

Land Acquisition and Involuntary Resettlement Due Diligence Report

Document stage: Draft
Project number: 49329-006
December 2020

Bangladesh: Second City Region Development Project

Dhaka Region Roads (GCC)

Package No. CRDP-II/LGED/GCC/NCB/2020/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
CRDP	-	City Region Development Project
GoB	-	Government of Bangladesh
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
LGED	-	Local Government Engineering Department
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 Gazipur City Corporation (GCC) Road and Drainage subprojects were selected for development under the Second City Region Development Project (2nd CRDP) during the pre-feasibility study conducted by the Project Preparation Technical Assistance (PPTA) consultants appointed by ADB. Local Government Engineering Department (LGED) is the Executing Agency of the project. The Engineering Department of Gazipur City Corporation will be the implementing agency with a project implementation unit (PIU) within its structure.

2. Under package W-03 of the GCC Road and Drainage subprojects, 2 (two) roads, namely a) Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona upto River bank via Gachha bazar (2.159km) and b) Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km) are identified and will have the following components: improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works. Such works will improve the transport and drainage system of the city corporation and will also prevent water logging problem and flooding during monsoon. All improvements will be constructed within the existing vacant width (right-of-way) of the road. The roads are under the ownership of GCC according to a certificate from the Additional Chief Engineer of GCC which is attached in Appendix -2). The location of the subproject is shown in Figure 1.

3. The Resettlement Framework adopted for Second CRDP outlines the objectives, policy principles and procedures for land acquisition, if any, compensation and other assistance measures for displaced/ affected persons¹, 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 GCC Road and Drainage Subproject-Package W-03 roads and is based on preliminary design. The preliminary design of the proposed subproject consists of improvement/ widening of the road surfaces, improvement/ construction of drains, and ancillary facilities like cross drainages, culverts, walkways and slope protection works, has been described in detail at the 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 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 start of construction in the subproject.

Table 1: List of Roads and Components under GCC Package W-01 Subproject

Sl.	Name & ID of the roads	Length (km)	Major Components
1	Improvement of Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona upto River bank via Gachha bazar.	2.159	Road carriageway
2	Improvement of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorph at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh.	4.815	Road carriageway, drainage, culverts, slope protection works

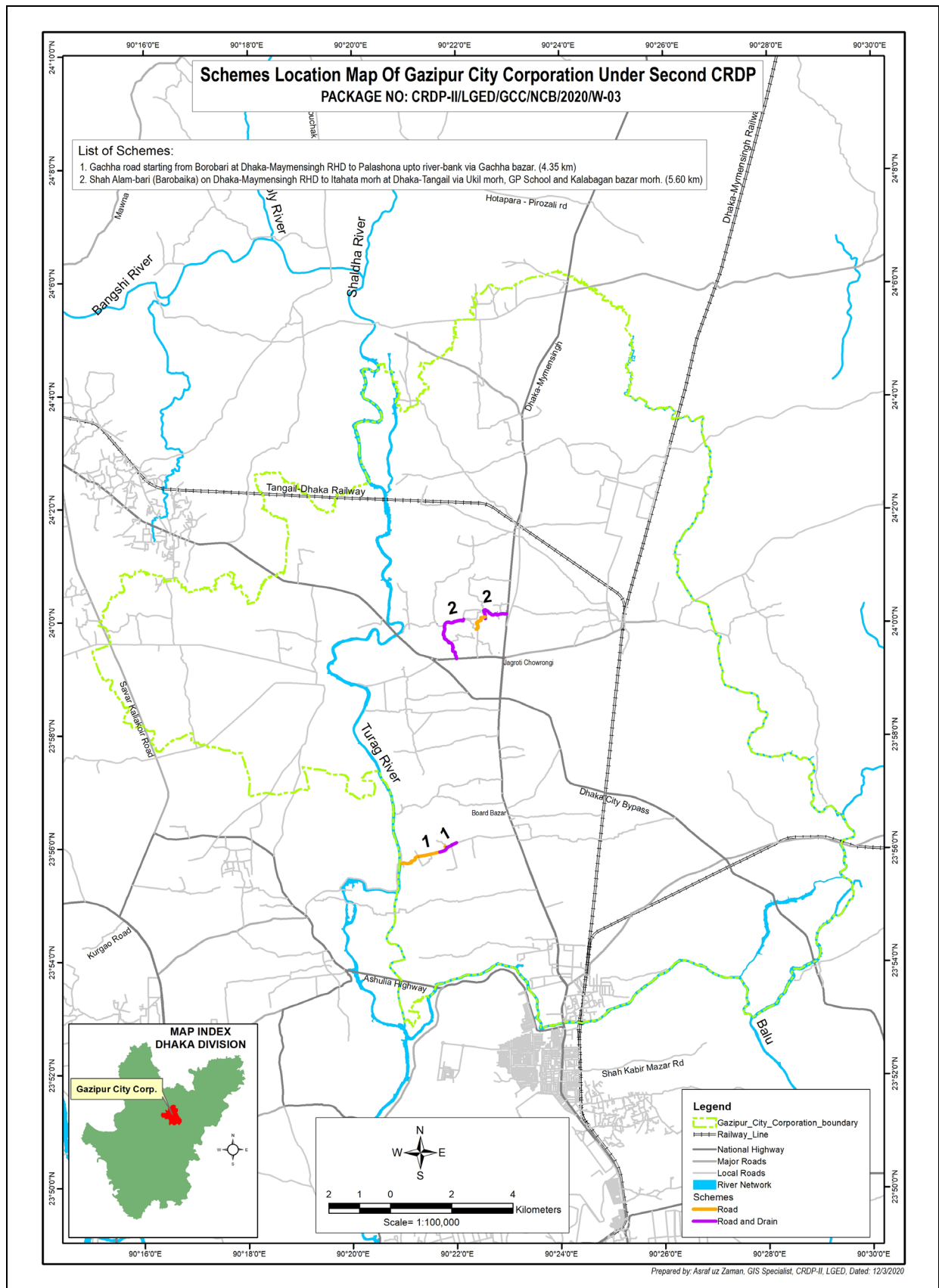
II. POLICY FRAMEWORK AND ENTITLEMENTS

7. The Resettlement Framework prepared for 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-Mymensingh National Highway about 25 KM north of Dhaka City. Industrial and institutional developments in Gazipur exist from decades before along the main highways and urbanized areas keeping a vast agricultural land around them. But recently a trend of rapid uncontrolled industrial development is noticed in the agricultural areas, mainly industries related to RMG sector employing a large number of people and creating demand on roads and drainages infrastructures.

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



A. Present Status of the Subproject


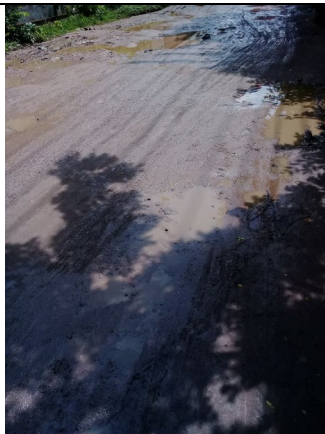
1. Road-1: Improvement of Gachha road starting from Borobari at Dhaka-

Mymensingh RHD to Palashona upto River bank via Gachha bazar (2.159km).

9. The road improvement work is one of the first priority readiness road subproject of selected Link Roads, starts Aristo Pharma and ends at the bank of the river Turag. This road subproject passes through Gachha Bazar and Palashona village. It passes through industries, homesteads and paddy lands.

10. The existing vacant road width is varying in between 5.60~ 13.50 m and the existing carriageway width is 3.00 m (Table-2). There is a functional roadside U-drain from Ch. 2018 to 2700m on the right-side of the road alignment. There is water logging in different segments of the roads and the adjacent areas which indicate the necessity of the proposed pipe drains in few segments. There is a 48 m long bridge at chainage 2700 to 2748 m which is in good condition needing no replacement of it. Some photographs from various locations of this subproject are displayed below.

Figure 2: Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona upto River bank via Gachha bazar (2.159km).

	
Existing road condition at Chainage 2025	Existing road condition at Chainage 2030

2. Road-2: Improvement of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km)

11. The road is one of the first priority readiness road subproject of selected Link Roads, starts Grameen Phone office and ends at Itahatamorh. This road passes through a dense area comprising small industries, markets and homesteads.

12. The existing vacant road width is varying in between 5.00~ 10.70 m and the existing carriageway width is varying between 6.00 ~ 14.80 m (Table- 2). There is no functional roadside drain along the existing alignment of above mentioned road. There are water loggings in different segments of the roads and the adjacent areas which indicate the necessity of the proposed pipe drains in few segments. Following are some photographs from various locations of this subproject. Google Earth image & photos at congested/dense stretches with commercial development of the subproject roads are presented in Appendix-1.

Figure 3: Shah Alam-bari (Barobaika) on Dhaka-Mymensingh RHD to Itahatamorh at Dhaka-Tangail via Ukilmorh, GP School and Kalabagan bazar morh from Ch.0+000Km to 4+475Km (4.475 Km)



Existing condition of Road at Chainage 4160



Existing condition of Road at Chainage 3970

Table 2: Existing and Proposed Carriageway and Road width

Road Name: Improvement of Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona up to River bank via Gachha bazar (2.159km).				
Chainage	Existing Vacant Road Width (Min –Max) m	Proposed Road Width (Min –Max) m	Existing Carriageway (Min –Max) m	Proposed Carriageway (Min –Max) m
2+018 – 2+700	5.80 – 12.50 (2+350) (2+430)	12.10	3.00	6.20
2+748 – 3+865	7.60 – 13.50 (3+850) (13+115)	12.10	3.00	6.20
3+865 – 4+025	5.60 – 8.00 (3+915) (3+985)	7.30	3.00	5.50
0+000 – 0+200 (Link-01)	6.00 – 9.00 (0+025) (0+182)	7.30	3.00	5.50

Note: There is a good condition existing 48m long bridge at Chainage 2700-2748

Road Name: Improvement of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km)				
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 – 0+875	6.00 – 11.25 (0+400) (0+650)	9.00	3.00	5.50
0+875 – 1+750	9.00 – 11.60 (1+525) (0+950)	9.00	3.00	7.30
2+410 – 3+150	9.00 – 12.00 (2+450) (2+950)	9.00	3.00	7.30
3+150 – 4+263	9.00 – 14.80 (4+050) (3+650)	12.00	3.00	5.50
4+263 – 4+475	8.10 – 11.10 (4+275) (4+400)	12.00	3.00	5.50
0+000 – 0.075 (Link-01)	7.90 – 9.80 (0+025) (0+050)	7.30	3.00	5.50

Note: The road section at Chainage 1750-2410 is excluded because it has been undertaken by another project.

*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: Improvement of Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona up to River bank via Gachha bazar (2.159km).

13. Proposed Interventions planned for the existing Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona upto River bank via Gachha bazar are as follows:

14. The existing road is to be improved on the existing alignment and within vacant road widths.

15. There will be Bituminous Carpeting, Cement Block and RCC carriageway, the width is 5.50m and 6.20m all through according to design, on the side/ sides of the carriageway there will be hard shoulder/ shoulders or walkway/ walkways and soft shoulders depending on the availability of vacant road width..

16. The existing carriageway/ vacant road width and proposed carriageway/ road width is summarized in Table 2. A cross section of the road according to the preliminary design is displayed in Figure 4.

2. Road-2: Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorph at Dhaka - Tangail via Ukilmorph, GP School and Kalabagan bazar morph (4.815 km)

17. Proposed Interventions planned for the existing Shah Alam-bari (Barobaika) on Dhaka-Mymensingh RHD to Itahatamorph at Dhaka-Tangail via Ukilmorph, GP School and Kalabagan bazar morph are as follows:

18. The existing road is to be improved on the existing alignment and within vacant road widths.

19. There will be Bituminous Carpeting, Cement Block and RCC carriageway, the width is 5.50m-7.30m according to design, on the side/ sides of the carriageway there will be hard shoulder/ shoulders or walkway/ walkways and soft shoulders depending on the availability of clear road width. The side slope of road embankment will be of 1:1.5. There will be cross drains and, drainage systems at several places.

20. The existing carriageway/ road clear width and proposed carriageway/ road width for road is summarized in Table 2. A cross section of the road according to the preliminary design is displayed in Figure 5.

Typical Cross Section

Applicable Length: 360m
Ch.3+865 Km to Ch.4+025 Km
Ch.0+000 Km to Ch.0+200 Km (Link-01)

150mm AGGREGATE BASE COURSE, FOR BRICK AGGREGATE LOS ANGELES ABRASION VALUE (LA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100 KN FOR STONE AGGREGATE, LOS ANGELES ABRASION VALUE (LA) MAX. 35% OR AGGREGATE CRUSHING VALUE (ACV) MAX. 30% COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 80% COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR).

150mm SUB-BASE, FOR BRICK AGGREGATE, LOS ANGELES ABRASION VALUE (LA) MAX. 40% OR TEN PERCENT FINES VALUE (TFV) MIN. 100 KN, FOR STONE AGGREGATE, LOS ANGELES ABRASION VALUE (LA) MAX. 35% OR AGGREGATE CRUSHING VALUE (ACV) MAX. 30% COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 35% COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR).

250mm COMPACTED SAND IMPROVED SUBGRADE, SAND FIN. 0.8, PL VALUE < 8% COMPACTED IN TWO LAYERS, EACH LAYER SOAKED CBR MIN. 8% COMPACTED TO MIN. 98% OF MDD (MODIFIED PROCTOR).

Typical Curb/Kerb Stone - K7

NOTES:

- 1) All dimension are in millimeter.
- 2) All layer's thickness, compaction & other specification must comply as shown.
- 3) Bedding sand (FH-2.5) shall well graded (As shown) & Compaction.
- 4) Joint filling sand (FH-1.5) shall also well graded (As shown) & filled properly.

Sieve Size	Bedding Sand Gradation Percent Passing(%)	Joint Filling Sand Gradation Percent Passing(%)
50mm	100	100
37.5mm	95-100	90-100
19.0mm	70-92	-
9.5mm	50-70	-
4.75mm	35-55	30-60
800micron	12-25	-
75micron	0-8	0-12

Sieve Size	Bedding Sand Gradation Percent Passing(%)	Joint Filling Sand Gradation Percent Passing(%)
9.52mm	100	-
4.75mm	95-100	-
2.38mm	80-100	100
1.18mm	50-95	90-100
600micron	25-80	80-90
300micron	10-30	30-80
150micron	0-15	15-30
75micron	0-10	0-10

[illegible]

IV. FIELD WORK AND PUBLIC CONSULTATION

A. Outline of Field Work

27. 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 right of way under this subproject is owned by the Government/ GCC and no land acquisition will therefore be necessary. A letter from the Additional Chief Engineer of GCC stating that the roads under package W03 are owned by GCC and they have no objection to improve the roads by LGED through Second CRDP is provided in Appendix 2.

B. Public Consultation

28. 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 Gazipur city corporation officials, 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/ Sub-project 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.

29. In connection with this subproject the safeguard team of PDSC visited Gazipur City Corporation from 13 December 2017 and had an introductory meeting with the Additional Chief Engineer, Executive Engineer, Assistant Engineer, and some councilors. **Three field consultation meetings were then arranged by the City Corporation officials.** 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.

30. The three field meetings took place at the roadside during 06th May and 03rd July, 2019. **The total participants were 46 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 Executive Engineer, other Engineers and a surveyor accompanied by the consultants to assist identifying the locations of the road alignments were in attendance.

31. **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 handled 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 City Corporation 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.

32. 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 is included in Appendix-3. Further public consultation will be arranged before the road improvement/construction works begins.

C. Consultations with Shopkeepers Who may be Temporarily Affected

33. Consultations were also undertaken with the shopkeepers who may be temporarily affected 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 and will not affect their income or livelihood. Because, 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. 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. The 'no objection' to temporary disruption is attached in Appendix 5, which is signed by all temporarily affected 30 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:

34. The social safeguard study for package W-03 of the GCC Road and Drainage subprojects confirms that there is no need for land acquisition as development of roads and drainages will be done on the existing vacant land of the roads, land which belongs to government/ GCC. A certificate from the Additional Chief Engineer of GCC is provided in Appendix-2.

35. It was revealed through physical investigation that the subproject will not impact any private 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.

36. Though this subproject will unlikely cause any impact during construction however, there may be minor temporary disturbances related to noise, and movement of people, obstruction of drainage etc. These disturbances will not harm their income or livelihood, because 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/ reconstruction for any damage caused during construction.

37. 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 shown at Table 3.

Table 3: Proposed sub-project components in GCC Road and Drainage Subproject, package W-01 and their Involuntary Resettlement Impact status

Component	Length (km)	Land ownership	IR Impact
Improvement of Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona up to River bank via Gachha bazar.	2.159	Government / GCC	Road and drain construction will be done on the existing vacant width of the roads. The land has been in possession of Government / GCC. There are no issues related to land acquisition or resettlement. There are 10 shopkeepers on this road who may be temporarily affected and given no objection to temporary disruption.
Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorph at Dhaka - Tangail via Ukilmorph, GP School and Kalabagan bazar morph (4.815 km)	4.815	Government / GCC	Road and drain construction will be done on the existing vacant width of the roads. The land has been in possession of Government / GCC. There are no issues related to land acquisition or resettlement. There are 20 shopkeepers on this road who may be temporarily affected and given no objection to temporary disruption.

V. CONCLUSIONS

A. Summary and Conclusions

38. 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 GCC will be a straightforward construction/improvement along the existing alignments of the Government/GCC-owned roads and within the vacant road widths. As a result, the subproject road and drainage improvement/construction will neither cross nor affect any private 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

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 GCC Road and Drainage Subproject, package W-03.

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:

- a. improvement of the proposed roads and drainages will be done on the existing Government lands, which are also are encumbrance free; and
- b. 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 should be no resulting losses in income or assets.

39. The subproject is very unlikely to have any involuntary resettlement impacts, thus can be 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

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

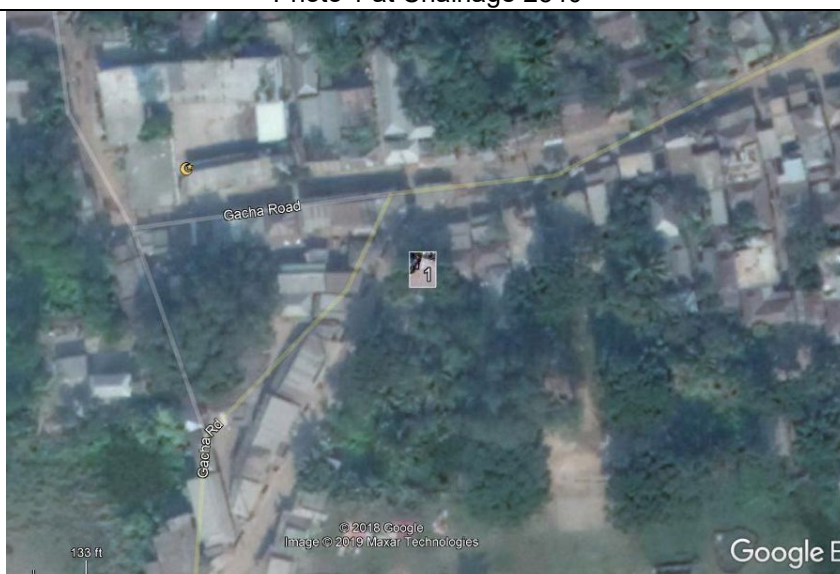
- (i) Continuous community consultations and stakeholder discussions are to be conducted at and around the subproject location. Issues discussed, concerns and suggestions of stakeholders to be taken into consideration during final design and implementation, will be included in the updated DDR.
- (ii) 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.

APPENDIX 1: Google Earth Image & Photos at Congested/ Dense Stretches with Commercial Development of the Subproject Roads

1. Google Earth Image & Photos of, Gachha road starting from Borobari at Dhaka-Mymensingh RHD to Palashona up to River bank via Gachha bazar (2.159km)., Chainage 2340



Photo 1 at Chainage 2340

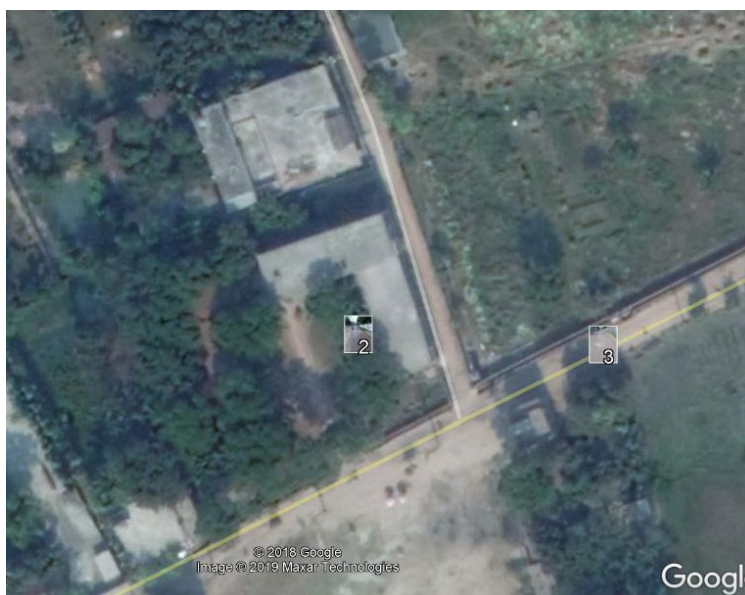


Google Earth Image at Chainage 2340 (Photo 1)

2. Google Earth Image & Photos of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km), Chainage 2140



Photo 2 at Chainage 2140



Google Earth Image at Chainage 2140 (Photo 2)

3. Google Earth Image & Photos of, Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km), Chainage 350



Photo 139 at Chainage 350

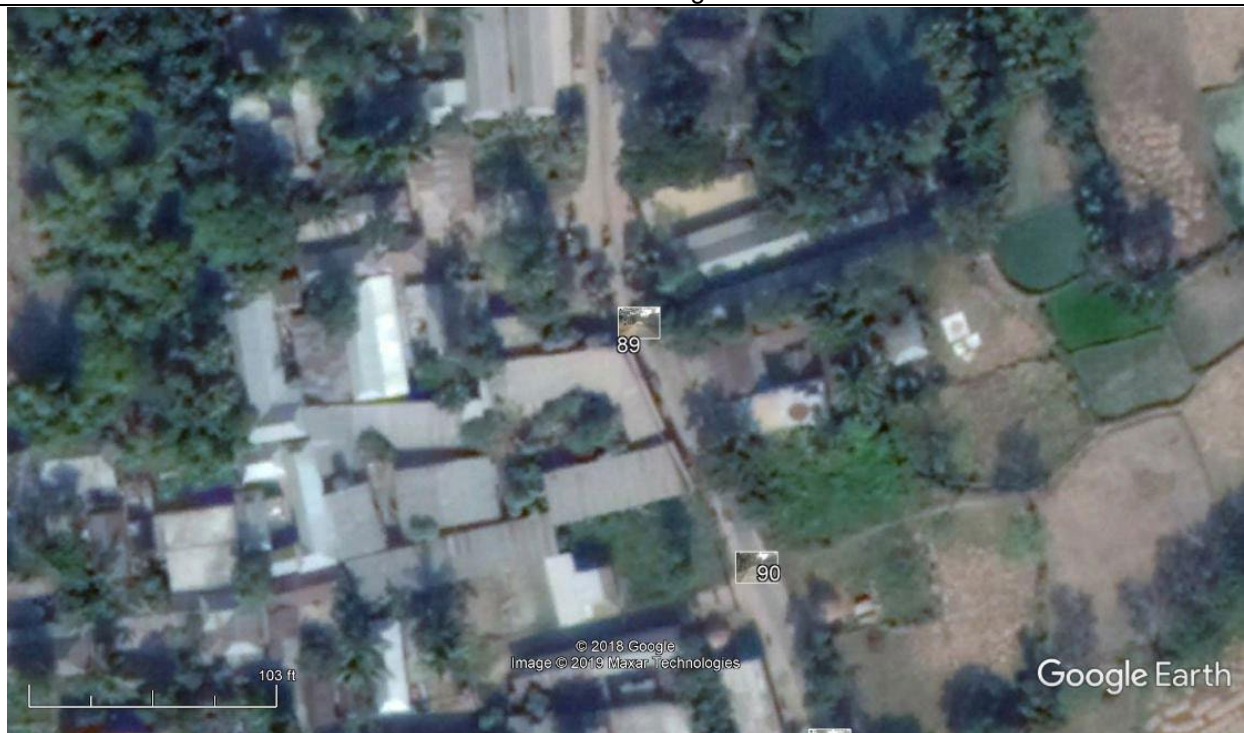


Google Earth Image at Chainage 350 (Photo 139)

4. Google Earth Image & Photos of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km) , Chainage 3665



Photo 89 at Chainage 3665



Google Earth Image at Chainage 3665 (Photo 89)

5. Google Earth Image & Photos of Road from Shah Alam-bari (Barobaika) on Dhaka - Mymensingh RHD to Itahatamorh at Dhaka - Tangail via Ukilmorh, GP School and Kalabagan bazar morh (4.815 km) , Chainage 4405



Photo 124 at Chainage 4405



Google Earth Image at Chainage 4405 (Photo 124)

APPENDIX 2: Certificate from the Additional Chief Engineer of GCC



Gazipur City Corporation

Nagar Bhaban, Gazipur-1700.
www.gazipurcity.com

উন্নয়নের গণতন্ত্র
শেখ হাসিনার মূলমন্ত্র


Memo No. GCC/NB/Prokcu/CRDP/NOC/2018-19/ 1604

Date: 19.08.2018

Road Ownership Certificate

This is to certify that the schemes of the following packages of Gazipur City Corporation under the Second City Region Development Project of LGED situated within the jurisdiction of Gazipur City Corporation. The schemes belong to the Gazipur City Corporation. There is no other road owner involved in the following schemes.

Sl. No.	Package No.	Name of Schemes
1	GCC/W-01	i) ORG2. Shahid Niamat road starting from BADC road to TNT morh at Dhaka-Mymensingh RHD (3.91 km); ii) LRG4. Aambagh Municipal Road (2.715 km); iii) LRG6. IUT to Icharkandi road and Signboard to Kamarjuri Roads (6.875 km).
2	GCC/W-02	i) LRG5. Jarunroad and East Enayetpur roads (5.523 km) ii) LRG3. Bhabanipur Primary School to Mother Textile via Latifupur road (3.65 km)
3	GCC/W-03	i) MR1. Gachha road starting from Borobari at Dhaka-Maymensingh RHD to Palashona upto river-bank via Gachha bazar. (4.35 km); ii) LRG7. Shah Alam-bari (Barobaika) on Dhaka –Maymensingh RHD to Itahatamorph at Dhaka—Tangail via Ukilmorh, GP School and Kalabagan bazar morh. (5.60 km)


19/8/18
Md. Akbar Hossain
Additional Chief Engineer
Gazipur City Corporation
Gazipur.


19.08.18

APPENDIX-3: List of Consultations/Meetings at different locations of the subproject under GCC

Sl. No	Date of Consultation	Place of consultation	Number of Participant	Issues Discussed	Major findings
01	06.05.19	MR1. Gachha road starting from Borobari at Dhaka-Maymensingh RHD to Palashonau pto river-bank via Gachha bazar. (4.35 km)	Total 19 (M=19, F=0)	Information dissemination Of the sub-project. - possible impacts of the sub-project - necessity of land acquisition, - compensation issues - Local people's opinions - social issues; etc	<ul style="list-style-type: none"> - The consultant described the purpose of the consultation meeting. Main focus was improvement of roads and drains of the sub-project. - When the roads and drain construction will be completed both sides of inhabitants will be benefited. - The community is willing to support the improvement of work of concern roads and drains sub-project. - The improvement work will be done on existing ROWs and there are no houses, trees, shops and other structures. The community is rather happy to have the project. - The peoples are expecting improvement of roads and drain schemes for easy movement and to reduce traffic congestion and water logging in the area under the City Corporation. - The construction of roads and drain will not bring any adverse impacts on the people connection to land acquisition and physical or economic displacement of people, - The road will connect Gazipur City Corporation and Savar upa-zila.Zirabo Ashulia road.
02.	03.07.19	LRG7. Shah Alam-bari (Barobaika) on Dhaka – Maymensingh RHD to Itahatamorh at Dhaka—Tangail via Ukilmorh, GP School and Kalabagan bazar morh. (5.60 km)	Total=27 (M=16, F=11)	Information dissemination of sub-project - possible impacts of the sub-project - necessity of land acquisition, - compensation issues - Local people's opinions - social issues; etc.	<ul style="list-style-type: none"> - The consultant described the purpose of the consultation meeting. Main focus was Construction/re-construction of road and drains for the road. - When the road & drain construction will be completed all inhabitants will be benefited. - The community is willing to support the improvement of work of concern road & drain sub-project. - The Construction/re-construction work will be done on existing ROWs and there are no houses, trees, shops and other structures. The community is rather happy to have the project. - The peoples are expecting improvement of the drain schemes for easy movement and to reduce traffic congestion and water logging in the area under the City Corporation. - The construction of the road & drain will not bring any adverse impacts on the people connection to land acquisition and physical or economic displacement of people, - The sub-project Work as Link road between two RHD road on Dhaka Mymensingh and Dhaka Tangail Road

Photographs of Community Consultations



Photo 1: Consultation at Gachha road starting from Borobari at Dhaka-Maymensingh RHD to Palashonaup to river-bank via Gachha bazar.



Photo 2: Consultation at Gachha road starting from Borobari at Dhaka-Maymensingh RHD to Palashonaup to river-bank via Gachha bazar.



Photo 3: Consultation at Shah Alam-bari (Barobaika) on Dhaka –Maymensingh RHD to Itahatamorh at Dhaka—Tangail via Ukilmorh, GP School and Kalabagan bazar morh.



Photo 3: Consultation at Shah Alam-bari (Barobaika) on Dhaka –Maymensingh RHD to Itahatamorh at Dhaka—Tangail via Ukilmorh, GP School and Kalabagan bazar morh.

**APPENDIX 4: List of Participants in Consultations Meetings in different
Location of CRDP-II/LGED/GCC/W-01**

Name of road:- Borobarial Dhaka Mymensingh RHD to
Palashona upto river bank via Gachha bazar.

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

তারিখ:- ০৬.০৫.২০২০

ক্রমিক সংখ্যা	নাম ও ঠিকানা মোবাইল	পেশা/পদবী	স্বাক্ষর
১।	মোঃ হুমায়ুন ০১৪১৩২১৭৪০৬	ব্যবসায়ী	
২।	অজিত বাবু ০১৭৭৪৮২৭১৪০	চাকুরী	অজিত
৩।	মোঃ দুদু মিয়া ০১৭৭০০৬৩২২	ব্যবসায়ী	মোঃ দুদু মিয়া
৪।	মোঃ আবদুল হক ০১৪১৪৭৩২৭১০	৥	মোঃ আবদুল হক
৫।	মোঃ বাবুল মোঃ আমেন ০১৮১৫০৭১৫১২	৥	মোঃ বাবুল মোঃ আমেন
৬।	মোঃ মোস্তাফিজুল ০১৭৭৪৩১৫৪৪৬	৥	মোঃ মোস্তাফিজুল
৭।	মোঃ মাসুমিয়া ০১৭৬৩২৭১৪৪১	৥	মোঃ মাসুমিয়া
৮।	মোঃ রফিক ০১৭২০০১৬৮৬৬	চাকুরী	মোঃ রফিক
৯।	মোঃ মজিবুল ০১৭৭২২১৫৩৪৭	ব্যবসায়ী	মোঃ মজিবুল
১০।	মোঃ মোস্তাফিজুল ০১৭১৪৩০১৭২৭	৥	মোঃ মোস্তাফিজুল

ফোকাস গ্রুপ আলোচনায় অংশ গ্রহণকারীর হাজিরা

তারিখঃ- ০৬.০৫.২০২০

ক্রমিক সংখ্যা	নাম ও ঠিকানা মোবাইল নং	পেশা/পদবী	স্বাক্ষর
১।	মোঃ হুমায়ুন ০১৭১৭ ২২৩ ২২০	কসমে	হুমায়ুন
২।	মোঃ আলিম ০১৭১৭ ১৫১৫৬৭০৭৩	৥	Alim
৩।	মোঃ রফিকুল ইসলাম ০১৭৫৬৭৬৬৭৭৩	কাজুতি	রফিকুল
৪।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	৥	Humt
৫।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	৥	মোঃ হুমায়ুন আলম
৬।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	কসমে	হুমায়ুন
৭।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	কসমে	হুমায়ুন
৮।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	কসমে	হুমায়ুন
৯।	মোঃ হুমায়ুন আলম ০১৭১৭-৫৬০৭৫৫	কসমে	হুমায়ুন
১০।			

শাহ আলম বারি

প্রকল্পের নামঃ-

Gazipur CC

P-03

Name of Sub-project: Shah Alam Bari on Dhaka Hymenning RHD to Ittadata market at Dhaka Tangail Road.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ-

Attendance of FGD participants

Date: 03.07.2019

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	কামরুন্নাহ আলী ০১৭১৪৭১৬৬২২	Teacher	Neha ৩.৭.১৯
২।	সালমা বহমান ০১৭১৪৫৬৭৭৬	ব্যবসায়িক	Salma
৩।	শামিমা ব্যবসায়িক	ব্যবসায়িক	Shamima
৪।	হাজী মোঃ আমজাদ ০১৭১৬৪১২৩৩০	ব্যবসায়িক	H. A. ৩৮
৫।	মোঃ কামরুন্নাহ ০১৭১৬৩৩৫৫৪৭	ব্যবসায়িক	Shahjahan
৬।	হাজী মোঃ আমজাদ ০১৭১২৭১০০৭৮	ব্যবসায়িক	
৭।	মোঃ কামরুন্নাহ ০১৭১৬৩৩০১৭৭	ব্যবসায়িক	
৮।	মোঃ হাবিবুল ০১৭২১৩৯৭৭০৬	ব্যবসায়িক	Habib
৯।	হাজী মোঃ আমজাদ ০১৭১২২০৩৩৪৪	ব্যবসায়িক	Amir
১০।	মোঃ কামরুন্নাহ ০১৭১২-৭৭৩৩৬৬	ব্যবসায়িক	Amir

10

27
19
86

প্রকল্পের নামঃ-

Gazipur CC

P-02

Name of Sub-project: Shah alam bari on dhaka Mymensingh RHD to Itahata north at Dhaka Tangail road.

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৩.০৭.২০১৭

Attendance of FGD participants

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	Mahmuda Akter ০১৭৪৫৭৬১৭	Teacher	Mahmuda ৩.৭.১৭
২।	Makruda AKter ০১৭৪৫৭৬১৭	Teacher	Makruda ৩.৭.১৭
৩।	স্নেহানা - বাবুবা	গৃহিণী	স্নেহানা ৩/৭/১৭
৪।	বুওমনআরা	গৃহিণী	বুওমনআরা ৩/৭/১৭
৫।	জোয়না	গৃহিণী	জোয়না ৩/৭/১৭
৬।	Most. Asma Khatun ০১৭১৫০৬৭৬৫	Teacher	Asma ৩.৭.১৭
৭।	Fahmida Sultana ০১৬৮৩৫২৪১২৪	Teacher	Fahmida ৩.৭.১৭
৮।	Nurnahar Akter ০১৭৭৬৩১৬৬৪১	Teacher	Nurnahar ৩.৭.১৭
৯।	TANHER AKTER ০১০২৫০৬৫৫৮৭	TEACHER	Tanher Akter ৩.৭.১৭
১০।	Wahida Sarker Antara ০১৬৮৪২৭৫১৭১	Teacher	Wahida ৩.৭.১৭

প্রকল্পের নামঃ-

Gazipur CC

P-03

Name of Sub-project: *Shah Alam bari Dhaka Myrmensongh RHD To Hahata mark at Dhaka Tangail Road.*

ফোকাস গ্রুপ আলোচনায় আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৩.০৭.২০১৭

Attendance of FGD participants

Date:

ক্রমিক নং Sl. no	নাম ঠিকানা মোবাইল নম্বর Name, address and mobile no.	পেশা Profession	স্বাক্ষর Signature of participants
১।	বাকী বাসান্দ	চাকরী	বাকী
২।	বেদ মো. মো. বেদ মো. বেদ	ইমাম	
৩।	মোঃ হোসেন হুদা	ব্রাহ্মণ	
৪।	মোঃ হোসেন হুদা	ব্রাহ্মণ	
৫।	মোঃ মুজায়েদ হোসেন শিকদার	শিকদার	
৬।	মোঃ হোসেন হুদা	ব্রাহ্মণ	S. Huda
৭।	মোঃ হোসেন হুদা	ব্রাহ্মণ	
৮।			
৯।			
১০।			

ANNEX 5: Resolution on acceptance of temporary disturbance by the shop owners who may be temporarily affected

মন্ত্রীপুত্র

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-২৬/০৬/২০২৬ ইং তারিখে সভাকের নাম-আমরা বাল্য সড়ক উন্নয়ন
০৬/০৬/২০২৬ নির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা
সভা অনুষ্ঠিত হয়।

আমরা অবহিত আছি যে রাস্তা পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা
হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি
রাস্তা বর্ধিত করন না করা হয় তাহলে আমাদের কোন অসুবিধা হবে না।

আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে 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. If there is no widening
to the existing, carriageway we will not face any problem. 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.

Attachment of attendance sheet

প্রকল্পের নামঃ-

উপজেলাঃ-Gazipur CC

Name of sub-project: Borobari Dhaka Nymensingh RMD to Polashona River ghat

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখঃ- ০৩/০৭/২০১৭

Discussion with shop owner

Date:-

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	মেম. নাসির উদ্দিন	ডোর দর (চেনার)	০১৭১৪৪০৪১৪৮	NASIR
২।	লুৎফুল হক	TV. প্রদর্শন	০১৭১৫৭৪০৬৭	লুৎফুল
৩।	সদাম	মেশিন পাখা (হাট)	০১৭১১০০৩৮১৮	সাদাম
৪।	মেম. হাফিজ উদ্দিন	ফুড (হাট)	০১৭১৫০৪২৪১৭৭	হাফিজ
৫।	হুমায়ূন	হেফটিন		হুমায়ূন
৬।	মুহ. মোহাম্মদ	চা দোকান ফুড	০১৭৭২০৭ ০১৭৭২০৭ ৭১৩৫৫৫	মুহ. মোহাম্মদ
৭।	নব্বীন	কুতাব কারখানা	০১৭৭২২০০০৪৮	নব্বীন
৮।	মাহবুব দাস	ফুড কুতাব	০১৭০১৭০০২৭৩	মাহবুব
৯।	ফজলুল মীর্জা	(মেশিন)	N/A	ফজলুল মীর্জা
১০।	মেম. হাফিজ উদ্দিন	ফুড	N/A	মেম. হাফিজ উদ্দিন

স্থানীয় সরকার প্রকৌশল অধিদপ্তর
নগর অঞ্চল উন্নয়ন প্রকল্প (দ্বিতীয় পর্যায়)
লেবেল-৪, আর ডি ই সি ভবন, আগারগাঁও, শেরেবাংলানগর
ঢাকা-১২০৭।

অদ্য ০৩.০৭.১৯ ইং তারিখে সড়কের নাম শাহ আলম বাড়ী ঢাকা ময়মিনসিং রোড হইতে ইটাইটা মোর টাঙ্গাইল রোড নির্মান/ পুনঃনির্মান কার্যক্রমে ব্যবসা বানিজ্যে সাময়িক অসুবিধা সম্পর্কে এক আলোচনা সভা অনুষ্ঠিত হয়।

উল্লেখিত বিষয়ে আমরা অবহিত আছি যে রাস্তা নির্মান/পুনঃনির্মানের সময় ব্যবসা বানিজ্যে সাময়িক অসুবিধা হতে পারে। আমরা বলতে চাই যে, উন্নত রাস্তা আমাদের সবার জন্য প্রয়োজন। যদি রাস্তা বর্ধিত করন করা হয় তাহলে আমাদের সাময়িক অসুবিধা হবে, কিন্তু দীর্ঘ মেয়াদে আমরা বেশী লাভবান হবো।

বিধায় আমরা সেচ্ছায় নির্মান করার সময় ঠিকাদার তার কর্মীদেরকে 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. If there is no widening to the existing, carriageway we will not face any problem. 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.

প্রকল্পের নাম:-

উপজেলা:-Gazipur CC

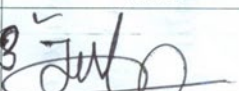

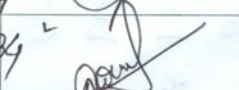
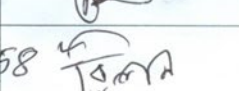
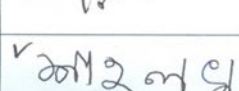
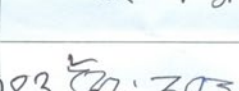
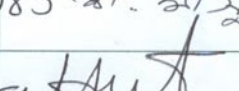
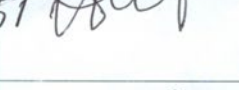

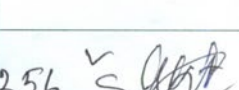
Name of sub-project: *Shah Alambari Dhaka Mynensingh RHD to Itakata more*

দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখ:- *at Dhaka Tangail road*

Discussion with shop owner

Date:- 03.07.2019

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	জাহাঙ্গীর	খাদি দোকান	০১৯৬৬১০০৯৬০	
২।	শ্রী: নাসির উদ্দিন	ইলেক্ট্রনিক্স সেবা	০১৭১১৭২৭৪২৭ ০১৭৪১৪০৭৭৭৭	
৩।	নুরুল ইসলাম	খাদি	০১৭১২২২০৪৩৭	
৪।	বিলল	ফলসূতা	০১৭৫২৩৩২২৫৪	
৫।	কাজী মোহাম্মদ	চা দোকান		
৬।	শ্রী: মাসুদ	কোকাকিউ দোকান	০১৭২১৪২৪৭৪৩	
৭।	হারুনুর রশিদ	খাদি দোকান	০১৭১৬১৭২৭৫১	
৮।	শ্রী: কামিল হান	ফলসূতা	০১৭৪৪৪০১২৩৩	
৯।	শ্রী: হুমায়ুন	খাদি	০১৬২৫৫১৭২৫৬	
১০।	নাজিমুল ইসলাম	ইলেক্ট্রনিক্স সেবা	০১৭৫৫৫৭৭১১০	

প্রকল্পের নামঃ-

উপজেলাঃ-Gazipur CC

Name of sub-project: Shaha Alam Bari Dhaka Mymensingh RHD to Hakatta more
দোকানদার আংশগ্রহনকারীর হাজিরা

তারিখঃ-

at Dhaka Tangail Road

Discussion with shop owner

Date:-

ক্রমিক নং Sl. #	ব্যবসা মালিকের নাম Name of business owner	ব্যবসার ধরন Category of business	মোবাইল নম্বর Mobile no.	স্বাক্ষর Signature of business owner
১।	মোঃ হোসেন আলী	স্যানিটরি	০১২১০৬৪৫৫৬	
২।	(মোঃ) জাহিদ (ইমাম) হাওড়া	স্যানিটরি	০১৭২১-৬২ ৭৪০৬	Shakil
৩।	মোঃ হোসেন আলী	স্যানিটরি	০১৭১৫১৫৭৭৭	
৪।	মোঃ জাহিদ আলী	স্যানিটরি	০১৭১২৪৫৭০৩৩	
৫।	মোঃ সাইদুর	স্যানিটরি	০১৭৩৩৪৬৭০২২	
৬।	মোঃ (মোঃ) মাহমুদ আলী	স্যানিটরি	০১৭১২০৩২২৩৪	
৭।	মোঃ জাহিদ	স্যানিটরি	০১৭৪৩৭৩৫৪৫৩	
৮।	মোঃ জাহিদ	স্যানিটরি	০১৮২৪৭১৩৬৫	
৯।	মোঃ জাহিদ	স্যানিটরি	০১৭১৭৩৫৬৭১৭	
১০।	মোঃ জাহিদ	স্যানিটরি	০১৬৭১২৪৫৭ ৭৮	