

Land Acquisition and Involuntary Resettlement Due Diligence Report

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BAN: Second City Region Development Project – Dhaka Region Roads (Araihazar)

Package No: CRDP-II/LGED/NARAYANGANJ/ARAIHAZAR/NCB/2018/W-03

Prepared by the Local Government Engineering Department, Government of Bangladesh for the Asian Development Bank.

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CURRENCY EQUIVALENTS

(as of 16 July 2018)

Currency unit - BDT

\$1.00 = BDT 83.75

ABBREVIATION

ADB	-	Asian Development Bank
BC	-	Bituminous Carpeting
CC	-	Cement Concrete
CRDP	-	City Region Development Project
GOB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
LGED	-	Local Government Engineering Department
RCC	-	Reinforced Cement Concrete
SPS	-	Safeguard Policy Statement

I. INTRODUCTION

A. Background

1. The Second City Region Development Project (the project or Second CRDP) will support development in the city regions of Dhaka and Khulna by building upon infrastructure and capacity building initiatives implemented during the first City Region Development Project (CRDP) funded by the Asian Development Bank (ADB). The project will finance crucial infrastructure in urban and peri-urban areas needed to stimulate growth and improve livability in Dhaka and Khulna, two densely populated rapidly growing city regions of Bangladesh. The project will also strengthen capacity for project development, sustainable service delivery, and community awareness. The project will be implemented over a five-year period. The Dhaka Region Roads (Araihazar Upazila) subprojects were selected for development under the Second CRDP during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. A preliminary social safeguard screening was also conducted for the proposed schemes combining roads and drainage components. Local Government Engineering Department (LGED) is the Executing Agency of the project. The concerned Upazila Engineer's office, in this case the office of the Araihazar Upazila Engineer of LGED will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-03 of the Dhaka Region Roads (Araihazar Upazila) subproject, three roads, namely a) Araihazar (at Araihazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet High Way) via Gazipara morh, Kamranirchar Bazar, Naogaon, Tekpara Madrasa Road (Ch.0-8140m) (Road ID # 367022006), b) Nowdha - Charigram Road (Ch.0-3760m) (Road ID # 367024074) and c) Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635m) (Road ID # 367024065) are identified and will have the following components: improvement of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, bridge and slope protection works. Such works will improve the Upazila transport and drainage system and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing available road width (right-of-way) of the road. The road is under the ownership of LGED according to the Gazette published by the Government of Bangladesh, dated 23 October 2017. The location of the subproject is shown in Figure 1.

3. The Resettlement Framework adopted for the project outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons,¹ if any. The Resettlement Framework is prepared based on GOB's Acquisition and Requisition of Immovable Property Act, 2017 and ADB's Safeguard Policy Statement (SPS), 2009.

B. Scope of this Report

4. This draft land acquisition and resettlement due diligence report is prepared for the Araihazar Road and Drainage subproject Package W-03 roads and is based on preliminary design. The preliminary design of the proposed subproject is described in detail in Section III (Subproject Description).

¹ In the context of involuntary resettlement, displaced/ affected persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas. It covers them whether such losses and involuntary restrictions are full or partial, permanent or temporary.

5. A due diligence process was conducted to examine the land acquisition and resettlement issues in detail, in line with ADB SPS, 2009. This report describes the findings and provides copies of relevant documents, resolutions, minutes of meetings, drawings and photographs. This land acquisition and resettlement due diligence report needs to be read along with the Resettlement Framework prepared for the Second CRDP.

6. During project implementation, the Project Management and Coordination Unit (PMCU) will review this draft due diligence report; prepare a confirmation letter or report documenting any modifications to the subproject and submit to ADB; and receive a 'no objection' confirmation from ADB prior to contract award under the subproject.

Table 1: List of Roads and Components under Araihaazar Package W-03 Subproject

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140m) (Road ID # 367022006)	8.140	Road carriageway, bridges, drainage, culverts, slope protection works
2	Nowdha - Charigram Road (Ch.0-3760m) (Road ID # 367024074)	3.760	Road carriageway, bridge, slope protection works
3	Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635m) (Road ID # 367024065)	1.635	Road carriageway, culverts

II. POLICY FRAMEWORK AND ENTITLEMENTS

7. The Resettlement Framework prepared for the Second CRDP sets out the objectives, principles, eligibility criteria and entitlements for affected persons, if any, based on ADB SPS, 2009 and the Acquisition and Requisition of Immovable Property Act, 2017 of Bangladesh. Details of policies are described in the Resettlement Framework for the project.

III. SUBPROJECT DESCRIPTION

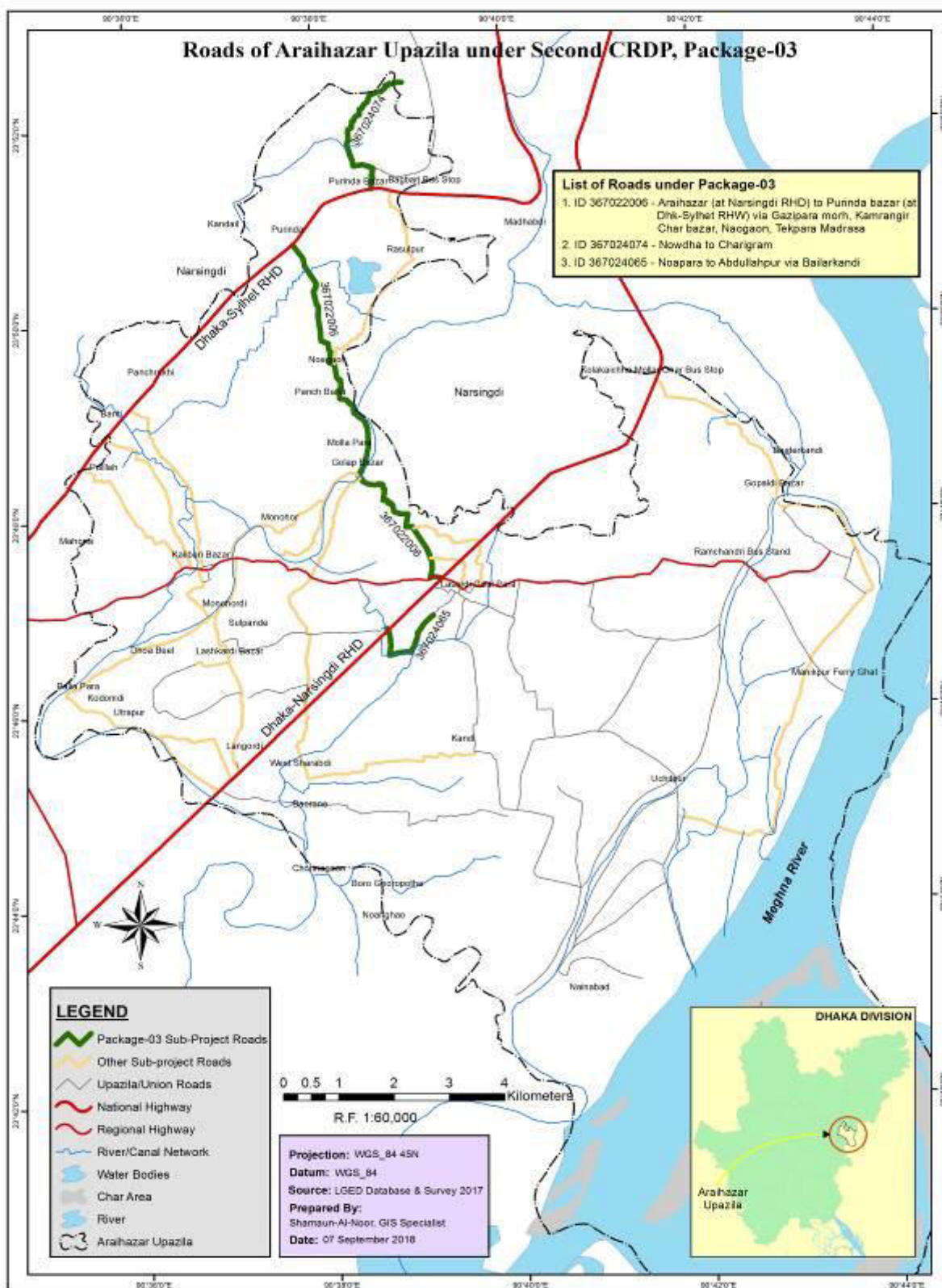
8. **Project area:** The subproject is located along Dhaka-Sylhet National Highway about 25 km northeast of Dhaka City. Although the area is predominantly agricultural, but historically, it is a place for handloom industries; currently, many small and large garment and textile industries are located in the subproject area.

A. Present Status of the Subproject

1. Road-1: Improvement of Road from Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m) (Road ID # 367022006)

9. This road starts at Araihaazar Vulta RHW and ends at Dhaka Sylhet Highway. The existing vacant road width varies along the road; minimum is 5.50 m at chainage 020 and maximum is 9.20 m at chainage 1980. Existing carriageway width also varies; minimum is 3.50 m and maximum is 3.70 m.

Figure 1: Location Map of Araihaazar Road and Drainage Package W-03 Subproject



10. The road surface varies in different sections. The road is of bituminous carpeting (BC) and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road. There is a U drain at chainage 4,892 m. There is a 32 m long bridge at chainage 2,875 m and a 12 m bridge at chainage 7,555 m which are in poor conditions and need to be replaced.

Figure 2: Photograph of existing condition of Araihaazar (at Araihaazar – Narsingdi RHD) to Purinda Bazar (at Dhaka Sylhet Highway) Road (Road ID: 367022006)



Existing road condition of road at chainage 5470

2. Road-2: Nowdha - Charigram Road (Ch.0-3760 m) (Road ID # 367024074)

11. The road starts at Dhaka Sylhet Highway and ends near Textile Mill. Existing vacant road width varies; minimum is 4.00 m at chainage 480 and maximum is 8.00 m at chainage 2080. Existing carriageway width is 3.00 m all through the road.

12. The road surface varies in different sections. Most of the road surface is of bituminous carpeting (BC) except earthen from chainage 3125 to chainage 3760. Most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road.

Figure 3: Photograph of existing condition of Nowdha – Charigram Road (Road ID: 367024074)



Existing road condition of road at chainage 1935

3. Road-3: Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635 m) (Road ID # 367024065)

13. The road starts at Noapara More and ends at Araihasar Madanpur Road. Existing vacant road width varies; minimum is 3.00 m at chainage 1590 and maximum is 6.50 m at chainage 545. Existing carriageway width is 3.00 m all along the road.

14. The road surface varies in different sections. The road is of bituminous carpeting (BC) and most of the road has suffered wear and tear with cracks, pot-holes, broken edges and depressions. There is no functional roadside drain along the alignment of the road. There is an open foundation culvert at chainage 992 which needs to be replaced.

Figure 4: Photograph of existing condition of Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635 m) (Road ID # 367024065)



Existing road condition of road at chainage 620

15. The existing condition of the roads are presented in Figures 2 to 4. More photos from congested/ dense stretches with commercial development at various spots of the roads, including Google Earth images, can be seen in Appendix 1.

16. Table 2 shows the chainage to chainage existing carriageway and road widths and proposed carriageway and road widths for each road. The data for existing carriageway and road widths have been extracted from the topographical survey map and cross-checked on site.

Table 2: Existing and Proposed Carriageway and Road Width

Road: 1 Road ID: 367022006 Road Name: Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m*
0+000 – 1+000	5.50 – 7.70 (0+020) (0+740)	5.50 - 7.30	3.70	5.50
1+000 – 1+350	6.30 – 7.40 (1+130) (1+060)	6.30 – 7.30	3.50	5.50
1+350 – 2+700	5.70 – 9.20 (2+060) (1+980)	5.70 - 7.30	3.50	5.50
2+700 – 2+845	6.60 – 7.30 (2+730) (2+800)	6.60 - 7.30	3.50	5.50
2+941 – 3+250	6.40 – 7.80 (2+960) (3+150)	6.40 - 7.30	3.50	5.50
3+250 – 7+555	5.60 – 8.30 (3+490) (7+335)	5.60 - 7.30	3.50	5.50
7+567 – 8+140	5.90 – 8.10 (7+690) (7+950)	5.90 - 7.30	3.50	5.50

Note: A 36 m long bridge (starting point is Chainage 2,875 m) with approach roads are proposed to be constructed at Chainage 2,845-2,941 m and a 12 m long bridge proposed to be constructed at Chainage 7,555-7,567 m.

Road:2 Road ID: 367024074 Road Name: Nowdha - Charigram Road (Ch.0-3760 m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m*
0+000 – 1+136	4.00 – 7.00 (0+480) (0+420)	4.00 – 7.00	3.00	3.00
1+208 – 3+125	4.50 – 8.00 (2+260) (2+080)	4.50 – 7.30	3.00	3.00
3+125 – 3+760	6.00 – 6.90 (3+165) (3+630)	6.00 – 6.90	3.00	3.00

Note: A 12 m long bridge with approach roads has been proposed at Chainage 1136-1208.

Road:3 Road ID: 367024065 Road Name: Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635 m)				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway* (Min –Max) m
0+000 – 1+635	3.00 – 6.50 (1+590) (0+545)	3.00 – 6.50	3.00	3.00

*Proposed carriageway widths are the minimum/standard widths of carriageways, however, may be wider at intersections and turnings as they exist, but will never exceed vacant road widths.

B. Proposed Subproject

1. Road-1: Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m) (Road ID # 367022006)

17. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 5.

18. There will be BC and reinforced cement concrete (RCC) carriageway, the width is 5.50 m all along according to design, on the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width. There will be slope protection works, the side slope of road embankment will be of 1:1.5. There will be four box culverts and one U drain at different places. A 36m long bridge (starting point is Chainage 2875m) with approach road proposed to be constructed at Chainage 2845m-2941m and a 12 m long bridge proposed to be constructed at Chainage 7555m-7567m.

2. Road-2: Nowdha – Charigram Road (Road ID: 367024074)

19. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 6. A 12m long bridge with approach roads has been proposed at Chainage 1166.

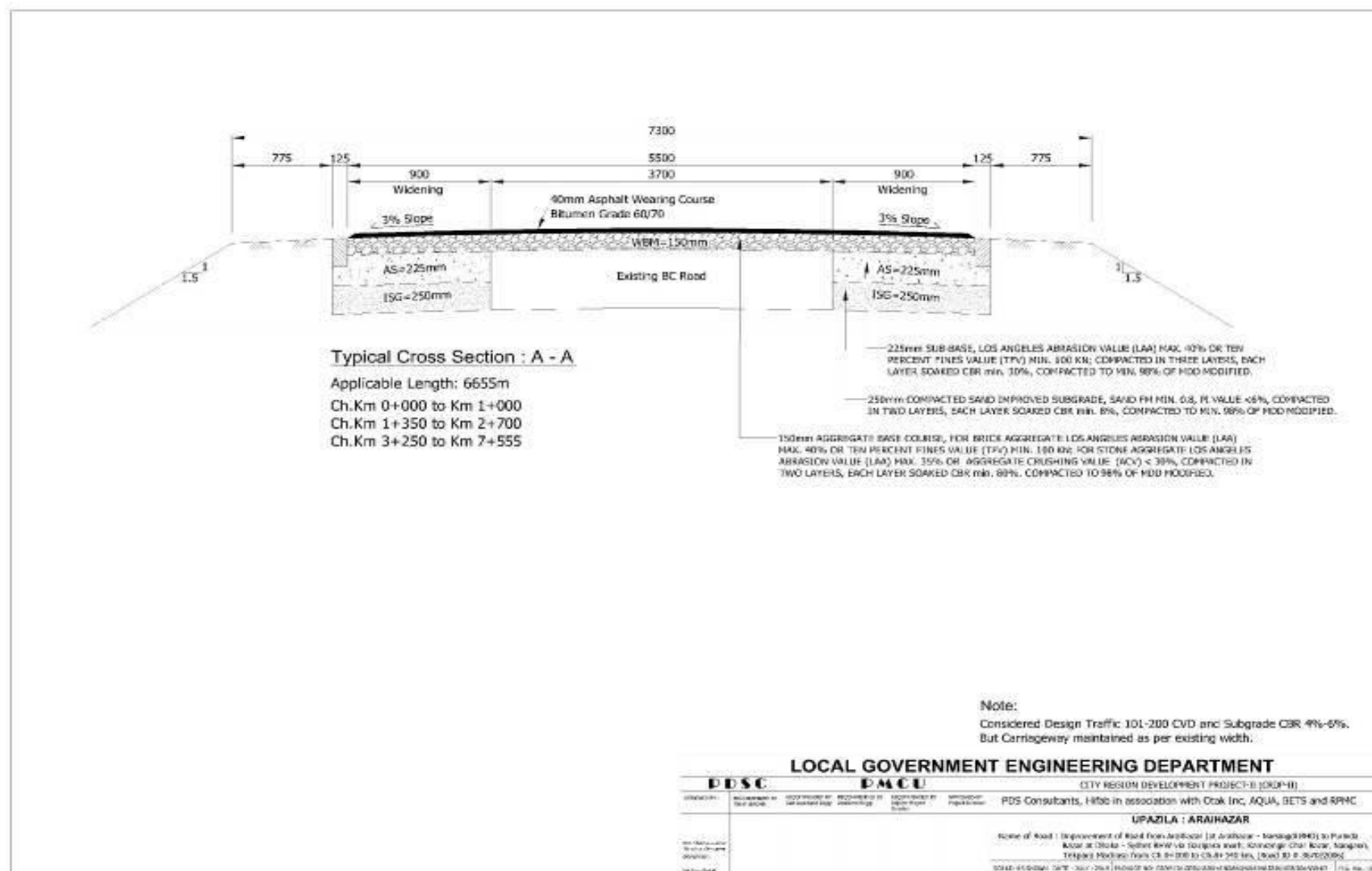
20. There will be BC and cement concrete (CC) carriageway, the width is 3.00 m according to design, on the side/s of the carriageway there will have soft shoulders depending on the availability of vacant road width. There will be slope protection works, the side slope of road embankment will be of 1:1.5.

3. Road-3: Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635 m) (Road ID # 367024065)

21. The existing road is to be improved on the existing alignment and within available vacant road widths. A cross section of the road according to the preliminary design is displayed in Figure 7.

22. There will be BC carriageway, the width is 3.00 m according to design, on the side/s of the carriageway there will be soft shoulders depending on the availability of vacant road width. There will be slope protection works, the side slope of road embankment will be of 1:1.5. There will be one box culvert at chainage 992.

**Figure 5: Cross section of Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m)
(Road ID # 367022006)**



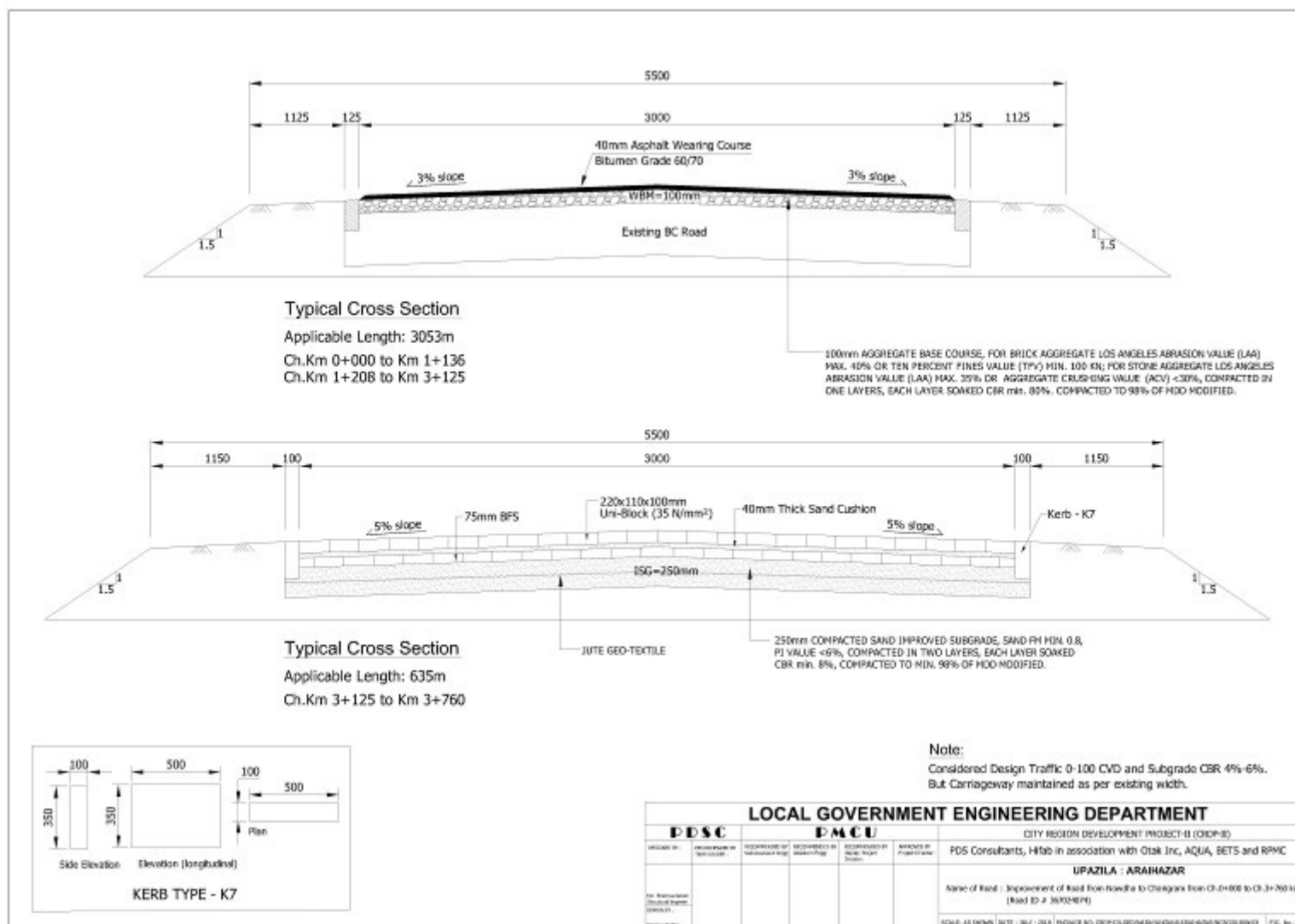
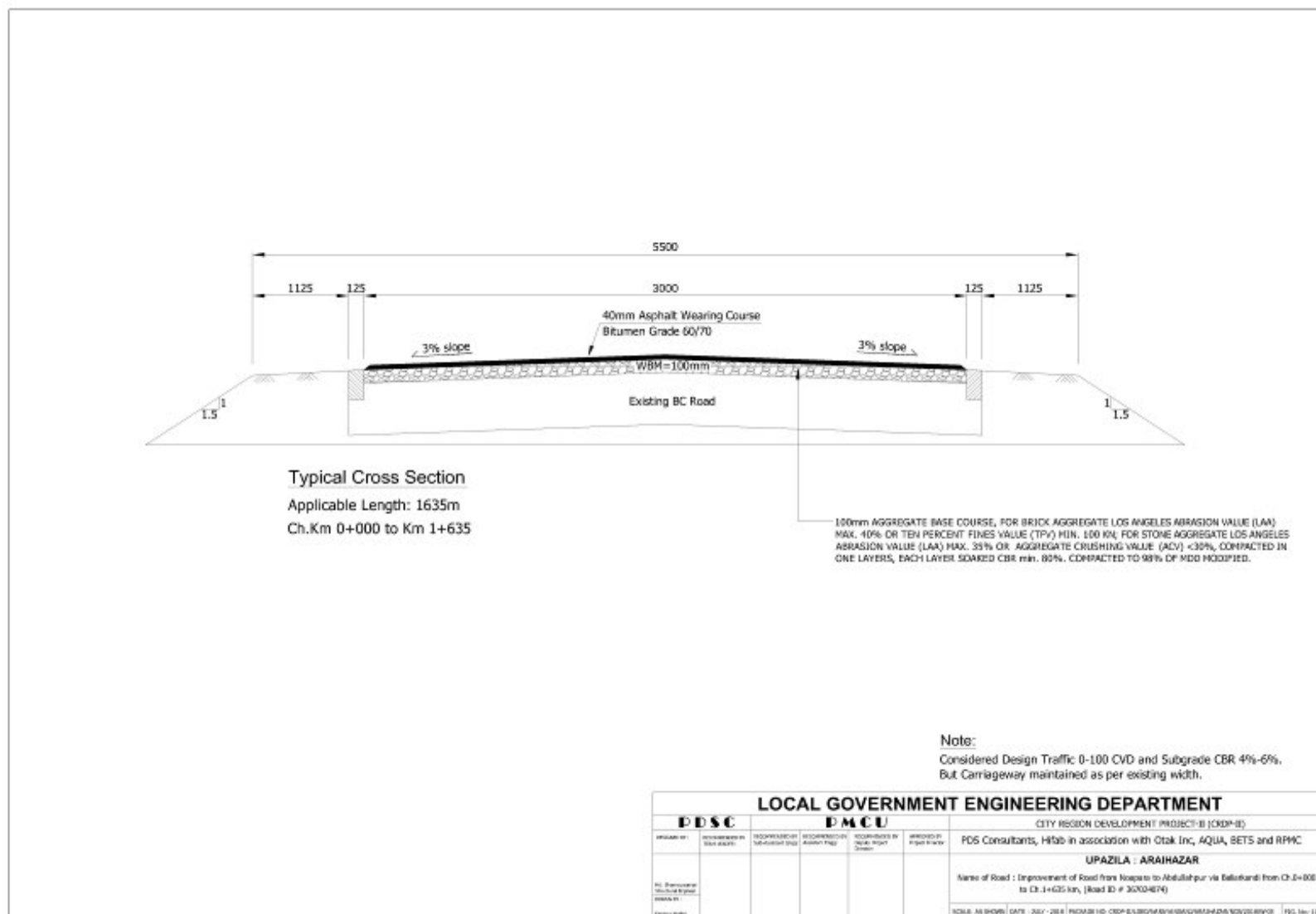


Figure 7: Cross section of Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635 m) (Road ID # 367024065)



IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

23. Intensive inspection of proposed subproject, alignment of the roads, available widths of the roads, conditions of road and its surroundings was undertaken during field visits, along with stakeholder consultations. The road under this subproject is owned by the Government/ LGED and there will be no requirement of land acquisition for this proposed subproject. Pages showing the road IDs (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated October 23, 2017 are provided in Appendix 2.

B. Public Consultation

24. Consultations were undertaken with key stakeholders in line with ADB's requirements related to social safeguard and Involuntary Resettlement and comprehensive consultation program was carried out by the PDSC consultation team. The consultees included officials from Araihasar Upazila Engineer's office, residents and business owners living adjacent to and near the proposed sub-projects elected representatives and other community members and stakeholders within the area. The initial objective was to identify different issues, problems/constraints and responses of the community to the road sub project. The consultation included information dissemination about the Project/ Subproject and its scope, possible positive and negative impacts, involvement of local people in different activities of the Project and possible employment in Project works, etc. The public consultation and participation process included (i) identifying affected stakeholders; (ii) information on the background and technical characteristics of the sub project; (iii) creating opportunities and mechanisms for the community to participate and raise their views with regard to the proposed development; (iv) giving the stakeholders feedback on findings and recommendations; and (v) ensuring compliance to process requirements with regards to environmental and related legislations.

25. In connection with this sub project the safeguard team of PDSC visited Araihasar Upazila during 1st to 2nd October 2018, had an introductory meeting with the Upazila Engineer, Sub-Assistant Engineer, and some local councilors. Two field consultation meetings were arranged by the Araihasar Upazila Engineer's office. Attendance included local public representatives and other stakeholders including community representatives, members of the community, local government representatives, and businesses and family living adjacent to the road. During these field visits, the consultants investigated the existing condition of the roads and drainage alignments, any resettlement needs, rehabilitation, and the grievance redress mechanism.

26. The two field meetings took place at the roadside. The total participants were 47 of which 11 were women. Details of these meeting: attendance sheets, meeting notes and photos are included in Appendix 3. During site visits, Councilors', the Upazila Engineer, other Sub Assistant Engineers and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

27. During consultations and field visits, the community was informed that the road and drainage proposals would not require any land acquisition. The participants were also informed that there would be no tree cutting, relocation of business, and permanent removal of mobile vendors/hawkers. There is no possibility of any long-term adverse impact in terms of losing income or livelihood. Pedestrian safety would be taken care of by the contractors during the construction period by providing alternate roads, safety signs & boards, and providing speed breakers where required. Moreover, mitigation measures as specified in EMPs would also be

implemented by the contractors which would be closely supervised by the Upazila Engineer's officials and consultants. The participants were also informed that there may be local employment opportunities for skilled and unskilled laborers. The active participation of women was encouraged during the field visits.

28. During discussions, the local community expressed their worries about the poor condition of the present road and drainage facilities. The general conclusion of the community was that they supported the improvement of the road and drainage channel. Details of the consultation program are included in Appendix 3. Further public consultation will be arranged during the road improvement/construction works begins.

C. Consultations with shopkeepers who may be temporarily affected

29. Consultations were also undertaken with the shopkeepers who may be temporarily affected (15 shopkeepers) which is related to noise, movement of people, obstruction of drainage etc., during construction of the roads. Their concerns are about dust, noise and access to the shops and they are aware that these temporary disruptions, which may last for 3 days approximately. They understand that the problem is temporary only and could be mitigated by adopting appropriate environmental management plan (EMP) by the contractor during construction. The EMP will include a provision requiring the contractor to conduct works in congested commercial stretches in non-business hours and prepare site specific impact avoidance and minimization plans. The EMP will take measures to minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Only partial road closures are anticipated. Works will be undertaken section by section so that traffic may continue to flow, and access disruptions are minimized. The public will also be informed about any alternate routes, if available. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by all 15 shopkeepers without any coercion or objection. The updated DDR will include a third-party certification of the no objection.

V. LAND AVAILABILITY AND INVOLUNTARY RESETTLEMENT IMPACTS

A. Involuntary Resettlement

30. The social safeguard study for package W-03 of the Araihasar Road and Drainage subprojects in Araihasar Upazila suggests that there is no need for land acquisition as development of roads and drainages will be done on the existing available land of the roads, which belongs to government/ LGED. Relevant pages of a Gazette published by the Government of Bangladesh, dated 23 October 2017 are provided in Appendix 2.

31. It was revealed through physical investigation that the subproject will not impact any privately-owned land for undertaking civil works. As such no land acquisition and resettlement will be required. There will also be no loss of livelihood, either permanent or temporary due to loss of land/ assets, whether titled or non-titled.

32. Though this subproject will unlikely cause any impact during construction, there may however be minor temporary disturbances related to noise, and movement of people, obstruction

of drainage etc. These disturbances could be easily addressed by mitigation measures, such as, minimizing excavation, avoiding disturbance to pedestrian movement through provision of planks for access, provision of adequate signage, careful traffic management and alternative temporary drainage systems. The work for the road could take place overnight and advance notices shall be given to the community where partial road closures are inevitable. Whenever inevitable, road closure will be done section by section only so that traffic may still flow. The public will also be informed about any alternate routes, if available. These measures shall be included in the Terms of References (TOR) of the Contactor.² The contractor's contract will also provide for repair/ reconstitution for any damage caused during construction.

33. Summary of land acquisition and resettlement impacts, which has been assessed using a standard involuntary resettlement checklist undertaking a complete transect walk for the subproject, is shown in Table 3.

Table 3: Proposed subproject components in Araihaazar Road and Drainage Subproject, package W-03 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140m) (Road ID # 367022006)	8.140	Government / LGED	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement. There are 15 shopkeepers on this road who may be temporarily affected and given no objection to temporary disruption.
Nowdha - Charigram Road (Ch.0-3760m) (Road ID # 367024074)	3.760	Government / LGED	Road and drain construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement.
Noapara - Abdullahpur via Bailarkandi Road (Ch. 0-1635m) (Road ID # 367024065)	1.635	Government / LGED	Road construction will be done on the existing available width of the roads. The land has been in possession of Government/ LGED. There are no issues related to land acquisition or resettlement.

² An 'Environmental Specification for Construction Contractor' delineating impact avoidance and mitigation measures and a 'Traffic Management Plan Template' delineating management of traffic and temporary road blockage during construction have been incorporated in Appendix 2 and in Appendix 3 of the IEE document of Araihaazar Road and Drainage Subproject, package W-03.

VI. CONCLUSIONS

A. Summary and Conclusions

34. A due diligence process was conducted for the subproject to examine the involuntary resettlement issues particularly with respect to the ADB SPS (2009) and GOB Land Acquisition Policy, 2017 requirements. The road and drainage construction/ improvement subproject at Arahazar Upazila will be a straightforward construction/ improvement along the existing alignments of the Government-owned roads and within the available road widths. As a result, the subproject road and drainage improvement/ construction will neither cross nor affect any privately-owned land or structures. Further, any disturbance will be limited to construction period only. The likely impacts are short-term, localized and could either be easily avoided or mitigated. The present report describes the findings of the study focused on the likely subproject impacts in terms of involuntary resettlement. The results of the study suggest that the subproject will not result in any land acquisition, resettlement or economic displacement. The reasons for this outcome are:

- (i) improvement of the proposed roads and drainages will be done on the existing Government lands, which are also are encumbrance free; and
- (ii) the economic activities of the population along the proposed subproject alignments will not be impeded by the excavation and constructions on existing road widths, so there will be no resulting losses in income or assets.

35. The subproject is unlikely to have any involuntary resettlement impacts, thus is classified as category C. It does not require any resettlement survey and preparation of resettlement plan; nonetheless, extensive consultations/ discussions with the people and beneficiaries will be conducted and their participation will be ensured during subproject implementation to immediately address concerns, if any, to expedite project works. Safeguard compliance monitoring will be conducted during the project implementation and civil works activities.

B. Next Steps

36. The DDR needs to be updated with the following information:

- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during detailed design and implementation, will be included in the updated DDR;
- (ii) The due diligence report will be updated based on detailed design, initiation and completion of due procedures will be reported, and ADB approval for the DDR will be obtained prior to contract award; and
- (iii) The updated DDR will include a third-party certification of the no objection to temporary disruption.

Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

1. Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m) (Road ID # 367022006). Chainage 55



Photo at chainage 55



Google Earth Image at Chainage 55

**2. Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway)
Road (Ch.0-8140m) (Road ID # 367022006). Chainage 175**



Photo at chainage 175



Google Earth Image at Chainage 175

3. Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m) (Road ID # 367022006). Chainage 2850



Photo at chainage 2850



Google Earth Image at Chainage 2850

4. Araihaazar (at Araihaazar-Narsingdi RHD) to Purinda Bazar (at Dhaka-Sylhet Highway) Road (Ch.0-8140 m) (Road ID # 367022006). Chainage 8100



Photo at chainage 8100



Google Earth Image at Chainage 8100

5. Nowdha - Charigram Road (Ch.0-3760m) (Road ID # 367024074), chainage 110



Photo at chainage 110



Google Earth Image at Chainage 110

Copy from the page showing the road ID (highlighted) owned by LGED under this subproject from a Gazette published by the Government of Bangladesh, dated 23 October 2017

১১৩৬৮		বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭	
DIVISION : DHAKA		Upazila Road under LGED	
SL No.	Road Code	Road Name	Length (km)
2590	368642008	Hasnabad GC-Konderpara R&H Road up to Thana Border.	5.94
2591	368642009	Morjal Polly Bidduit Office-Jossor Bazar Road via Morjal High School.	3.48
Total No. of Road : 9		Total Length :	90.24
DISTRICT : NARSHINGDI		UPAZILA : SHIBPUR	
2592	368762001	Shibpur UZHQ-Belabo UZHQ via Jallara GC road	10.00
2593	368762002	Shibpur UZHQ-Jeshor GC Via Chaitanna road	10.80
2594	368762003	Baniadi RHD-Shibpur UZHQ road	1.22
2595	368762004	Charsingdur GC (Brajerkandi R&H)-Lakpur bazar RHD Rd	6.35
2596	368762005	Shibpur GC-Charsindur GC via Dattergoan-Simultola bazar road.	9.10
2597	368762006	Bannar bazar RHD-Charsindur GC road	4.50
2598	368762007	Jallara bazar GC-Radhagonj bazar GC via Sristigar RHD road.	10.00
2599	368762008	Shibpur GC- Taltoly RHD via Madobdi road.	7.65
2600	368762009	Sristigar R&H - Jallara bazar Via Nauka ghata.	5.97
2601	368762010	Baznabo RHD - Putia GC Via Palpara Bazar road	6.60
2602	368762011	Baraitola RHD-Putia GC Road.	2.10
2603	368762012	Kundarpara RHD Road-Shibpur GC Road.	5.50
2604	368762013	Shibpur Collage Gate RHD- Shibpur UZHQ road.	0.54
2605	368762014	Kararchar Apace Filling Dhaka-Sylhet RHD-Char Nagardi GC via Dorichar Bridge road	0.65
Total No. of Road : 14		Total Length :	80.98
NARSHINGDI DISTRICT :		Total No. of Road : 74	Total Length : 433.37
DISTRICT : NARAYANGANJ		UPAZILA : ARAIHAZAR	
2606	367022001	Araihaaz GC-Uchitpura GC via Elomdi-Jangalia Bazar Road	11.06
2607	367022002	Bialapara GC-Eid Bardi RHD	3.66
2608	367022003	Uchitpura GC-Gopaldi GC via Manikpur Bishnandi	10.22
2609	367022004	Araihaaz GC- Khagkanda Launch Ghat via Sultanshadi Bazar, Uchitpura GC	11.58
2610	367022005	Gopaldi GC-Mollarchar RHD	7.82
2611	367022006	Araihaaz GC- Chabbishkhali via Purinda Bazar (Dhaka-Sylhet Hgh Way) Road	9.64
2612	367022007	Boro Binarchar RHD -Pakundia Bridge via Monohordi, Baliapara GC	6.10

১২৬৮০

বাংলাদেশ গেজেট, অতিরিক্ত, অক্টোবর ২৯, ২০১৭

Village Road-A under LGED			
SL No.	Road Code	Road Name	Length (km)
3347	367024040	Rasulpur Road	0.70
3348	367024041	Rasulpur-Bahadurpur	2.15
3349	367024042	Narandi-Sultandsadi bazar	1.05
3350	367024043	RHD-Bogadi Kandapara	2.00
3351	367024044	Purinda FRB-Banderbari	2.00
3352	367024045	Singhadi bazar-Madhabdi-Elomdi Road-Shendhi .	4.27
3353	367024046	Mahmudpur village Road	0.55
3354	367024047	Salomdi bazar-Muluksadi	1.60
3355	367024048	Hazirtek-Ulukandi	1.55
3356	367024049	Jhaukandi-Overtak	1.65
3357	367024050	Jhaukandi-Kadmirchar	1.55
3358	367024051	Kadmirchar-lharkandi	1.25
3359	367024052	Khagkanda-Nayanabad	1.40
3360	367024053	Santir bazar-Paikpara	0.91
3361	367024054	Nowadda-Ziartak	1.50
3362	367024055	Sanpara-Punchrukhi via Uttarpara	2.10
3363	367024056	Panchgaon Momen House-Madrassa Road	1.00
3364	367024057	Daburpura Pucca Rd-Sultanshadi via. Singarpur	1.15
3365	367024058	Charpara Anath Dr. House-Panchmukhi Pucca Rd via Bustola K	6.00
3366	367024059	Baliapara Mohordi-Soud bari Rd	0.50
3367	367024060	Kalibari Dewanpara to Bashtala Ghat Link to Manehar Madrasha	2.03
3368	367024061	Sultansadi-Narandi	1.00
3369	367024062	Jawgara Biman Bandar-Lakupura	2.00
3370	367024063	Laskardi bazar pucca road-Salauddin pukur par via h/o suruj	1.00
3371	367024064	Narandi-Elomdi bazar-Elomdi Gorastan	2.50
3372	367024065	Noapara-Abdullahpur via Bailarkandi	1.61
3373	367024066	Kallandi bazar-Dhakkinpara	2.00
3374	367024067	Salamdi bazar-H/o Barek member	1.50
3375	367024068	Mahamudpur west para mosque-Khasherkandi pucca road	1.00
3376	367024069	Chargaon H/O Amir Ali-Chargaon Uttarpara Jame mosque	1.00
3377	367024070	Dasherdia Batala-H/O Ismail Hazi road	2.00
3378	367024071	Bagha nagar village road	2.00
3379	367024072	Laskardi-Langardi Bazar	4.55
3380	367024073	Uzangobindir More-Fausha	3.00
3381	367024074	Nowdha-Charigram.	3.32

Note: It has been noticed that the actual road length obtained from the survey of the PDS consultants slightly varies from the road lengths mentioned at this Government Gazette.

**List of Consultations/ Meetings at different locations of the package W 03 subproject
under Araihaaz Upazila**

Sl. No	Date of Consultation	Place of consultation	Number of Participants	Issues Discussed	Major findings
01	01 October 2018	Noapara - Abdullahpur via Bailarkandi (Road ID: 367024065) Pourashava hall room	Male-16 Female-02 Total=18	Purpose of the visit, information dissemination about the subproject, possible positive and negative impacts, necessity of land acquisition, compensation issues, local people's opinions, feedback on different social issues and concerns, grievances redress mechanism, participation of local people in different project activities, employment opportunity in project works etc.	All of the participants heard about the proposed development program and welcomed the subproject. The existing roads condition is broken, narrow and low land flood prone area. In the rainy season it becomes very difficult for people to transport and move. The better road condition will greatly ease the pain of the present suffering in movement of the road. Business, education and health will be highly benefited and will be the peoples' overall wellbeing. The people demanded to reconstruct the bridges of Araihaaz to Purinda Road. They also mentioned about the obstacles of drainages due to poor condition or absence of cross drainages.
02	02 October 2018	Araihaaz (at Araihaaz – Narsingdi RHD) to Purinda Bazar at Dhaka Sylhet RHW via Gazipara morh, Kamranirchar bazar, Naogaon, Tekpara Madrasa (Road ID: 367022006) Union parishad office	Male-20 Female-09 Total=29		Participants seemed, there are no possibilities of IR impacts considering land acquisition & physical or economic displacement of people, being construction/ development of road on the existing alignments& drains will be done on the road shoulder. They assured to cooperate as required. The participants understood GRM procedure and project policy, showed interest to participate in project implementation.
03	02 October 2018	Nowdha – Charigram (Road ID: 367024074) Union parishad office			

Photographs of Community Consultations



Consultation at Noapara - Abdullahpur via Bailarkandi
(Road ID: 367024065)



Consultation at Araihasar (at Araihasar – Narsingldi RHD) to Purinda Bazar (at Dhaka Sylhet Highway) Road (Road ID: 367022006) and Nowdha – Charigram (Road ID: 367024074)

List of Participants in Consultations Meetings in different Location of CRDP-II/LGED/NARAYANGANJ/ARAIHAZAR/W-03

প্রকল্পের নামঃ ১) আড়াই হাজার হাইও পুর্নবিদ্যমান-ORA-6
২) মন্ডল চারিগ্রাম রোড- LRA-9 উপজেলাঃ-
ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা তারিখঃ- ০২/০০/১৮

ক্রমিক নং	নাম ঠিকানা মোবাইল নম্বর	পেশা	স্বাক্ষর
১।	আব্দুল হামিদ ০১৭১৩৫১৭১০৭	ইউনি চেয়ারম্যান	০২/০০/১৮
২।	মুজিব, খানসামার ০১৬৮১৭৫১৬৮১	ব্যবসা	
৩।	আব্দী মাকিও প্রমোইন ০১৭৩০৭৫৫৫৫৫	ব্যবসা	
৪।	মহিউল হামিদ ০১৪১৩৫৩১৬৬৫	মহাজারী	
৫।	মোঃ মাহজোব্বার হামিদ		
৬।	মোঃ আব্দুল হাই চৌধুরী	ব্যবসা	
৭।	(মহাজার)		
৮।	মোঃ হুমায়ুন কামরুজ্জামান ০১৭৩০৭৭৬৩৪৭	হুমায়ুন	
৯।		চাফা	
১০।	৩/০০২৫		



প্রকল্পের নামঃ-

উপজেলাঃ-

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০২.১০.১৮

ক্রমিক নং	নাম ঠিকানা মোবাইল নম্বর	পেশা	স্বাক্ষর
১।	মিঃ নাজিম ০১৪৬০৪৩০৩৮	চাকরী	
২।	শাহাবুদ্দীন		
৩।	মোঃ সাজ্জাদুর রহমান ০১৭১১৭৭৭৫৭১	চাকরী	Sazzad
৪।	সুলতানুল মুহাম্মাদ	চাকরী	
৫।	মোঃ সাজ্জাদুর রহমান ০১৭১১৭৭৭৫৭১	চাকরী	
৬।	মোঃ সাজ্জাদুর রহমান ০১৭৩১-৬০৩৫৩৩	চাকরী	Sazzad
৭।	মোঃ মাহবুবুর রহমান ০১৭২৪-৫৬০৪৬১	চাকরী	Mahbub
৮।	মোঃ সাজ্জাদুর রহমান ০১৭১১৭৭৭৫৭১	চাকরী	Sazzad
৯।	মুহিবুদ্দিন ০১৭৬৩৭৭৫৭৮২	মহাসচিব মহান ইতিম	Muhib
১০।			



প্রকল্পের নাম:-

উপজেলা:-

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখ:- ০২/১০/১৮

ক্রমিক নং	নাম ঠিকানা মোবাইল নম্বর	পেশা	স্বাক্ষর
১।	মো. আব্দুল দ্বিদ ০১৪৪২৫৩০৭১৪	চ্যাংগে মাস্টার দ্বিদ	
২।	মোমো: খুলন জেনারেল		
৩।	আদিয়া	হাবিনা	
৪।	মানোজুরা		
৫।	মেওমা		
৬।	জিবিলা		
৭।	শুফিয়ারা		
৮।	জামিয়া		
৯।	নাতিমা		
১০।	সুফিয়া		



প্রকল্পের নামঃ সহকর্মী কর্মসূচী ২০২০ উপজেলাঃ পাটসদ
২য় নতুন পাড়া - হাটুয়াপাড়া ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা তারিখঃ ০২/০১/২০


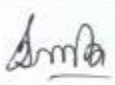
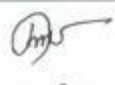
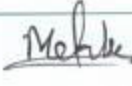
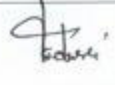
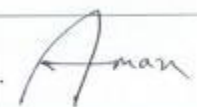

ক্রমিক নং	নাম ঠিকানা মোবাইল নম্বর	পেশা	স্বাক্ষর
১।	মোঃ সুলতান আলী মৈয়ূর। আজিজাবাদ পৌরসভা	মৈয়ূর	আলমগীর হোসেন আকী মৈয়ূর
২।	মোঃ কামারুজ্জোহা	কামারী	আবু হাফিজার পৌরসভা আবু হাফিজার, নারায়ণগঞ্জ
৩।	কারিমুল ইসলাম ০১৭২৭৭৩৭৭	কামারী	
৪।	মোঃ আমির হিমেদ ০১৭১১৫৩৭৮৭	কামারী	
৫।	হুমায়ুন আলম ০১২১১৬৬৬৬০	কামারী	
৬।	হুমায়ুন আলম ০১৮৫১৫৬২২৭২	কামারী	
৭।	মোঃ জাহিদ হুমায়ুন ০১৭২৬৮০৭৭৬০	কামারী	
৮।	মুহাম্মদ হুমায়ুন ০১৭৩২-৭৭৭২৬২	কামারী	
৯।	মুহাম্মদ হুমায়ুন ০১৭১২-৫৭৭১৩০	কামারী	
১০।	মুহাম্মদ হুমায়ুন	কামারী	

প্রকল্পের নামঃ- গাওঁ, ডাক্তার হেলালী আলম ইয়াহু উদারনা পরিষদ উপজেলাঃ-

2

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০২/১০/১৮

ক্রমিক নং	নাম ঠিকানা মোবাইল নম্বর	পেশা	স্বাক্ষর
১।	কাউছার আহমেদ ০১৭৫২৩৪৪৫৪৭	চাকুরী	
২।	আজিজ উল্লাহ ০১৭১১১২০০৬৭	চাকুরী	
৩।	মোঃ মল্লিক মিয়া ০১৭৫৫৬৪৭৫৩৭	কৃষিক	হাওড়া
৪।	মোঃ ইব্রাহিম আলম ০১৭৩৭-৪৭৩৭৭৭	গ্রেম ইমাম	
৫।	ইব্রাহিম আলম ০১৮৫৩৫৪৬৭০৩	গৃহিণী	
৬।	ফেরদৌসী আজর ০১৭৪২৪৭৭৬২	গৃহিণী	
৭।	মোঃ আমান আলম ০১৭২৩৭০৪০৪৭	কৃষিক	
৮।	মোঃ মিল্লা/আলম	কৃষিক	
৯।			
১০।			

No objection to temporary disturbance by the shop owners who may be temporarily affected

স্থানীয় সরকার প্রকৌশল অধিদপ্তর

নগর অঞ্চল উন্নয়ন প্রকল্প (২য় পর্যায়)

লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও শের-এ-বাংলা নগর

ঢাকা-১২০৭

অদ্য-০২/১০/২৫ ইং তারিখে সড়কের নাম- এস.ডি.ই.সি. সড়ক পুনর্নির্মাণের (ORD-৬)
 বন্য- নির্মাণ কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনর্নির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে।
 আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। আমরা সেচ্ছায় নির্মাণ করার
 সময় ঠিকাদার তার কর্মী দেরকে সহযোগিতা করবো। আমাদের সম্মুখে এই রাস্তা উন্নয়নের
 কাজের প্রতি কোন আপত্তি থাকবে না।

No objection for temporary disruption

We are well aware about the temporary disruption of business/access during construction of road. We would like to express that all of us require an improved road and are willing to cooperate with the contractor during period of construction.

We don't have any objection for the road improvement work for the temporary disruption of business/access.

আজই হাজার থেকে সুবিধা লাভ করুন

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	ডাঃ মিয়া	দোকান মালিক	সুবিধা	মিয়া	০১৮২২৭৬৪৩৩
২	হাসান	বরাদ্দ	৫	হাসান	০১৮৮৩৭৭০৪৮২
৩	আজিত খোয়া	বরাদ্দ	৫	আজিত	০১৮৩৬১৫২৬৭
৪	আবাস	বরাদ্দ	৫	আবাস	০১৭৩৪১৫০৪৬২
৫	হেলালুজ্জামান	বরাদ্দ	৫	হেলালুজ্জামান	০১৮৮৭৫৬২৮০
৬	মাঃ হুমায়ুন আলী	বরাদ্দ দোকান	৫	হুমায়ুন আলী	০১৭১২০২৮১৮৫
৭	হাসান মিয়া	বরাদ্দ	৫	হাসান	০১৭৫৬২২৫৫৫
৮	(মাঃ আনছ	হাসান)	৫	হাসান	০১৮২১২২৩৫৭৩
৯	মোঃ জাহিদ মিয়া	হাসান	৫	মোঃ জাহিদ	০১৭৭৮৭৩৫৩৭৩
১০	জাহিদ মিয়া	বরাদ্দ	৫	জাহিদ	০১৮১১২১৭৭৫
১১	আজিত খোয়া	বরাদ্দ	৫	আজিত	০১৮২৬১৭৮৮৩৭
১২	আঃ আজিজ মিয়া	বরাদ্দ	৫	আঃ আজিজ	০১৮১৬০৮৭৭৩৫
১৩	হিরুন মিয়া	বরাদ্দ	৫	হিরুন	০১৮৩৮৭৫৭৭৫৬

০১৮ ৩৭৩ ২০৩৭৭

০১৮ ৩৭৩ ২০৩৭৭ - ০১৭৬৩৭৭৭৮২

ক্রমিক নং	ব্যবসা মালিকের নাম	ব্যবসায়ের ধরন	ঠিকানা	স্বাক্ষর	মোবাইল নং
১	আব্দুল হামিদ	টেন	মুন্সিগাঁ	আব্দুল	০০৭৭/১৫৬৭৭৮
২	হাঃ জৈনিকুল ইসলাম	সিটিং- মেকান	১)	জৈনিকুল	০১৭২৪৬৮৬৭৫২
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Certificate of Road Ownership by LGED

Government of the People's Republic of Bangladesh

Local Government Engineering Department

Office of the Executive Engineer

District: Narayanganj

www.lged.gov.bd

Certificate of Road Ownership

This is to certify that the actual length of the following roads of Araihaazur Upazila under Narayanganj District are owned by LGED and are included for improvement under the Second City Region Development Project:

SL.	Road ID	Road Type	Road Name	Actual Length (km)
1	367024074	Village Road-A	Nowdha - Charigram Road	3.760
2	367024065	Village Road-A	Noapara - Abdullahpur via Bailarkandi Road	1.635


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