	42.73
Electric fan	57.76	61.01
Fridge	46.16	46.57
Gas stove	23.84	23.83
Kerosene stove	3.07	1.93
Air conditioner	0.91	0.91
Motor cycle	60.23	51.01
Bicycle	64.71	60.47
Three wheeler	13.28	13.30
Motor car/ cab	3.01	2.71
Motor bus/ van	2.72	1.99
Water pump	28.01	25.34
Washing machine	4.44	3.57
Other	8.59	13.12

Source: Sample HH survey of NCP, July- August, 2014

48. According to above analysis, motor cycle and bicycle are the most common type of household vehicle.

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

49. 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
Anuradhapura	87.34	9.59	2.57	0.50
Polonnaruwa	74.75	20.40	4.51	0.34

Source: Sample HH survey of NCP, July- August, 2014

50. As per above information above 85% of households surveyed in Anuradhapura district had permanent type of housing structures. However, in Polonnaruwa the percentage of households having permanent structures was less than 75% with a significant percentage recording semi-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
Anuradhapura	5.85	84.28	5.64	4.23
Polonnaruwa	4.18	85.92	5.37	4.53

Source: Sample HH survey of NCP, July- August, 2014

51. 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 and other systems	No Electricity
Anuradhapura	93.42	0.81	5.77
Polonnaruwa	94.24	0.97	4.79

Source: Sample HH survey of NCP, July- August, 2014

52. As in the case of other districts in the country, households in Anuradhapura and Polonnaruwa depend on electricity supply from the national grid. In both districts there are a fair percentage of families who do not have electricity. A very few families depend on electricity generated through solar panels.

Table 3.17 Source of water (percentage)

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Anuradhapura	27.80	56.08	16.12
Polonnaruwa	29.09	48.99	21.92

Source: Sample HH survey of NCP, July- August, 2014

53. 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. Anuradhapura and Polonnaruwa districts have many community water schemes. Roof water collecting is another method used by the people to collect water as these districts faces prolong drought conditions in some years.

f. Vulnerable households and gender related details

54. 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	Anuradhapura	Polonnaruwa
Type of vulnerability		
Family with elderly household head (age > 70 years)	8.69	11.15
Family with monthly income < SLR 5,000	4.79	5.72
Female headed families	13.92	18.34
Families with disabled members	7.61	6.32

Source: Sample HH survey of NCP, July- August, 2014

55. 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. Even though there is no land acquisition involved in the project, care should be taken to avoid any unnecessary hindrance to such families. It is expected that the low income families will be benefited from the project.

56. 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

Type of involvement	Always	Sometime	Rarely	If Request	Not Participate
	Anuradhapura				
Decision making in family matters	82.22	16.22	0.85	0.25	0.46
Bread earner	64.61	24.50	3.01	1.10	6.78
Participation in CBO activities	55.77	26.64	9.54	3.01	5.04
Organize community programs	54.69	20.85	4.25	15.79	4.42
	Polonnaruwa				
Decision making in family matters	73.62	21.23	3.72	0.58	0.85
Bread earner	63.66	20.38	4.11	0.76	11.09
Participation in CBO activities	60.64	23.76	7.90	2.82	4.88
Organize community programs	61.06	18.54	5.29	9.07	6.04

Source: Sample HH survey of NCP, July- August, 2014

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

58. 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
Anuradhapura	70.02	29.98
Polonnaruwa	75.59	24.41

Source: Sample HH survey of NCP, July- August, 2014

59. It is observed that the majority of heads of sample families in both Anuradhapura and Polonnaruwa agrees to let their female family members to get involved in the project.

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

District	Anuradhapura	Polonnaruwa
Type of involvement		
Provide wage labor during construction	24.34	30.68
Provide wage labor for maintenance of road	27.76	41.38
Provide meals to work force as a small business	17.27	12.88

Source: Sample HH survey of NCP, July- August, 2014

60. 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 laborers during construction.

C. Community perception about the project

61. Dissemination of inform about the project including its benefits and any adverse impacts to the affected communities 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
Anuradhapura	54.40	45.60
Polonnaruwa	55.75	44.25

Source: Sample HH survey of NCP, July- August, 2014

62. From above table it could be observed that people at Anuradhapura and Polonnaruwa were aware about the project.

63. 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
Anuradhapura	1.31	20.27	40.15	37.25	1.02
Polonnaruwa	1.52	23.12	34.71	39.33	1.32

Source: Sample HH survey of NCP, July- August, 2014

64. 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
Anuradhapura	94.88	5.12
Polonnaruwa	93.46	6.54

Source: Sample HH survey of NCP, July- August, 2014

65. 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	Anuradhapura	Polonnaruwa
Reason		
Damaged road condition	87.51	85.38
Shrub jungle grown on both sides of the road	44.46	33.01
Road side drains not maintained	48.17	40.05
Wing walls of culverts and bridges are damaged	47.20	35.09
Pot holes on the shoulders	51.00	41.95
Road get inundated	48.51	30.00

Source: Sample HH survey of NCP, July- August, 2014

66. 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.

67. 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
Anuradhapura	87.70	12.30
Polonnaruwa	90.43	9.57

Source: Sample HH survey of NCP, July- August, 2014

68. As per above information majority of the communities in Anuradhapura and Polonnaruwa districts 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
Anuradhapura	39.06	72.08	49.28	56.40
Polonnaruwa	20.99	73.11	52.14	51.27

Source: Sample HH survey of NCP, July- August, 2014

69. It is clear that all affected communities are willing to help the project through awareness creation and involvement in maintenance work. However the percentage on land donation is low in both districts. This is because the existing ROW in many roads is more than enough for the proposed road works. Hence there is no need to additional land for the project.

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

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

District	Anuradhapura	Polonnaruwa
Perceived benefits		
Develop agriculture sector	80.71	73.42
Develop education facilities	74.96	76.50
Develop health and sanitary facilities	75.02	78.36
Increase job opportunities for villagers	59.07	58.37
Road safety for Women, Elders and children	74.27	74.22
Develop Public/privet transport for villagers	73.71	72.12
Easy travel even at night time or time with poor visibility	77.01	75.22
Develop industrial sector in rural areas	50.04	53.41
Reduced the travel cost and time	70.10	72.21
Increase cultural values	49.54	57.20
Improve standards of living	62.57	61.88
Develop communication with villagers and government institutes	63.88	55.94

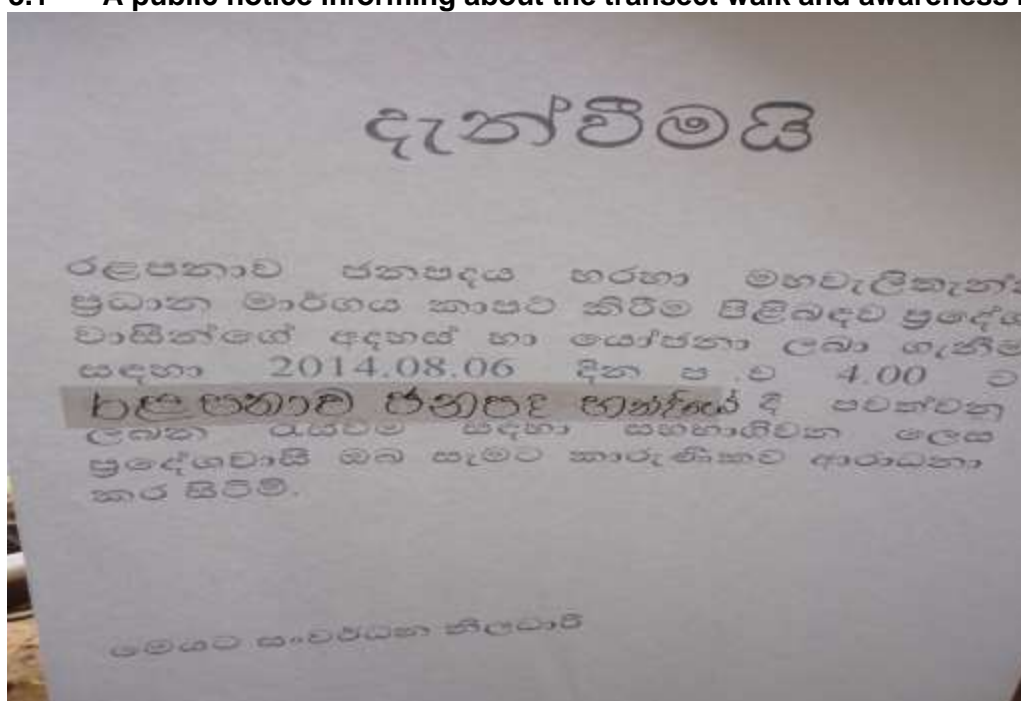
Source: Sample HH survey of NCP, July- August, 2014

D. Public Consultation and information dissemination

71. 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 3.1 presents one such notice displayed in Nochchiyagama DSD (for Ralapanawa Janapadaya – Mahawelithanna Road).

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

Figure 3.1 A public notice informing about the transect walk and awareness meeting



IV. CONCLUSION AND RECOMMENDATIONS

73. 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.

74. North Central Province has the largest land extend compared to other provinces of the country. The population density of both Anuradhapura and Polonnaruwa districts are very low compared to many districts in the country. Most of the candidate roads selected for rehabilitation under the project has an ROW of more than 4.0 m, therefore there will be no issue on land acquisition or need for additional lands. Involuntary Resettlement will not occur as there will not be even temporary displacement of people (both physical and economical displacement).

75. 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.

76. 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.

77. Most of the roads run parallel to irrigation canals and it was observed that farmers have put irrigation water pipes across the roads. Most of these pipes are of 3 - 6 inch diameter. During construction these pipes may get damaged, therefore it is important to provide an encasing to these lines so that they will not leak affecting the improved road surface. It is also important to avoid any accidental damages to the irrigation canals.

78. All roads selected in NCP 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 for a much wider road. However they were also in the opinion that there is no great necessity of any improvements to road horizontal geometry. But most of the roads need improvements to the vertical alignment as they are located at same level of paddy fields and storm water and drainage water is flowing over the road surface. It is recommended that 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 especially during the construction period.

79. 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.

Annexure 1: Road List – North Central Province

Provincial roads

District	Rd ID	Name of Road	Length (km)
Anuradhapura	1	Thalawa - Jayagaga 149 Hagurankethagama	10.30
	2	Eppawala Police Junction Jaya Ganga Rotawewa	3.00
	47	Thambuththegama Rajanganaya Road	17.80
	48	Ayuruwedic Hospital Nawagattegama Road	4.10
	49	Eriyagama Paindakulama Road	6.20
	66	Thammennawa Junction Kumbukwewa Siyanbalawewa Hunupalagama Rd	11.00
	36	yaya 4 junction Bogas Handiya Kiralapetiya Halambewewa Road	11.00
	37	Maningamuwa Junction Ihala Oyamaduwa Nawodagama Road	13.00
	46	Nagasena Mawatha	2.00
	61	9 Ela Janahitha Junction 7 Ela Thuruwila	4.90
	63	Rathmale Nachchaduwa	2.80
	13	Mahakanadarawa Thabowa Pansala Junction to Welioya Junction	4.00
	14	Ihalagama Junction Muslim Diulwewa	7.30
	15	Pihibiyagollewa 9th Post Ambagahawewa Road	5.90
	24	Palugaswewa Mahakekirawa Road	9.50
	27	Kudawatagala Dambuluhalmillewa Road	9.55
	30	Galkulama Sivalakulama Yakalla Road	7.90
	31	Kahatagasdigiliya Kainattama Road	12.80
	34	Kapugollewa Maradanmaduwa Wagollewa Road	4.20
	60	A-9 Road Labunoruwa Muriyakadawala Road	18.70
7	Mahakanadarawa left bank Elakanda Road	5.50	
9	Welankulama Junction Alappamkulama Road	7.70	
70	Katukeliyawa Ihala Halmillewa Sivalakulama Road	5.70	
16	A9 Karapikkada Kurukkandegama Kebithigollewa	6.00	
17	Puhudiula Junction to Galkadawala Road	3.80	
18	Kirigalwewa Unagaswewa Moragoda School Road	4.90	
Total length (Provincial roads- Anuradhapura)			199.55
Polonnaruwa	24	Hinguragoda 7th Mile Post - Gallamuna - Hinguradamana	4.1
	25	Weerapura 317 - Karathakada Junction	4
	27	BOP 317 - Dalpalama	1.3
	28	BOP 316 - Karuwelagas Junction - Chandanapokuna	3.05
	35	Kusumpokuna - Pimpara Junction	3
	36	Pimpara Pansalgoda Main Road - Sansungama 21 Division	1.3
	37	Meegaswewa - Wadigawewa	3
	11	Athumalpitiya Junction - Laxauyana Siyambalagas Junction	4.7
	13	Kalagala - Angammedilla Village Road	5.1
	18	Parakum Uyana D1 Uthuru Ela	4.5
	57	Welikanda - Singapura Road	12
	58	Athugala - Katuwavilla	5
	59	Gnithamana - Nilumwewa	2
	61	Mahadamanawewa - Village Road	3
	62	Dimbulagala Junction - Bogaswewa	6.1
64	Mannempitiya Hospital Road	1.2	
66	Sripura Nuwaragala Village Road	9.2	
Total length (Provincial roads- Polonnaruwa)			72.55

Rural roads – Anuradhapura district

District	Rd ID	Name of Road	Length (km)
Anuradhapura	3	15 kanuwa - Kiriemunukole - Mawathawewa	2.60
	10	Mahawelithenna Ralapana Janapadaya Road	5.20
	12	Pahalaragahawewa Katupathwewa	3.00
	38	4 Ela Junction Mankadawala Jaffna Road	4.40
	39	4 Ela Junction Parasangaswewa Hospital Road	4.40
	40	Saliya Mawatha Thannayakulama Road	2.30
	41	Sucharithagama Yahalegama Temple Road	4.50
	43	CEB Depot Pahala Keerikkulama - Keerikkulama Nachchaduwa Road	3.40
	45	Abeyapura housing Scheme to Thammennapura	3.10
	65	Nelubewa Bidunkada Samanala Para	3.00
	19	Elagamuwa Junction Canal Road Horapola New Mosque Road	2.85
	23	Dawatana Road	3.90
	25	Laksirigama Puwakpitiya Kudarambewa Road	6.70
	71	Palugaswewa -Udakadawala	1.70
	26	Balaluwewa Karawilagala Road	4.20
	28	Ulpothagama Junction Morothegama Road	4.90
	29	Yakalla Palugollagama Upuldeniya Road	12.20
	32	Rathmalgahawewa Rd Kurukkuragama Junction to Hettikattiya Road	7.00
	33	Elapathwewa Ritigahawewa Road	3.80
	35	Nanumillewa Junction to Vilewewa Road	2.50
	68	6 Ela Walpaluwa to Kagama 2 Ela Road	3.60
	69	Mahailuppallama Farm Akkara 100 to Senapura Katiyawa Road	3.90
	5	Matale Junction Samagipura Road	2.50
	6	Kurundankaulama School Via Kalaththewa Matale Junction Road	2.80
	8	Kannattiya Ashokapura Road	2.50
	50	40 Kolaniya Bus Halt Nawagammanaya Road	2.40
	51	Thelmola Junction Milankulama AB Gammanaya Puhulagewewa Balaya Junction Road	2.10
	52	Mailagashandiya Daluggala Jayanthi Road	3.30
	53	Ruwanpura School Road	1.00
55	Kobbekaduwa Road	2.00	
56	4th Post Thonigala Bridge Road	1.80	
57	Kanugahawewa Herathhalmillewa Road	8.80	
59	Halmillawatiya Yakawewa Road	3.50	
Total length – Rural roads Anuradhapura district			125.85

Rural roads – Polonnaruwa district

District	Rd ID	Name of Road	Length (km)
Polonnaruwa	1	Ihekuluwewa Village Road	3.5
	2	Gange yaya Village Road	3.5
	3	Athanakadawela - Pokunugala	3.2
	4	Velank Kattuwa Road	1.95
	5	Sarubima - Segala	2
	6	Bakamuna - Damanayaya Housing scheme Road	2.15
	7	Srikanduyaya Main Road - Track 18	2.1
	8	Orubendisiyambalawa Road	1.75
	9	Bisokotuwa - Koonthuruwawa	1.75
	10	Yaya 32 Temple - 33 Bisokotuwa Junction	3.25
	45	Minnerya Central Colledge Road	3.2
	46	Hathamuna Bridge - Nugaga Daman Road	3.5
	47	Dora theka Junction - Paluwewa	1.75
	48	Grithala Middle Road	1.4
49	Hinguragoda Airport - Viddiyaloga School Road	1.7	

District	Rd ID	Name of Road	Length (km)
	51	Batukotuwa Middle Road	1.1
	52	Minneriya - Samagipura	2.3
	55	Hinguraka 4th Post-48 Village Chandanapokuna Aliwankuwa	4.95
	29	Patunugama Junction - Damwelmangada - Buthayaya	3
	31	Kumbukkanaruwa - 127 Bawdarthagama	1.5
	72	Deberella Sudupalama - Gallamuna	5
	33	Track 12 Bridge - Nagarapura - Weligampura	7
	34	Uthaganawa Irrigation Junction - Dinisuru Junction	3
	40	Medrigriya Town Internal Road	2.1
	41	Jayathugama Junction - Meegollawa School	3
	42	Medrigriya Water tank - Mr. Vijeyadasa"s House	2
	43	Jayathugama Junction - Meegollawa Keethiyawijaya Stores	2
	44	Kalagedi Palama - Visobadaragama School	2.5
	73	Diulankadawela Aliwankuwa Junction	3.3
	12	Palugasdaman Senanayaka Road	1.2
	14	Kadawela Wewa Road Stage - 01	1.8
	20	Onagama main Road - Galkoriya Cemetry	3
	21	Parakirama Samuthraya - Ambanganga Temple	2.4
	22	Parakirama Samuthraya Bodhiya - Right Chanel Temple	1.6
	65	2nd Mile post - Seelapura	1.45
	67	Aluthoya Junction - Vilage End	1.95
	68	Dimbulagala Junction - Soruwila	1.6
	71	Bandanagala bandanagala village	3
Total length – Rural roads Polonnaruwa district			97.45

Annexure 2: Summary of Field Observations – North Central Province

Provincial roads

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Anuradhapura	1	Thalawa - Jayagaga 149 Hagurankethagama	5.0	No involuntary resettlement issue.
	2	Eppawala Police Junction Jaya Ganga Rotawewa	5.0	No involuntary resettlement issue.
	47	Thambuththegama Rajanganaya Road	6.0	No involuntary resettlement issue.
	48	Ayuruwedic Hospital Nawagattegama Road	5.0	No involuntary resettlement issue.
	49	Eriyagama Paindakulama Road	5.0	No involuntary resettlement issue.
	66	Thammennawa Junction Kumbukwewa Siyanbalawewa Hunupalagama Rd	5.0	No involuntary resettlement issue.
	36	yaya 4 junction Bogas Handiya Kiralapetiyyawa Halambewewa Road	5.0	No involuntary resettlement issue.
	37	Maningamuwa Junction Ihala Oyamaduwawa Nawodagama Road	5.0	No involuntary resettlement issue.
	46	Nagasena Mawatha	5.0	No involuntary resettlement issue.
	61	9 Ela Janahitha Junction 7 Ela Thuruwila	5.0	No involuntary resettlement issue.
	63	Rathmale Nachchaduwa	4.5	No involuntary resettlement issue.
	13	Mahakanadarawa Thabowa Pansala Junction to Welioya Junction	5.0	No involuntary resettlement issue.
	14	Ihalagama Junction Muslim Diulwewa	5.0	No involuntary resettlement issue.
	15	Pihibiyagollewa 9th Post Ambagahawewa Road	4.5	No involuntary resettlement issue.
	24	Palugaswewa Mahakekirawa Road	5.0	No involuntary resettlement issue.
	27	Kudawatagala Dambuluhalmillewa Road	5.0	No involuntary resettlement issue.
	30	Galkulama Sivalakulama Yakalla Road	5.0	No involuntary resettlement issue.
	31	Kahatagasdigiliya Kainattama Road	5.0	No involuntary resettlement issue.
	34	Kapugollewa Maradanmaduwawa Wagollewa Road	5.0	No involuntary resettlement issue.
	60	A-9 Road Labunoruwa Muriyakadawala Road	5.0	No involuntary resettlement issue.
Polonnaruwa	7	Mahakanadarawa left bank Elakanda Road	4.5	No involuntary resettlement issue.
	9	Welankulama Junction Alappamkulama Road	4.5	No involuntary resettlement issue.
	70	Katukeliyawa Ihala Halmillewa Sivalakulama Road	4.5	No involuntary resettlement issue.
	16	A9 Karapikkada Kurukkandegama Kebithigollewa	5.0	No involuntary resettlement issue.
	17	Puhudiula Junction to Galkadawala Road	5.0	No involuntary resettlement issue.
	18	Kirigalwewa Unagaswewa Moragoda School Road	4.5	No involuntary resettlement issue.
	24	Hinguragoda 7th Mile Post - Gallamuna - Hinguradamana	4.5	No involuntary resettlement issue.
	25	Weerapura 317 - Karathakada Junction	4.5	No involuntary resettlement issue.
	27	BOP 317 - Dalpalama	4.5	No involuntary resettlement issue.
	28	BOP 316 - Karuwelagas Junction - Chandanapokuna	4.5	No involuntary resettlement issue.
35	Kusumpokuna - Pimpara Junction	4.5	No involuntary resettlement issue.	
36	Pimpara Pansalgoda Main Road - Sansungama 21 Division	4.5	No involuntary resettlement issue.	
37	Meegaswewa - Wadigawewa	4.5	No involuntary resettlement issue.	

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	11	Athumalpitiya Junction - Laxauyana Siyambalagas Junction	5.0	No involuntary resettlement issue.
	13	Kalagala - Angammedilla Village Road	5.0	No involuntary resettlement issue.
	18	Parakum Uyana D1 Uthuru Ela	5.0	No involuntary resettlement issue.
	57	Welikanda - Singapura Road	6.0	No involuntary resettlement issue.
	58	Athugala - Katuwavilla	4.5	No involuntary resettlement issue.
	59	Gnithamana - Nilumwewa	6.0	No involuntary resettlement issue.
	61	Mahadamanawewa - Village Road	6.0	No involuntary resettlement issue.
	62	Dimbulagala Junction - Bogaswewa	5.0	No involuntary resettlement issue.
	64	Mannempitiya Hospital Road	6.0	No involuntary resettlement issue.
	66	Sripura Nuwaragala Village Road	6.0	No involuntary resettlement issue.

Rural roads – Anuradhapura district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Anuradhapura	3	15 kanuwa - Kiriemunukole - Mawathawewa	4.5	No involuntary resettlement issue.
	10	Mahawelithenna Ralapana Janapadaya Road	4.0	No involuntary resettlement issue.
	12	Pahalaragahawewa Katupathwewa	4.0	No involuntary resettlement issue.
	38	4 Ela Junction Mankadawala Jaffna Road	4.5	No involuntary resettlement issue.
	39	4 Ela Junction Parasangaswewa Hospital Road	4.5	No involuntary resettlement issue.
	40	Saliya Mawatha Thannayakulama Road	4.5	No involuntary resettlement issue.
	41	Sucharithagama Yahalegama Temple Road	5.0	No involuntary resettlement issue.
	43	CEB Depot Pahala Keerikkulama - Keerikkulama Nachchaduwa Road	4.5	No involuntary resettlement issue.
	45	Abeyapura housing Scheme to Thammennapura	5.0	No involuntary resettlement issue.
	65	Nelubewa Bidunkada Samanala Para	4.0	No involuntary resettlement issue.
	19	Elagamuwa Junction Canal Road Horapola New Mosque Road	4.0	No involuntary resettlement issue.
	23	Dabawatana Road	4.0	No involuntary resettlement issue.
	25	Laksirigama Puwakpitiya Kudarambewa Road	4.0	No involuntary resettlement issue.
	71	Palugaswewa -Udakadawala	5.0	No involuntary resettlement issue.
	26	Balaluwewa Karawilagala Road	4.0	No involuntary resettlement issue.
	28	Ulpothagama Junction Morotthegama Road	5.0	No involuntary resettlement issue.
	29	Yakalla Palugollagama Upuldeniya Road	4.0	No involuntary resettlement issue.
	32	Rathmalgahawewa Rd Kurukkuragama Junction to Hettikattiya Road	5.0	No involuntary resettlement issue.
	33	Elapathwewa Ritigahawewa Road	4.0	No involuntary resettlement issue.
	35	Nanumillewa Junction to Vilewewa Road	4.0	No involuntary resettlement issue.
68	6 Ela Walpaluwa to Kagama 2 Ela Road	4.0	No involuntary resettlement issue.	
69	Mahailuppallama Farm Akkara 100 to Senapura Katiyawa Road	4.0	No involuntary resettlement issue.	
5	Matale Junction Samagipura 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
	6	Kurundankaulama School Via Kalalthewa Matale Junction Road	4.0	No involuntary resettlement issue.
	8	Kannattiya Ashokapura Road	4.5	No involuntary resettlement issue.
	50	40 Kolaniya Bus Halt Nawagammanaya Road	4.5	No involuntary resettlement issue.
	51	Thelmola Junction Milankulama AB Gammanaya Puhulagewewa Balaya Junction Road	4.5	No involuntary resettlement issue.
	52	Mailagashandiya Daluggala Jayanthi Road	4.5	No involuntary resettlement issue.
	53	Ruwanpura School Road	4.5	No involuntary resettlement issue.
	55	Kobbekaduwa Road	4.5	No involuntary resettlement issue.
	56	4th Post Thonigala Bridge Road	4.5	No involuntary resettlement issue.
	57	Kanugahawewa Herathhalmillewa Road	5.0	No involuntary resettlement issue.
	59	Halmillawatiya Yakawewa Road	4.5	No involuntary resettlement issue.

Rural roads – Polonnaruwa district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Polonnaruwa	1	Ihekuluwewa Village Road	5.0	No involuntary resettlement issue.
	2	Gange yaya Village Road	4.0	No involuntary resettlement issue.
	3	Athanakadawela - Pokunugala	4.0	No involuntary resettlement issue.
	4	Velank Kattuwa Road	4.0	No involuntary resettlement issue.
	5	Sarubima - Segala	4.0	No involuntary resettlement issue.
	6	Bakamuna - Damanayaya Housing seam Road	4.0	No involuntary resettlement issue.
	7	Srikanduyaya Main Road - Track 18	4.0	No involuntary resettlement issue.
	8	Orubendisiyambalawa Road	4.5	No involuntary resettlement issue.
	9	Bisokotuwa - Koonthuruwawa	4.0	No involuntary resettlement issue.
	10	Yaya 32 Temple - 33 Bisokotuwa Junction	4.5	No involuntary resettlement issue.
	45	Minnerya Cetral Colledge Road	4.0	No involuntary resettlement issue.
	46	Hathamuna Bridge - Nugaga Daman Road	4.0	No involuntary resettlement issue.
	47	Dora theka Junction - Paluwewa	4.0	No involuntary resettlement issue.
	48	Grithala Middle Road	4.0	No involuntary resettlement issue.
	49	Hinguragoda Airport - Viddiyaloga School Road	5.0	No involuntary resettlement issue.
	51	Batukotuwa Middle Road	4.5	No involuntary resettlement issue.
	52	Minneriya - Samagipura	4.0	No involuntary resettlement issue.
	55	Hinguraka 4th Post-48 Village Chandanapokuna Aliwankuwa	5.0	No involuntary resettlement issue.
	29	Patunugama Junctio - Damwelmangada - Buthayaya	4.5	No involuntary resettlement issue.
	31	Kumbukkanaruwa - 127 Bawdarthagama	5.0	No involuntary resettlement issue.
72	Deberella Sudupalama - Gallamuna	5.0	No involuntary resettlement issue.	
33	Track 12 Bridge - Nagarpura - Weligampura	4.0	No involuntary resettlement issue.	
34	Uthaganawa Irrigation Junction - Dinisuru Junction	5.0	No involuntary resettlement issue.	

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	40	Medrigriya Town Internal Road	4.5	No involuntary resettlement issue.
	41	Jayathugama Junction - Meegollawa School	4.0	No involuntary resettlement issue.
	42	Medrigriya Water tank - Mr. Vijeyadasa's House	4.5	No involuntary resettlement issue.
	43	Jayathugama Junction - Meegollawa Keethiyawijaya Stores	4.0	No involuntary resettlement issue.
	44	Kalagedi Palama - Visobadaragama School	4.5	No involuntary resettlement issue.
	73	Diulankadawela Aliwankuwa Junction	5.0	No involuntary resettlement issue.
	12	Palugasdaman Senanayaka Road	4.5	No involuntary resettlement issue.
	14	Kadawela Wewa Road Stage - 01	4.0	No involuntary resettlement issue.
	20	Onagama main Road - Galkoriya Cemetry	4.0	No involuntary resettlement issue.
	21	Parakirama Samuthraya - Ambanganga Temple	4.0	No involuntary resettlement issue.
	22	Parakirama Samuthraya Bodhiya - Right Chanel Temple	4.0	No involuntary resettlement issue.
	65	2nd Mile post - Seelapura	4.0	No involuntary resettlement issue.
	67	Aluthoya Junction - Vilage End	4.0	No involuntary resettlement issue.
	68	Dimbulagala Junction - Soruwila	4.0	No involuntary resettlement issue.
	71	Bandanagala bandanagala village	4.5	No involuntary resettlement issue.