

Involuntary Resettlement Due Diligence Report

August 2014

SRI: Integrated Road Investment Program North Western Province Rural Roads – Project 5

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
NWP	-	North Western Province
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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Contents

I.	INTRODUCTION	1
A.	Project Background	1
B.	Project Description.....	2
C.	Methodology used to carry out the due diligence	3
II.	INVOLUNTARY RESETTLEMENT DUE DILIGENCE	3
A.	Summary of field observations and verification	3
B.	Other impacts observed and mitigation measures	4
C.	Institutional Capacity.....	5
III.	SOCIOECONOMIC ASSESSMENT AND GENDER PARTICIPATION REPORT	5
A.	Description of Key Physical and Socioeconomic Features.....	7
B.	An Analysis of the Sample Socioeconomic Survey for North Western Province.....	8
C.	Community perception about the project.....	13
D.	Public Consultation and information dissemination	15
IV.	CONCLUSION AND RECOMMENDATIONS.....	16

List of Annexures

Annexure 1: Road List – North Western Province	17
Annexure 2: Summary of Field Observations – North Western Province.....	20

I. INTRODUCTION

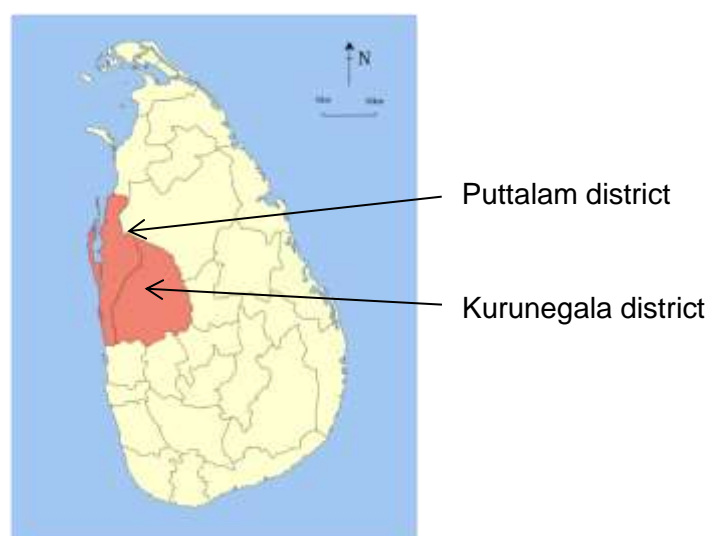
A. Project Background

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 Western Province (NWP which includes the two districts, namely Kurunegala and Puttalam. Figure 1.1 presents the location of project areas of North Western Province.

Figure 1.1 Location of the two districts of North Western 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 705 km length of rural roads located in the 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 28 Divisional Secretariat Divisions (DSDs) of Kurunegala district and 16 DSDs in Puttalam district. The affected DSDs are presented in table 1.1 below.

Table 1.1 Affected DSDs in each district of North Western Province

District	Affected Divisional Secretariat Divisions
Kurunegala	Alawwa, Ambanpola, Bamunakotuwa, Ehetuwewa, Galgamuwa, Ganewatta, Bingiriya, Ibbagamuwa, Kobeigane, Kotavehera, Kuliypitiya East, Kuliypitiya West, Kurunegala, Mahawa, Mallowapitiya, Nikaweratiya, Mawathagama, Narammala, Panduwasnuwara East, Panduwasnuwara West, Pannala, Polgahawela, Polpithigama, Rasnayakapura, Rideegama, Udubaddawa, Wariyapola, and Weerambagedara
Puttalam	Anamaduwa, Arachchikattuwa, Chilaw, Dankotuwa, Kalpitiya, Karuwalagaswewa, Madampe, Mahakumbukkadawala, Mahawewa, Mundel, Nattandiya, Nawagattegama, Pallama, Puttalam, Vanathavilluwa, and Wennappuwa

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 Western 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 Kurunegala and Puttalam districts in North Western 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 July and August of year 2014. The field verification was assisted with Google online maps, topographic and land use maps of North Western 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.

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 embankment slope sections) width was measured with special emphasis on narrow road sections. During the field visit it was observed that many of the selected rural roads generally have a corridor not less than 4.0 m. Most of the roads in fact had ROWs more than 5.0 m. This is because in general NWP is a province where pressure on land is at a minimum.

15. Poor road maintenance of some roads has made the road side vegetation to grow on to the existing carriageway making the road to appear as narrow. It was also observed that some roads are bounded by paddy fields and other crop lands. However the proposed road works will not encroach on to these lands.

16. 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 or 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. Most of the roads selected in NWP are Pradeshiya Saba roads which has a road reservation and people are aware of this condition. However, people in almost all the roads are willing to donate land if required. It was also reviled that people suggest to have much wider roads as there is enough space for such widening without any land acquisition. Issues discussed during the public meetings and observations made during the transect walk surveys of each road are presented as separate reports. 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 number of households surveyed in each Divisional Secretariat (DS) Division in each district.

Table 3.1 Households and enumerated households in each district

District	Estimated No. of Households	Required sample size	Enumerated No. of Households	Actual Percentage of sample size
Kurunegala	14,500	2,900	4,590	34
Puttalam	7,000	1,400	2,953	42

Table 3.2 Households surveyed in each DS Division

District	No.	Name of DSD	No. of households surveyed
Kurunegala	1	Alawwa	245
	2	Ambanpola	471
	3	Bamunakotuwa	100
	4	Ehetuwewa	97
	5	Galgamuwa	175
	6	Ganewatta	167
	7	Bingiriya	137
	8	Ibbagamuwa	251
	9	Kobeigane	143
	10	Kotavehera	64
	11	Kuliyapitiya East	226
	12	Kurunegala	138
	13	Mallawapitiya	70
	14	Nikaweratiya	92
	15	Mawathagama	71
	16	Narammala	100
	17	Panduwasnuwara East	17
	18	Panduwasnuwara West	329
	19	Pannala	372
	20	Polgahawela	102
	21	Polpithigama	275
	22	Rasnayakapura	131
	23	Rideegama	186
	24	Udubaddawa	159
	25	Wariyapola	275
	26	Weerambagedara	70
	27	Mahawa	62
	28	Kuliyapitiya West	65
	Total of Kurunegala		4,590
Puttalam	1	Anamaduwa	133
	2	Arachchikattuwa	177
	3	Chilaw	120
	4	Dankotuwa	355
	5	Kalpitiya	279
	6	Karuwalagaswewa	60
	7	Madampe	115
	8	Mahakumbukkadawala	28
	9	Mahawewa	355
	10	Mundel	148
	11	Nattandiya	296
	12	Nawagattegama	102
	13	Pallama	60
	14	Puttalam	296
	15	Vanathavilluwa	99
	16	Wennappuwa	330
	Total of Puttalam		2,953

Source: Sample HH survey of NWP, 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 NWP. The sample survey was carried out covering 322 Grama Niladari Divisions (GNDs) spread within the 28 DSDs in Kurunegala district and 158 GNDs spread within 16 DSDs in Puttalam district.

A. Description of Key Physical and Socioeconomic Features

31. North Western Province has a total land area of 7,747 km², which is distributed as 4,771 km² in Kurunegala district and 2,976 km² in Puttalam district. The western border of Puttalam district is bordered by the coastal line. NWP is located within the intermediate and dry zones of the country. Agriculture is the main economic activity in the province. NWP has a historical significance as the ancient kingdoms of Dambadeniya and Yapahuwa ancient are within the provincial boundaries. 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 NWP.

Table 3.3 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 Western	Kurunegala	1,610,299	4,771	338	11.7	6.5
	Puttalam	759,776	2,976	255	10.5	5.1

Source: Department of Census and Statistics, 2012

32. 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	Kurunegala	%	Puttalam	%
Total Number Of Persons	1,610,299	100	759,776	100
Sinhala	1,471,399	91.4	559,031	73.6
Sri Lankan Tamil	18,763	1.2	47,523	6.3
Indian Tamil	3,582	0.2	2,503	0.3
Sri Lankan Moor	113,560	7.1	146,820	19.3
Burgher	711	0.0	1,481	0.2
Malay	1,083	0.1	592	0.1
Sri Lankan Chetty	92	0.0	187	0.0
Baratha	28	0.0	206	0.0
Other	1,141	0.1	1,433	0.2

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
Kurunegala	1,610,299	775,061	835,238	403,394	1,001,966	204,939
	100	48.1	51.9	25.1	62.2	12.7
Puttalam	759,776	368,860	390,916	213,225	469,117	77,434
	100	48.5	51.5	28.1	61.7	10.2

Source: Department of Census and Statistics, 2012

33. 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 labor force participation and employment rate of both districts are close to the national rate.

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
Kurunegala	1,470,917	733,675	49.9	701,473	95.6	32,202	4.4
Puttalam	712,202	326,301	45.8	317,728	97.4	8,578	2.6

Source: Department of Census and Statistics, 2012

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

34. 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

35. Family size and age distribution of family members in each district of NWP 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
Kurunegala	17.57	55.91	26.52
Puttalam	17.27	54.66	28.07

Source: Sample HH survey of NWP, 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
Kurunegala	10.51	9.88	31.98	33.83	6.68	7.12
Puttalam	11.09	11.43	31.61	33.67	5.58	6.62

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

36. 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.

b. Educational attainment

37. 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
Kurunegala	1.30	14.71	21.48	28.19	22.39	1.12	3.90	6.91
Puttalam	2.21	18.06	29.65	25.27	14.68	0.74	1.72	7.67

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

38. 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, it should also be noted that there is a fair percentage of sample population who has only studied up to grade 5.

c. Occupation of household head

39. 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
Kurunegala	32.14	26.65	3.61	11.27	7.87	6.98	0.18	1.39	9.91
Puttalam	18.35	19.54	5.79	11.14	8.94	15.58	3.32	3.42	13.92

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

40. In Kurunegala district a reasonable percentage of the household heads are working in public and private sector and as farmers. It should be noted that in the sample the dependent percentage was comparatively high in Puttalam district (13.92% compared to 9.91% in Kurunegala).

d. Average household income, expenditure and movable assets

41. 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
Kurunegala	3.58	16.21	65.87	14.34
Puttalam	4.98	12.80	67.69	14.53

Source: Sample HH survey of NWP, 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
Kurunegala	2.22	25.50	64.57	7.71
Puttalam	2.30	19.37	69.66	8.67

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

42. It could be observed that the ceiling of the average monthly income coincide with the average monthly expenditure in both districts. Both income and expenditure fall within the limits of SLR 15,000 and 49,999.

43. 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	Kurunegala	Puttalam
Type of asset		
Television	93.67	90.21
Radio/ CD player	77.04	72.98
Sowing machine	55.60	44.77
Electric fan	63.02	66.17
Fridge	58.68	56.11
Gas stove	32.98	42.03
Kerosene stove	3.35	7.62
Air conditioner	1.57	3.05
Motor cycle	64.67	61.73
Bicycle	44.93	53.84
Three wheeler	15.66	13.07
Motor car/ cab	5.70	6.54
Motor bus/ van	5.44	4.94
Water pump	38.70	37.93
Washing machine	10.04	15.65
Other	7.03	9.18

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

44. According the above information it could be concluded that the motor cycle was recorded as the most common type of household vehicle.

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

45. 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
Kurunegala	91.27	6.75	1.46	0.52
Puttalam	88.49	5.89	4.33	1.29

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

46. As per above information More than 80% of households surveyed in both districts 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
Kurunegala	8.94	87.13	2.67	1.26
Puttalam	13.99	75.52	7.48	3.01

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

47. Both districts have recorded percentages above 70% in using “water sealed” sanitary system facilities in their houses. This is a common situation in most of the districts located in the intermediate and dry zones of the country.

Table 3.16 Availability of electricity (percentage)

District	Source of electricity		
	National grid	Solar power & other systems	No Electricity
Kurunegala	97.72	0.50	1.78
Puttalam	91.70	3.05	5.25

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

48. Households in Kurunegala and Puttalam depend on the electricity supply from the national grid. There are a fair percentage of families who do not have electricity in Puttalam. A very few families depend on electricity generated through solar panels especially in Puttalam district.

Table 3.17 Source of water (percentage)

District	Source of water		
	NSW & DB	Well/ tube well	Community pipe
Kurunegala	3.58	86.30	10.12
Puttalam	16.56	67.90	15.54

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

49. 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. There are many community water supply schemes in both Kurunegala and Puttalam districts. This is because these districts face prolong drought seasons.

f. Vulnerable households and gender related details

50. 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	Kurunegala	Puttalam
Type of vulnerability		
Family with elderly household head (age > 70 years)	15.06	12.90
Family with monthly income < SLR 5,000	3.58	4.98
Female headed families	15.79	14.43
Families with disabled members	3.50	2.64

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

51. 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. Although there will be no land acquisition and involuntary resettlement involved in the project, it is important to have special measures to avoid any hindrance to these families especially during the civil works period of the project.

52. 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
	Kurunegala				
Decision making in family matters	80.54	14.88	1.83	0.34	2.41
Bread earner	60.93	25.55	6.35	0.78	6.39
Participation in CBO activities	62.79	21.68	9.78	1.75	4.00
Organize community programs	62.45	16.27	5.62	12.00	3.66
	Puttalam				
Decision making in family matters	81.27	10.16	0.85	0.30	7.42
Bread earner	62.72	21.44	2.33	0.81	12.70
Participation in CBO activities	53.47	20.05	11.24	5.01	10.23
Organize community programs	50.49	14.46	4.94	21.64	8.47

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

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

54. The opportunity for the female members getting involved in the project was also analyzed as a gender perspective for the project. Below tables summarizes 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
Kurunegala	50.63	49.37
Puttalam	52.93	47.07

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

55. It is observed from the above table that there is no significant difference between the willingness and unwillingness of households 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	Kurunegala	Puttalam
Type of involvement		
Provide wage labor during construction/1	17.98	15.83
Provide wage labor for maintenance of road/2	33.78	39.28
Provide meals to work force as a small business/3	35.43	47.34

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

56. 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 or as providing meals to the workers as a business.

C. Community perception about the project

57. 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
Kurunegala	54.21	45.79
Puttalam	40.54	59.46

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

58. According to the above table communities in Kurunegala district were aware of the project (compared to Puttalam). One reason behind this is that in Kurunegala is the main district

of the province and all the main administrative and political institutes are located in Kurunegala. Therefore the information about the project could easily be spread to the public.

59. 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
Kurunegala	3.14	30.41	42.57	21.42	2.46
Puttalam	4.71	43.62	38.78	8.94	3.95

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

60. As observed in above table it could be concluded that most of the road selected for the program in Kurunegala are either bad or very bad in condition. But in the case of Puttalam the roads are falling within fair and bad categories.

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
Kurunegala	97.20	2.80
Puttalam	86.25	13.75

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

61. 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	Kurunegala	Puttalam
Reason		
Damaged road condition	88.02	73.79
Shrub jungle grown on both sides of the road	38.73	25.26
Road side drains not maintained	49.19	38.81
Wing walls of culverts and bridges are damaged	41.95	24.86
Pot holes on the shoulders	58.26	40.50
Road get inundated	31.28	38.00

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

62. 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.

63. 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
Kurunegala	84.39	15.61
Puttalam	85.30	14.70

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

64. As per above information majority of the communities in Kurunegala and Puttalam would like to participate in the project. Analysis found that most of the household heads would like to involve in community awareness creations. There is a significant drop in the percentage for land donation in both districts.

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
Kurunegala	28.04	62.84	36.29	46.98
Puttalam	26.96	59.15	53.24	61.06

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

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

District	Kurunegala	Puttalam
Perceived benefits		
Develop agriculture sector	71.18	67.08
Develop education facilities	74.76	71.32
Develop health and sanitary facilities	73.33	68.71
Increase job opportunities for villagers	64.49	64.98
Road safety for Women, Elders and children	72.04	75.75
Develop Public/privet transport for villagers	78.63	78.80
Easy travel even at night time or time with poor visibility	67.86	77.58
Develop industrial sector in rural areas	61.66	61.90
Reduced the travel cost and time	77.01	75.72
Increase cultural values	60.22	64.68
Improve standards of living	68.38	69.49
Develop communication with villagers and government institutes	62.53	61.87

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

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.

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.

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. NWP is located mainly on flat to undulating land and land availability is not a problem. The roads selected for improvements are having at least 3.0 m width and there is no need for additional land. During the field visits it was observed that no structures are located close to or inside the existing ROW. Thus it is highly unlikely that involuntary resettlement to occur in any road coming under NWP segment of iROAD.

70. It is important to place signboards, guard stones and speed breakers at locations where the road is close to schools, temples and other public places. This will also warn the motorists, especially motorcyclists and three wheelers who will move on the improved road surfaces at much higher speeds which would cause accidents. 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. Even though the horizontal geometry of the roads needs not to be improved, the vertical alignment of some roads may need to be improved. This is because some of the roads are passing through paddy field areas and at present some of the road sections get inundated from drainage water which over flow on to the road surface. 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.

71. During the public meetings it was expressed that the need for temporary diversions will not be an issue. Such diversions will be required if culverts or bridges are to be reconstructed. Public suggested to carry out this work during the dry season and to use the stream beds for the diversions. It is important to avoid any damage to any irrigation 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.

Annexure 1: Road List – North Western Province

Provincial roads

District	Rd ID	Name of Road	Length (km)
Kurunegala	30	Talgahapitiya Junction to Walrawa Road	5.50
	32	Kaduruwewa School to Wallawewa School Road	2.60
	34	Meladeniya Junction Udawela Kakiriyamdiththa, Ganegoda to Ambawewa Road	8.90
	76	Kamburapola Junction to Pahalagamuwa, Nindawela Road	5.00
	82	Nagollagoda, Ahetumulla, higuregama Temple road	4.60
	47	Bihalpola Muthugala Road	10.10
	48	Ihalamuluthangala to Korale Junction Road	3.70
	50	Katupotha, Dalupothagama, thoranegedara, Kirimatiyawa Road	6.50
	55	Kosgahamula Junction to Damdeniya Road	5.10
	56	Elabadagama, Bummana, Kadirapola, Labbala via Nigambo Kurunegala Road	10.80
	57	Jayagama kete Junction to Nabirittankadawara via Walipennagahamulla Road	6.30
	58	Eliwila, Daraluwa via Yakwila Road	8.10
	59	Nendalagamuwa Aurweda Junction to Ninuwangamuwa Walakumburumulla Road	5.20
	1	Boyawalana Nawathalwatta Wewwala School Road Across Habaralagasinn Madurupitiya Road	11.50
	41	Hodalla, Polpitiya, Dambagolla, Kandahena Road	6.20
	43	Panaliya Relwey gate to Pillwatta Road	5.10
	45	Piduruwella, sandagala, weherabanda Road	5.90
	46	Pambe, Lokahettiya, Ranawala gedara Road	6.60
	68	Malpitiya Junction to Bogamuwa Junction Theeragama Road (Katupitiya Rabukkana Road)	7.20
	71	Colombo Road Narammala Kurunegala Main Road Kubalpola Junction Hal para (Colombo Road to Kurunegala Road	4.40
	17	Wataraka Junction to Uda Iguruwaththa via Kudumiriya Road	6.40
	20	Belgodakanda, Muwankanda, Katawala Bolgodakanda, Kosgolla Road	5.00
	39	Mirissala, Egodamulla Mahawela Junction Road	6.50
	84	Miliyadda- Ikirowaththya Bokkawala Road	6.00
	40	Delvita, Kithulgolla, Dunumawa Mirissala Road	6.70
	22	Nabirithawewa Junction to Hunupola, Siradunna Via , Pannala, Welebant Road, Ganewatta, AG Division	25.10
	23	Bannaggama Junction Via Nalawa Road	14.90
	62	Werella Junction to Naramana , Thambarawa Road	5.00
	66	Mahakeliya Randeniya Junction to Randeniya, Wellagal Riad	3.90
	26	Padeniya Kobeigane Road	11.10
	27	Palugolla Iginimitiya Road (Aluthgama Kotawehera Road	11.00
	29	Kurikulama Junction to Kadigawa across Subasinghepura across Magurankadawala Road	11.20
8	Giribawa Warawewa to Sandagala Road	9.90	
Total length (Provincial roads- Kurunegala)			252.00
Puttalam	14	Thihali Eaththala Internal Road	3.50
	15	Kandakuda Palliwasathurei Road	7.26
	43	Thabbowa karuwalagas wewa outer circle	7.00
	4	Mahakubukkadawala Kottukachchiya Road	12.40
	26	Arachchikattuwa to Pallama via Adippala	10.95
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	12.56
	16	Megahawila Junction to Yakkdessawa Primery School Road	2.65
	17	Bandurawa to Maningala via Sadanangama Katuwa Goda Road	3.90
	18	Katuneriya to Marawila Road (Bech road)	5.90
21	Waduraba boTree to Walahapitiya Cemetery via Muttibadivila Post Office Road	6.85	

District	Rd ID	Name of Road	Length (km)
	22	Yatakalana Temple to Thabbowa Kotabagaya Road	5.15
	33	Srigampala Church to Zinnor Juntion via Aubowan Junction	2.95
	34	Weralugaha road Balldi Junction Bandaranayake Janapadaya to Dummaladeniya Haldaduwana Road	4.80
	36	Bandirippuwa - Krimatiyana Jerad Mawatha and to End of Jaya Mawatha	2.90
	38	Dekwela Road	2.35
	39	Atiyawala Temple Road (North)	2.80
	40	Atiyawala Mohattimulla Road	3.40
	41	Kirimatiyane Varalla Watta Road (Joint to Wennappuwa Road)	2.10
	42	Morakkuliya to Dankotuwa	2.40
Total length (Provincial roads- Puttalam)			101.82

Rural roads – Kurunegala district

District	Rd ID	Name of Road	Length (km)
Kurunegala	33	Karulla, Horathapola Kibulkotumulla via Haliyagara Road	6.70
	36	Kmbukgahamulla central coleage Mawatha	1.50
	77	Hunugama Junction to Nallur Junction	6.60
	80	Near the Paduwasnuwara Temple Moragolla sanasa to Pagahawela school , Medagama Aranya senasana road	4.90
	79	Madulla Junction to Ihalagama Road	4.50
	97	Hidiyamulla Junction to Guruthippala Junction	4.50
	98	Magulagama Junction to Ambagahalanda Mohothhawagoda Junction	4.50
	99	Wilbagedara Junction to Dunupotha Rathmalla Junction Road	4.30
	81	Mawee ela Junction to Thelibewa Temple via Ilukpitiya Junction	7.70
	83	Kajuwatta Junction to Koonwewa ,Balagolla Road	6.10
	49	Nakkawattha, Temple Road , Kaballa Road	2.20
	86	Horambawa Mawee Ela Road	6.40
	2	Paramaulla to Morugama Across Bujjomuwa Road	3.50
	4	6 Mile Post, Thumbulla Road	2.50
	100	Humbuluwa Henahundeniya via ambowa wanathal waththa hospital Road	4.50
	101	Alawwa horokgasdeniya Road	1.00
	5	Dampelessa Dostarawatta Acroos Welikumburawatta Road	3.90
	102	Pahala medagoda welikuburawaththa Road	3.00
	70	Porapola Junction to Talvita Siradunna Junction Road	7.40
	74	Wawa gedara Ranaviru School to Klohogedara via Yanthampalawa Junction	2.80
	75	Minhettiya Baddegama Kelimune junction Road	3.60
	37	Kiribathgalla Road	3.30
	38	Palle Horombuwa Ginihiriya Margaya Road	7.80
	87	Hiripitiya Aluthgama Kalawana Road	5.80
	89	Hakwatuna Oya Bridge to Rathmale Road via Dagellagama kalawana	4.50
	61	Rambawewa Junction to Ambakadawara, Hettigedara via Mirihanagama Road	5.4
	65	wariyapola to Amunugama, Malasma, Goluwawa road	3.50
	67	Jarman Junction to Nnawagatta Yatikadurawa, Ketapatwehera, Thembilipolgaha Junction	5.10
	28	Kurunegala Puttalam, Kunuketiya Junction to Malpanawa across Rasanayakapiura	9.60
	24	Gangoda Road(Jayalanka trade centre to court complex via Budumuththawa temple)	1.50
90	Iginimitiya to Wannikudawewa road via nanneriya junction	15.00	
91	Paluwewa Junction to Giribawa via Ussana road	6.20	
92	Wathuwaththegama to mudiyanagama via kumbukkadawala	9.90	
7	Ihalagama Junction to Nochchiya across Wannikudawewa to Road	4.60	
10	In front Atharagalla School Gurugoda Kothalawetiya Kalgama Road	6.60	
11	Kathnoru Junction to near the School Reswehera Temple Road	5.20	

District	Rd ID	Name of Road	Length (km)
	12	Wilawa Junction to Kumbukwewa Road	6.90
	94	Daladagama to Nikaweratiya Ambanpola Road via wathupalagama, polpithigama, waduressa	7.20
	13	Hathpokuna Galkatayagama across Millagoda Road	9.40
	14	Madahapola Mahayaya Madahapola Road	8.30
	95	Makulpotha to Henawa	3.20
	16	Nelumpathwewa Udadiulwewa Road	7.60
	96	Kasikote Junction to Meeoya Bridge via Peella	4.30
Total length – Rural roads Kurunegala district			233.00

Rural roads – Puttalam district

District	Rd ID	Name of Road	Length (km)
Puttalam	8	Road to sirrumbiadiya 4th mile Post to Anuradhapura road 6th mile post via Manaweriya and Sellakandal Area.	7.30
	9	Madyama Attavilluwa to Kiwla Road	3.67
	11	Wanathawilluwa 12 mile post to Morapathawa school road	7.05
	12	Eluwankulama to Gangewadiya	7.17
	13	Paalasola Junction To Mukkuthoduwawa Via Paalasola Pradana Mawatha 100Acs State	6.15
	1	Mahaus wewa -Waththegedara - Thalgaswewa	12.20
	2	Mellankulama Junction -Near Hospital to Kottukachchiya village	6.00
	5	Welewawa garment junction - Tharanagaha wawa-Rajawegama road	12.25
	6	Internal Road at Nawagaththegama - Galgamuwa main Road.	3.00
	7	Saliya wewa junction to Neela bemma road	13.00
	44	Mailankulama Tabbowa temple junction	13.00
	45	Mahakubukkadawala Hospital road	1.76
	3	Adammana Junction- Medawakkulama Road	9.50
	28	E/Mungandaluwa Raraviru Lanka thilaka Mawatha toKaravita Temple	2.00
	29	Thiththakade to Manuwangama via Thissogama coparative shop	5.38
	30	Karavitagara Juntion to Kongasyaya Road via Dabakale Road	3.10
31	Madampe Ihalagama Road	1.75	
32	Suduwalla Juntion to Mukunuwatawana Road	2.40	
24	Gurugodalla to Kuliyapitiya Nattandiya Main Road	1.50	
Total length – Rural roads Puttalam district			118.18

Annexure 2: Summary of Field Observations – North Western Province

Provincial roads

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Kurunegala	30	Talgahapitiya Junction to Walrawa Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	32	Kaduruwewa School to Wallawewa School Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	34	Meladeniya Junction Udawela Kakiriyamdittha, Ganegoda to Ambawewa Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	76	Kamburapola Junction to Pahalagamuwa, Nindawela Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	82	Nagollagoda, Ahetumulla, higuregama Temple road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	47	Bihapola Muthugala Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	48	Ihalamuluthangala to Korale Junction Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	50	Katupotha, Dalupothagama, thoranegedara, Kirimatiyawa Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	55	Kosgahamula Junction to Damdeniya Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	56	Elabadagama, Bummanna, Kadirapola, Labbala via Nigambo Kurunegala Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	57	Jayagama kete Junction to Nabirittankadawara via Walipennagahamulla Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	58	Eliwila, Daraluwa via Yakwila Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	59	Nendalagamuwa Aurweda Junction to Ninuwangamuwa Walakumburumulla Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	1	Boyawalana Nawathalwatta Wewwala School Road Across Habaralagasinn Madurupitiya Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	41	Hodalla, Polpitiya, Dambagolla, Kandahena Road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	43	Panaliya Relwey gate to Pillwatta Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	45	Piduruwella, sandagala, weherabanda Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	46	Pambe, Lokahettiya, Ranawala gedara Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
68	Malpitiya Junction to Bogamuwa Junction Theeragama Road	4.0	No involuntary resettlement required. Existing ROW	

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
		(Katupitiya Rabukkana Road)		sufficient for road works
	71	Colombo Road Narammala Kurunegala Main Road Kubalpola Junction Hal para (Colombo Road to Kurunegala Road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	17	Wataraka Junction to Uda Iguruwaththa via Kudumiriya Road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	20	Belgodakanda,Muwankanda, Katawala Bolgodakanda,Kosgolla Road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	39	Mirissala, Egodamulla Mahawela Junction Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	84	Miliyadda- Ikiriwaththya Bokkawala Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	40	Delvita, Kithulgolla, Dunumawa Mirissala Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	22	Nabirithhawewa Junction to Hunupola,Siradunna Via ,Pannala,Welebant Road,Ganewatta,AG Division	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	23	Bannaggama Junction Via Nalawa Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	62	Werella Junction to Naramana ,Thambarawa Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	66	Mahakeliya Randeniya Junction to Randeniya,Wellagal Riad	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	26	Padeniya Kobeigane Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	27	Palugolla Iginimitiya Road (Aluthgama Kotawehera Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	29	Kurikulama Junction to Kadigawa across Subasinghepura across Magurankadawala Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	8	Giribawa Warawewa to Sandagala Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
Puttalam	14	Thihali Eaththala Internal Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	15	Kandakuda Palliwasathurei Road	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	43	Thabbowa karuwalagas wewa outer circle	12.0	No involuntary resettlement required. Existing ROW sufficient for road works
	4	Mahakubukkadawala Kottukachchiya Road	10.0	No involuntary resettlement required. Existing ROW sufficient for road works
	26	Arachchikattuwa to Pallama via Adippala	8.0	No involuntary resettlement required. Existing ROW sufficient for road works
	27	Nalladarankattuwa to Wendakaduwa via Aththanganaya	8.0	No involuntary resettlement required. Existing ROW sufficient for road works
	16	Megahawila Juntion to Yakkdessawa Primery School Road	7.0	No involuntary resettlement required. Existing ROW

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
				sufficient for road works
	17	Bandurawa to Maningala via Sadanangama Katuwa Goda Road	6.2	No involuntary resettlement required. Existing ROW sufficient for road works
	18	Katuneriya to Marawila Road (Bech road)	6.7	No involuntary resettlement required. Existing ROW sufficient for road works
	21	Waduraba boTree to Walahapitiya Cemetery via Muttibadivila Post Office Road	7.8	No involuntary resettlement required. Existing ROW sufficient for road works
	22	Yatakalana Temple to Thabbowa Kotabagaya Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	33	Srigampala Church to Zinnor Juntion via Aubowan Junction	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	34	Weralugaha road Balldi Junction Bandaranayake Janapadaya to Dummaladeniya Haldaduwana Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	36	Bandirippuwa - Krimatiyana Jerad Mawatha and to End of Jaya Mawatha	8.0	No involuntary resettlement required. Existing ROW sufficient for road works
	38	Dekwela Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	39	Atiyawala Temple Road (North)	6.7	No involuntary resettlement required. Existing ROW sufficient for road works
	40	Atiyawala Mohattimulla Road	8.0	No involuntary resettlement required. Existing ROW sufficient for road works
	41	Kirimatiyane Varalla Watta Road (Joint to Wennappuwa Road)	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	42	Morakkuliya to Dankotuwa	7.5	No involuntary resettlement required. Existing ROW sufficient for road works

Rural roads – Kurunegala district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Kurunegala	33	Karulla, Horathapola Kibulkotumulla via Haliyagara Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	36	Kmbukgahamulla central coleage Mawatha	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	77	Hunugama Junction to Nallur Junction	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	80	Near the Paduwasnuwara Temple Moragolla sanasa to Pagahawela school , Medagama Aranya senasana road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	79	Madulla Junction to Ihalagama Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
	97	Hidiyamulla Junction to Guruthippala Junction	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	98	Magulagama Junction to Ambagahalanda Mohoththawagoda Junction	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	99	Wilbagedara Junction to Dunupotha Rathmalla Junction Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	81	Mawee ela Junction to Thelibewa Temple via Ilukpitiya Junction	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	83	Kajuwatta Junction to Koonwewa ,Balagolla Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	49	Nakkawattha, Temple Road , Kaballa Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	86	Horambawa Mawee Ela Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	2	Paramaulla to Morugama Across Bujjomuwa Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	4	6 Mile Post, Thumbulla Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	100	Humbuluwa Henahundeniya via ambowa wanathal waththa hospital Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	101	Alawwa horokgasdeniya Road	7.0	No involuntary resettlement required. Existing ROW sufficient for road works
	5	Dampelessa Dostarawatta Acroos Welikumburawatta Road	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	102	Pahala medagoda welikuburawaththa Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	70	Porapola Junction to Talvita Siradunna Junction Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	74	Wawa gedara Ranaviru School to Klohogedara via Yanthampalawa Junction	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	75	Minhettiya Baddegama Kelimune junction Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	37	Kiribathgalla Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	38	Palle Horombuwa Ginihiriya Margaya Road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	87	Hiripitiya Aluthgama Kalawana Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	89	Hakwatuna Oya Bridge to Rathmale Road via Dagellagama kalawana	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	61	Rambawewa Junction to Ambakadawara,Hettigedara via Mirihanagama 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
	65	wariyapola to Amunugama, Malasma, Goluwawa road	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	67	Jarman Junction to Nnawagatta Yatikadurawa, Ketapatwehera, Thembilipolgaha Junction	3.5	No involuntary resettlement issue. Suggest CS modification to suit narrow section.
	28	Kurunegala Puttalam, Kunuketiya Junction to Malpanawa across Rasanayakapiura	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	24	Gangoda Road(Jayalanka trade centre to court complex via Budumuththawa temple)	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	90	Iginimitiya to Wannikudawewa road via nanneriya junction	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	91	Paluwewa Junction to Giribawa via Ussana road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	92	Wathuwaththegama to mudiyanegama via kumbukkadawala	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	7	Ihalagama Junction to Nochchiya across Wannikudawewa to Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	10	In front Atharagalla School Gurugoda Kothalawetiya Kalegama Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	11	Kathnoru Junction to near the School Reswehera Temple Road	5.5	No involuntary resettlement required. Existing ROW sufficient for road works
	12	Wilawa Junction to Kumbukwewa Road	4.5	No involuntary resettlement required. Existing ROW sufficient for road works
	94	Daladagama to Nikaweratiya Ambanpola Road via wathupalagama, polpithigama, waduressa	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	13	Hathpokuna Galkatayagama across Millagoda Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	14	Madahapola Mahayaya Madahapola Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works
	95	Makulpotha to Henawa	4.0	No involuntary resettlement required. Existing ROW sufficient for road works
	16	Nelumpathwewa Udadiulwewa Road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	96	Kasikote Junction to Meeoya Bridge via Peella	4.0	No involuntary resettlement required. Existing ROW sufficient for road works

Rural roads – Puttalam district

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
Puttalam	8	Road to sirrumbiadiya 4th mile Post to Anuradhapura road 6th mile	9.0	No involuntary resettlement required. Existing ROW

District	Rd ID	Name of Road	Average available ROW (m)	Observations and remarks on requirement of involuntary resettlement
		post via Manaweriya and Sellakandal Area.		sufficient for road works
	9	Madyama Attavilluwa to Kiwla Road	9.5	No involuntary resettlement required. Existing ROW sufficient for road works
	11	Wanathawilluwa 12 mile post to Morapathawa school road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	12	Eluwankulama to Gangewadiya	9.0	No involuntary resettlement required. Existing ROW sufficient for road works
	13	Paalasola Junction To Mukkuthoduwawa Via Paalasola Pradana Mawatha 100Acs State	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	1	Mahaus wewa -Waththegedara - Thalgaswewa	7.5	No involuntary resettlement required. Existing ROW sufficient for road works
	2	Mellankulama Junction -Near Hospital to Kottukachchiya village	9.0	No involuntary resettlement required. Existing ROW sufficient for road works
	5	Welewawa garment junction - Tharanagaha wawa-Rajawegama road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	6	Internal Road at Nawagaththegama - Galgamuwa main Road.	12.0	No involuntary resettlement required. Existing ROW sufficient for road works
	7	Saliya wewa junction to Neela bemma road	10.0	No involuntary resettlement required. Existing ROW sufficient for road works
	44	Mailankulama Tabbowa temple junction	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	45	Mahakubukkadawala Hospital road	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	3	Adammana Junction- Medawakkulama Road	10.0	No involuntary resettlement required. Existing ROW sufficient for road works
	28	E/Mungandaluwa Raraviru Lanka thilaka Mawatha toKaravita Temple	6.0	No involuntary resettlement required. Existing ROW sufficient for road works
	29	Thiththakade to Manuwangama via Thissogama coparative shop	8.2	No involuntary resettlement required. Existing ROW sufficient for road works
	30	Karavitagara Juntion to Kongasyaya Road via Dabakale Road	6.5	No involuntary resettlement required. Existing ROW sufficient for road works
	31	Madampe Ihalagama Road	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	32	Suduwalla Juntion to Mukunuwatawana Road	8.5	No involuntary resettlement required. Existing ROW sufficient for road works
	24	Gurugodalla to Kuliyapitiya Nattandiya Main Road	5.0	No involuntary resettlement required. Existing ROW sufficient for road works