

# **SOCIAL IMPACT ASSESSMENT**

On

**Acquisition of Land for Improvement of DAJ NH -40(E)  
Including Widening from Single Lane to Double Lane  
from 208.00 Km to 214.00 Km at Demthring and Pynthor  
Langtein Village, Meghalaya**



सत्यमेव जयते

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## **ABOUT MEGHALAYA INSTITUTE OF GOVERNANCE**

The Meghalaya Institute of Governance was created as one of the institutional support mechanisms of the Meghalaya Basin Development Authority (MBDA) to promote good governance in the state. In exercise of powers conferred by the Sub Section (1) of Section 4 of The Right to Fair Compensation and Transparency, Rehabilitation And Resettlement Act, 2013 (No. 30 of 2013), the Government of Meghalaya has notified the Meghalaya Institute of Governance as the State Social Impact Assessment Unit for carrying out Social Impact Assessment Study vide Notification No. RDA. 67/2013/120 dated 24<sup>th</sup> June, 2015.

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## 1. Executive Summary

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The Meghalaya Institute of Governance's Social Impact Assessment Unit conducted a study on the proposed land acquisition for the widening from single lane to double lane from 208 km to 214 km measuring an area of about 92, 898.87 sq.mt. This road connects Jowai, the district head quarter of West Jaintia Hills District with the Indo-Bangladesh border town of Dawki. The road widening would be in the section where the villages of Demthring and Pynthor Langtein are located. These two villages face a lot of traffic congestion due to the single lane road.

The road as it stands today is too small and has a lot of traffic congestion. A lot of time is lost travelling between short distances and there have been instances where school going children had been prevented from attending school or sitting for exams because of the traffic congestion. The village of Demthring which has many slaughter houses and supplies meat and meat products to Jowai is a mere 6 km away. However, due to the traffic snarls and congestions the delivery of this meat product faces the threat of becoming rancid as the products are stuck in traffic and there are no refrigerated trucks to transport these products. Apart from this, a lot of the people's economic aspirations to earn additional income or to build new structures have been put on hold as people are expectant of the project.

As part of the mitigation measures, the SIA Unit proposes certain measures, like better deliberation between the village authority and the construction company, proper measures to protect water sources and cleanliness, proper road safety measures after the road has been constructed and so on.

As it stands, the benefits a wider road with proper road safety measures outweigh the losses to the community, which are negligible.

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## 2. Description of Project

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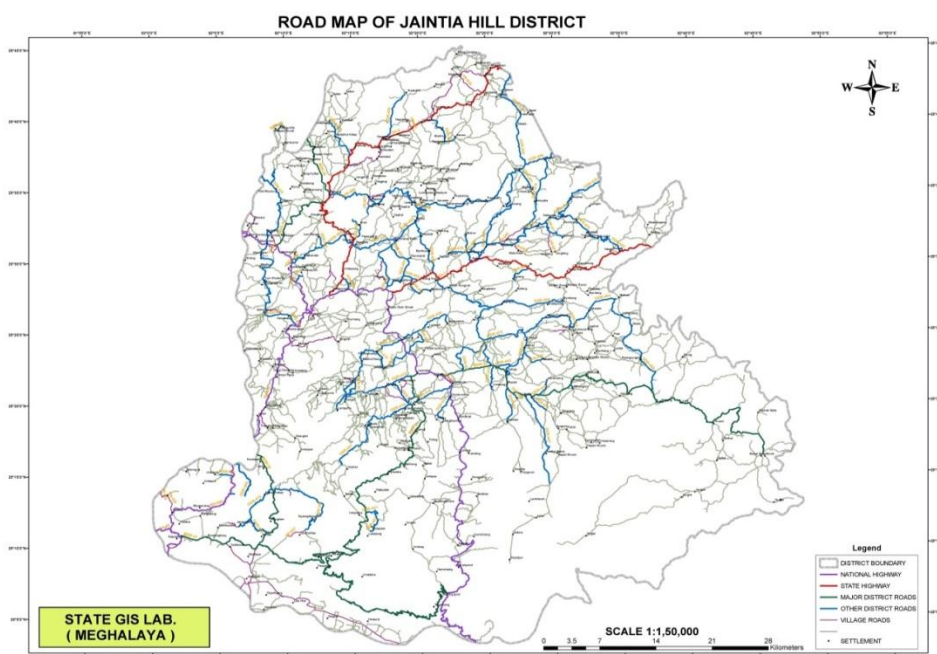
### 2.1 Project location

The project aims to improve the DAJ NH – 40 (E) including widening of the road from single lane to double lane. The project area is located within DAJ NH-40(Extension) stretching from Demthring Village to Pynthor Langtein Villages measuring an area of 92,898.87 sq.mt from 208 Km to 214 Km. Both villages fall under the Thadlaskein C&RD Block of West Jaintia Hills District. A total of 76,755.87 sq.mt. of pine groves land, 4586.25 sq.mt. of paddy field, 10,785.25 sq.mt of waste land, 771.50 sq.mt of building compound and 84.00 sq.mt of existing building semi-Assam type building shall be acquired.

### 2.2 Objectives of the project

The objective of the project is to improve and widen the DAJ NH 40 (E) from a single lane to a double lane road from the 208.00 km to 214 km points. The Dawki-Amlarem-Jowai Road is a section of NH – 40 which links Jorabat – Shillong – Jowai and Dawki. This road runs for 216 km.

Map 1: Road Map of Jaintia Hills District



Source: Government of Meghalaya Web Portal, Accessed from <http://meghalaya.gov.in/megportal/roadmap/3>



### 2.3 Need for the project

The NH-40 is an important economic link between India and Bangladesh. An extension of the road the DAJ NH-40 (E) passes through the Demthring and Pynthor Langtein villages. It connects these two villages to the south with the Amlarem Sub Division and to the north with the district headquarters of Jowai. This road is thus an important lifeline not just to the people residing on the roadside but to the state in general. However, due to the narrowness of the road the commuters face a lot of trouble when using it. The road is fraught with accidents, traffic congestions causing school children to miss out on school days, landslides, etc. As such the increase in the width of the road is seen as imperative.

### 2.4 Type of investment

The project will be implemented by the Public Work Department (PWD) Central Division, Jowai, Meghalaya.

Figure 1: Area for Land Acquisition of DAJ NH 40 – (E)

**ABSTRACT**  
Area For Land Acquisition for proposed Improvement of D.A.J NH-40(Extension) Including widening from Single Lane to Double Lane from 208.00 Km to 214.00 Km.

Sf No.	Page No.	Kms	Pine Grooves Land m <sup>2</sup> (a)	Paddy field m <sup>2</sup> (b)	Waste Land m <sup>2</sup> (C)	Building compound m <sup>2</sup> (d)	Existing Building semi Assam type building m <sup>2</sup> (e)	Remarks
1	1	209	14144.62 ✓	206.25 ✓	2211.00 ✓	-	-	
2	3	210	5465.50 ✓	4065.00 ✓	3372.25 ✓	-	-	
3	6	211	11447.25 ✓	315.00 ✓	3205.50 ✓	771.50 ✓	84.00 ✓	
4	9	212	14903.50 ✓	-	1996.50 ✓	-	-	
5	11	213	16462.50 ✓	-	-	-	-	
6	12	214	14332.50 ✓	-	-	-	-	
<b>Total</b>			<b>76755.87 ✓ m<sup>2</sup></b>	<b>4586.25 ✓ m<sup>2</sup></b>	<b>10785.25 ✓ m<sup>2</sup></b>	<b>771.50 m<sup>2</sup> ✓</b>	<b>84.00 ✓ m<sup>2</sup></b>	

a	Pine Grooves Land =	76755.87 ✓ m <sup>2</sup>
b	Paddy field =	4586.25 ✓ m <sup>2</sup>
c	Waste Land =	10785.25 ✓ m <sup>2</sup>
d	Building compound =	771.50 ✓ m <sup>2</sup>
	<b>Total =</b>	<b>92898.87 ✓ m<sup>2</sup></b>
e	Existing Building semi Assam type building =	84.00 ✓ m <sup>2</sup>
	<b>Grand Total =</b>	<b>92982.87 ✓ m<sup>2</sup></b>

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Jowai Central Division, Jowai

Source: Office of the Deputy Commissioner, West Jaintia Hills District, Revenue Branch.

### **3 Research Methodology**

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The research strategy that the research team has used is descriptive method. This method describes the specific behaviour or facts concerning the nature of the situation. It involves the gathering of data that describe the events, organise, tabulate, depicts and describe the data collection.

#### **3.1 Secondary Data**

The research team first reviewed and researched related literature to understand the requirement and needs of the project area. Based on the review of secondary data the team was able to get an insight on the background of the project and this has allowed for group identification and formulation of questionnaire design. Secondary Data such as project type, project details, type of investment, maps and details of land owners were obtained from the Office of the Deputy Commissioner, West Jaintia Hills District.

#### **3.2 Methods for Data Collection**

During the field research the following methods were used to gather information that is Interview (Semi-structured and Key Informant Interview), questionnaire, focus group discussion and field observation. The research team has taken a sample of about 37 key respondents who are land owners. The methods were used in the field both at the community level and household level. The methods used were structured and designed based on the likely impact on the project area. The following are the different steps adopted during the primary data collection.

##### **3.2.1 Reconnaissance Field Survey**

A reconnaissance field survey was first carried out. It involves identifying the likely significant impacts of the project which needs to be investigated and also defining the approach that will be taken to their assessments. An initial scope of work was completed.

### **3.2.2 Consultation with Village Authority**

Village headmen and village authorities were consulted to assess which issues would be touched or affected the most.

### **3.2.3 Village Survey**

Good practice requires active consultation with relevant affected communities and other interested and affected parties. The aim is to inform them about the developing plans and give them an opportunity to express their views on the project and its impacts so that these can be taken into account in developing mitigation impacts. Land owners were interviewed using an interview schedule containing both structured and unstructured questions.

### **3.3 Data Processing and Analysis**

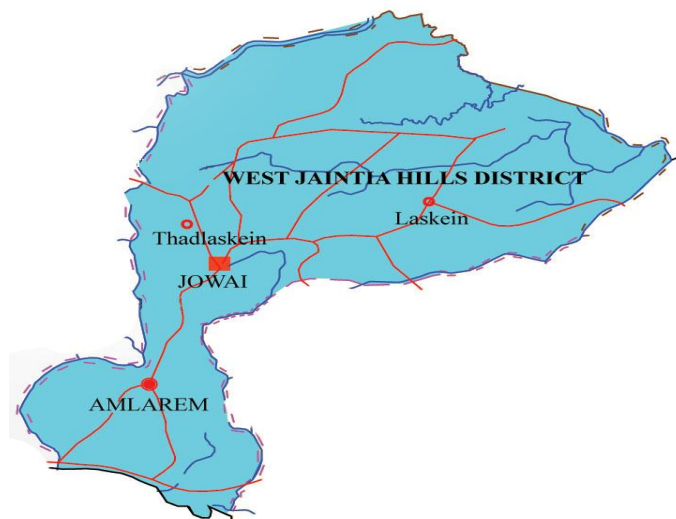
Data collected during the field visits have been systematically arranged and interpreted using Microsoft Excel.

## 4 Demographic profile of the village

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### 4.1 Background

<sup>1</sup>West Jaintia Hills District is located in the north eastern portion of the state of Meghalaya and its headquarters is at Jowai. It has an area of 1693 sq. km. and is located at 25.50 N, 92.34 E. On its north and east it is bound by Assam, on the



Map 2: Map of West Jaintia Hills District

west by East Khasi Hills District and to the south it shares an international boundary with Bangladesh and East Jaintia Hills District. The district has a total population of 2,70,352 of which 1,34,406 are males and 1,35,946 are females<sup>2</sup>. The district is home to the Jaintias or Pnar tribe and other sub tribes like the Wars, the Bhois and the Biates. Agriculture is the major occupation in West Jaintia Hills District and 70% of

the population depend primarily on it for their livelihood. On the warmer southern slopes there are plenty of betel nut plantations. As per the 2011 Census the Literacy rate of the district is 63.23%.

### 4.2. Village Profile



Map 3: Demthring Village

<sup>3</sup>The villages of Demthring and Pynthorlangtein both fall in the Thadlaskein Sub-Division in the West Jaintia Hills District of Meghalaya. Demthring village is at a distance of 6kms from the nearest

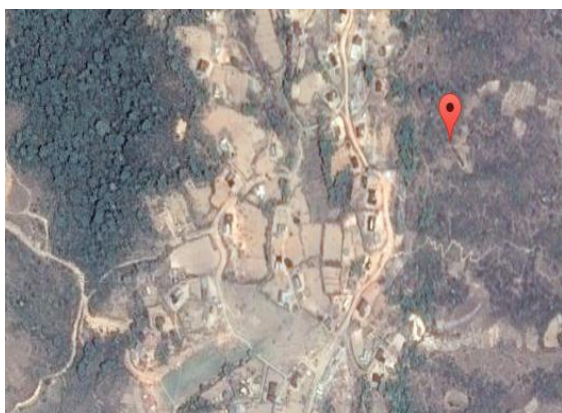
<sup>1</sup> Source: <http://meghalaya.gov.in/megportal/districtmap/3>

<sup>2</sup> Source: <http://westjaintiahills.gov.in/>

<sup>3</sup> Source: <http://www.mapsofindia.com/villages/meghalaya/jaintia-hills/thadlaskein/demthring.html>

urban centre, i.e. Jowai. As of the 2011 census the village is home to 1617 people of whom almost all are Scheduled Tribes. It has about 243 households (2011, Census) and a literacy rate of about 63.19%. A majority of the households in the village are involved in agricultural activities as cultivators or agricultural labourers. The village comprises mostly of Scheduled Tribes belonging to the Jaintia community. The village has five primary schools and a secondary school. It has three Angawadi centres. There is one public distribution centre in the village, two community halls, one religious institution. There are three community wells, one burial ground and two playgrounds. There are no structures that will be disturbed in the village.

<sup>4</sup>Pynthor Langtein the second village along the route is located 7kms from Jowai.



*Map 4: Map of Pynthor Langtein*

As of the 2011 census, the Pynthor Langtein village has a 101 families residing in it. It has a population of 639, of which 321 are males and 318 are females. The village has a population of children with age 0-6 is 127. The average sex ratio of Pynthor Langtein is 991. The child sex ratio as per the census is 1082.

Pynthor Langtein has a literacy rate of 96.88%; male literacy stands at 97.69%

while female literacy at 96.03%. The majority of the villagers are involved in agricultural activities and as agricultural labourers. The village comprises mostly of Scheduled Tribes belonging to the Jaintia community. The village has four primary schools. It has one Anganwadi centre, one functioning self-help group and one public distribution centre. It has one youth club. It has six traditional healers and two religious institutions. There are six community wells, five community forests, two burial grounds and one playground.

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<sup>4</sup> Source: <http://www.indiamapped.in/map-of-meghalaya/jaintia-hills/thadlaskein/pynthorlangtein>

Table 1: Occupation of Respondents

Occupation	No of Respondents	Percentage
Farmer	10	33%
Government of Employee	6	20%
Business	2	13%
Driver	0	0%
Student	1	3%
Labourer	4	23%
Other	7	7%

The majority of the respondents in both villages are involved in agriculture (33%). Some are working as labourers (23%), government employees (20%). Some have small businesses of their own (13%), some of the respondents are students (3%). While others, (7%) are home makers.

Figure 2: Interview with Village Authority at Demthring village



Source: Reconnaissance Survey

Table 2: Income of the Respondents

Income of Respondents	No. of Respondents	Percentage
< Rs. 50,000	17	61%
Rs 51,000 – Rs 1,00,000	9	32%
>Rs 1,00,000	2	7%

A majority of respondents (61%) earn less than Rs. 50,000. 32% earn between Rs 51,000 to Rs. 1,00,000 and only 7% of the respondents earn more than Rs 1,00,000.

However, the majority of the respondents in both villages surveyed did not have BPL cards. All of the respondents were aware of the proposed road widening.

Table 3: BPL Card Status

Do you have a BPL Card?	No. of Respondents	Percentage
Yes	13	43%
No	17	57%

When asked the about whether they had BPL cards 57% did not have BPL cards and only 43% had BPL cards.

Figure 3: Interview with Village Authority at Pynthor Langtein village



Source: Reconnaissance Survey

Chart 1: Nature of Land

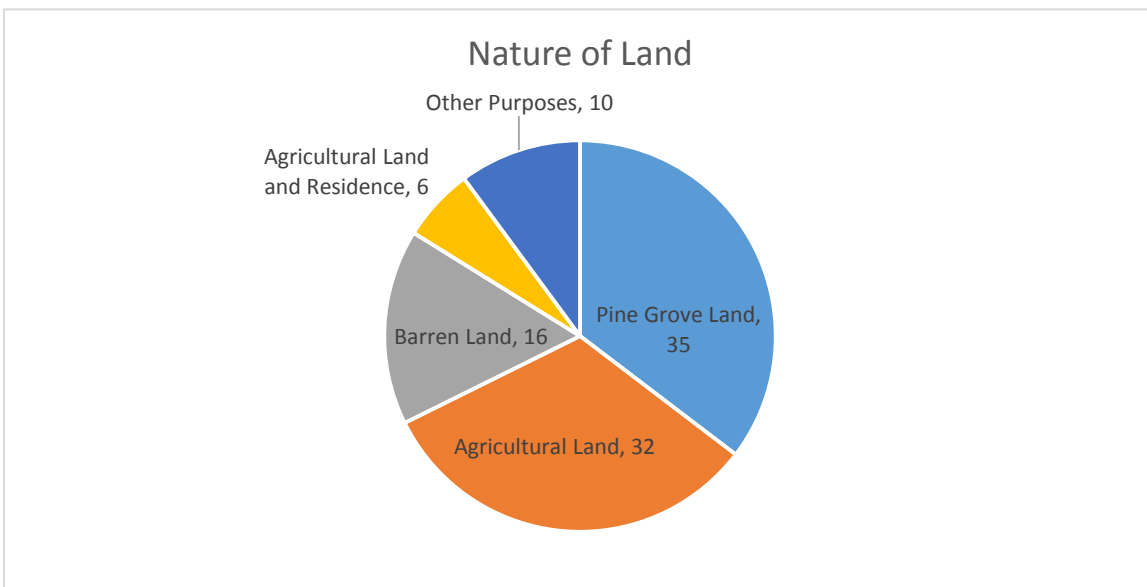




Table 4: Nature of Land

Nature of Land	No. of Respondents	Percentage
Pine Grove Land	11	35%
Agricultural Land	5	32%
Barren Land	10	16%
Other	3	10%
Agricultural land and Residence	2	6%

As to the type of land to be acquired 35% of the land is mostly pine grove land, 32% of the land is agricultural land, 16% of is barren land, while 10% of the land to be acquired is used for being used for other purposes like setting up shops and others while only 6 per cent of the land is being used for a multitude of uses and 6% of the land to be acquired there is agricultural activity as well as the residence of the respondents.

Table 5: Usage of Land

Usage of Land	No. of Respondents	Percentage
No Purpose	3	10%
Timber	7	23%
Agricultural Activity	9	29%
Residence	2	6%
Grazing Land	0	0
Other Activities	10	32%

Of the respondents interviewed 29% of them said that they used the land for agricultural activities, 23% used it for collecting timber, 10% said that they did

not use the land for any purpose and 6% had houses adjacent to the land to be acquired. The majority however used the land for other purposes such as stone quarrying, sand mining, building fish ponds, shops. There is a sports club as well as a community cemetery near the land to be acquired.

Table 6: Income from Land

Income from Land	No. of Respondents	Percentage
Nothing	10	32%
Less than Rs. 10,000	11	35%
More than Rs. 10,000	9	32%

The respondents answered that 35% of them earned an income of less than Rs. 10,000, 32% did not earn anything from this land to be acquired and 29% earned more than Rs 10,000 from this land to be acquired. Thus there are concerns that this land acquisition will affect the economic earning of the respondents.

Table 7: Change in Income of Respondents after Acquisition of Land

Change in Income	No. of Respondents	Percentage
Increase	1	3%
Decrease	23	74%
No Change	7	23%

74% of respondents say that once the land is acquired then their income will decrease, only 3% think that their income will increase and 23% of the respondents answer that there will be no change in their income.

Table 8: Reasons why Income Will Decrease

List of Reasons	No. of Respondents	Percentage
Loss of Land itself	5	22%
Loss of Agricultural Land and Crops	7	30%
Loss of Income from other Activities	3	13%
Loss of Natural Resources	6	26%
Others	2	9%

This is because of a variety of reasons. 30% think that this is because there will be a loss of agricultural land and crops. 26% say that their income will decrease because of the loss of natural resources, while 22% say it will decrease because of the loss of land itself. 13% say their income will decrease due to loss from the activities that they carry on in the land to be acquired and only 9% say it will decrease because of other reasons.

## 5 Need for the project

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**5.1 The Respondents were asked if there was a need to increase the width of the road. They were also asked the problems they had with the present road condition.**

Table 9: Need to Increase Width of the Road

Need to Increase Width of the Road	No. of Respondents	Percentage
Yes	29	94%
No	1	3%
Can't Say	1	3%

When asked if there was a need to increase the width of the road, 94% of the respondents replied in the affirmative. Only 3% did not see the need to increase the width of the road and another 3% could not say. As to the nature of the road and its conditions the respondents listed a number of reasons which made it difficult for them to use it and which necessitates its widening.

Table 10: Small Width of the Road

Small Width of the Road	No. of Respondents	Percentage
Yes	16	73%
No	6	27%

73% were of the opinion that the road's small width was troublesome. 27 % had no problems with its width

Table 11: Traffic Congestion

Traffic Congestion	No. of Respondents	Percentage
Yes	13	76%
No	4	24%

76% of the respondents interviewed said they faced problems due to the traffic congestion while 24% did not. Traffic congestions cause a lot of inconvenience to people as there have been instances when school children have missed exams because they were stuck in traffic. Taking into consideration that their schools are in Jowai which is a mere 6kms away, this should not be so.

Table 12: Traffic Accidents

Traffic Accidents	No. of Respondents	Percentage
Yes	17	85%
No	3	15%

85% say that traffic accidents cause a lot of inconvenience, while 15% did not say so.

Table 13: Landslides

Landslides	No. of Respondents	Percentage
Yes	12	71%
No	5	29%

71% of respondents say there is a lot of inconvenience caused due to landslides, 29% did not find it so.

Table 14: Problems for Pedestrians

Problems for Pedestrians	No. of Respondents	Percentage
No	4	40%
Yes	6	60%

40% say the road is not convenient to pedestrians while 60% say the nature of the road makes it difficult for pedestrians. Respondents listed other reasons which are hindrances to the road users such as a loss of time, road quality, careless driving and the lack of road signs.

**5.2 The respondents were asked how their quality of life would change once the road has been widened.**

Table 15: Save Time

Save Time	No. of Respondents	Percentage
Yes	28	100%
No	0	

100% of the respondents say that the road widening will save time.

Table 16: Reduce Traffic Congestion, Improve Road Safety and Save Fuel

Reduce Traffic Congestion, Improve Road Safety and Save Fuel	No. of Respondents	Percentage
Yes	27	96%
No	1	4%

96% say that the road widening will reduce traffic congestion, that it will make the road safer, and it will save fuel.

Table 17: Increase Pollution

Increase Pollution	No. of Respondents	Percentage
Yes	17	61%
No	11	39%

61% say it will increase pollution while 39% say that it will not.

Table 18: Affect Environment

Affect the Environment	No. of Respondents	Percentage
Yes	20	71%
No	8	29%

71% say that it will affect the environment, while 29% say that it will not.

## 6 Anticipated project impacts (both positive and negative)

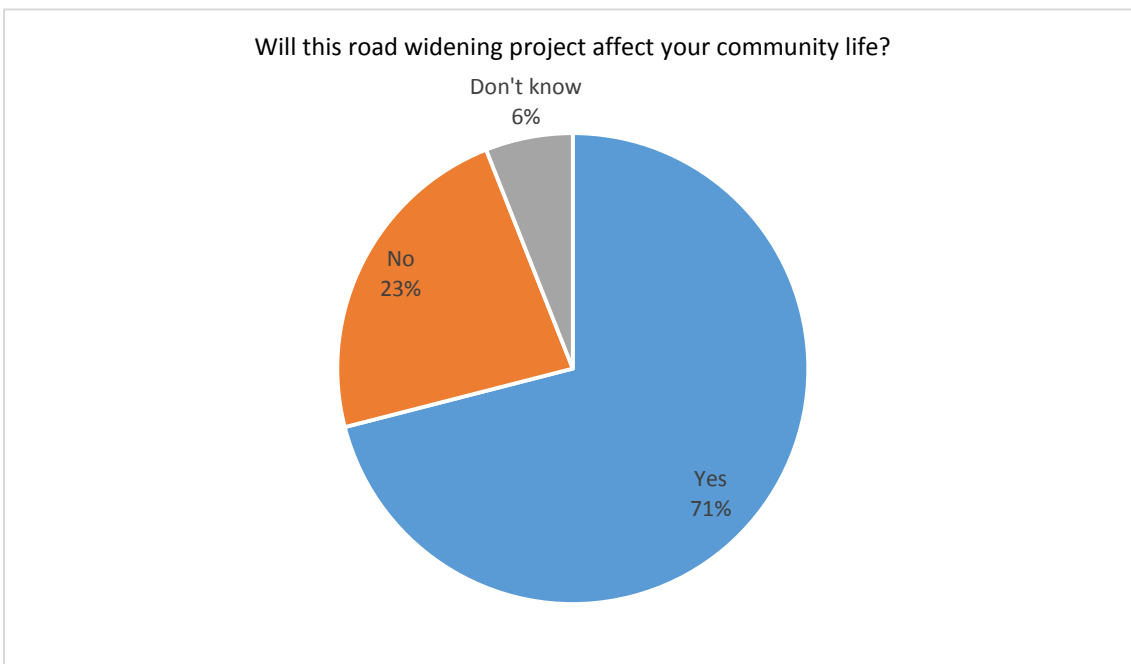
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The key impacts which were identified were-:

- Impacts from increased traffic
- Disturbances during construction
- Construction pollution
- Disturbance of agricultural lands or forests
- Loss of land
- Issues relating to compensation

### 6.1 Concerns of the respondents of the road widening project

Chart 2: Will this road widening project affect your community life?



When asked whether the proposed road widening would affect their community life, 71% of the respondents said that it would not affect their community life, 23% said that it would affect their community life while 6% of the respondents answered that they did not know. They listed certain reasons that could affect their community life both positive and negative. The positive reason they saw which could affect their community life was ease in travelling, while the



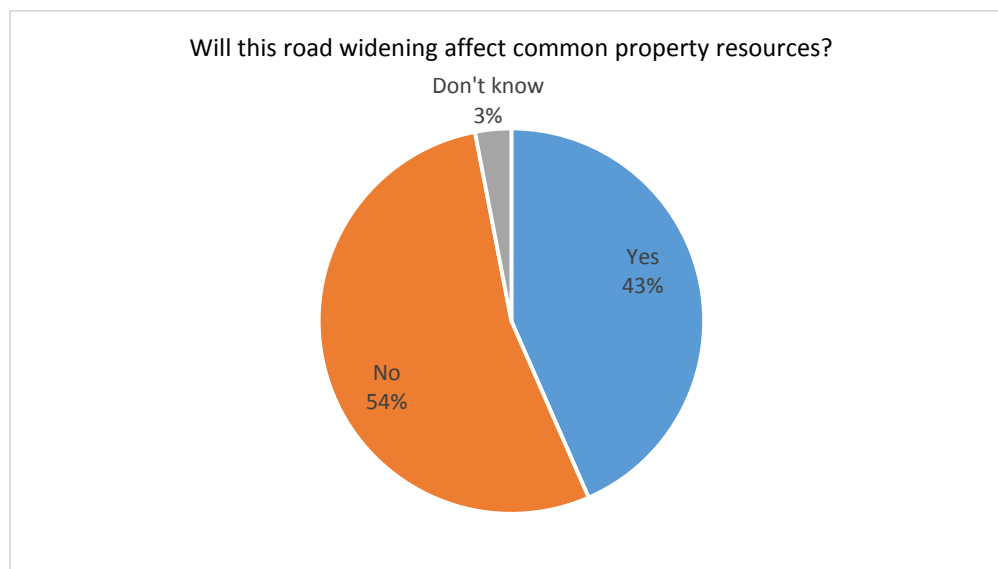
detrimental effects to their community life was the loss of land, problems arising during construction, increased traffic, increased road accidents, increased pollution and loss of natural resources.

Chart 3: Will the road widening affect your safety?



The respondents were asked whether the land acquisition or road widening project would affect their safety. 60% of the respondents answered that it would not, 23% said that it would affect their safety while 17% answered that they did not know. Respondents who answered that it would affect their safety were asked how it would be so. The reasons they listed were, economic safety due to the loss of land, and lower compensation, they listed problems relating to road safety such as the over speeding of cars, problems that might be faced by pedestrians and traffic accidents. Some were concerned that incidents of theft would go up. While some were concerned that the road widening would affect the pollution in their villages.

Chart 4: Will this road widening affect common property resources?

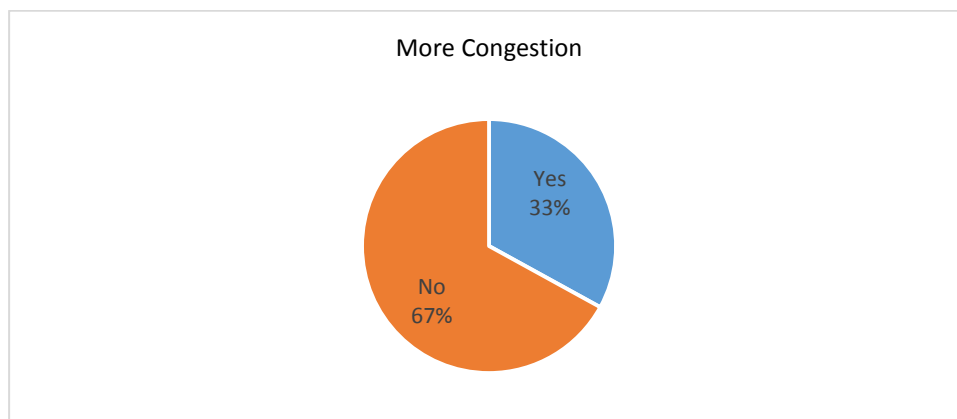


Respondents were asked if the road widening or land acquisition would affect common property resources, 54% of the respondents answered in the negative, 43% said that it would affect the common property resources and 3% said that they did not know. When asked why it would affect the common property resources, the respondents listed that it would affect the environment, agricultural land, water sources as well as loss of natural resources not to mention the loss of land.

## 6.2 Concerns during the construction period

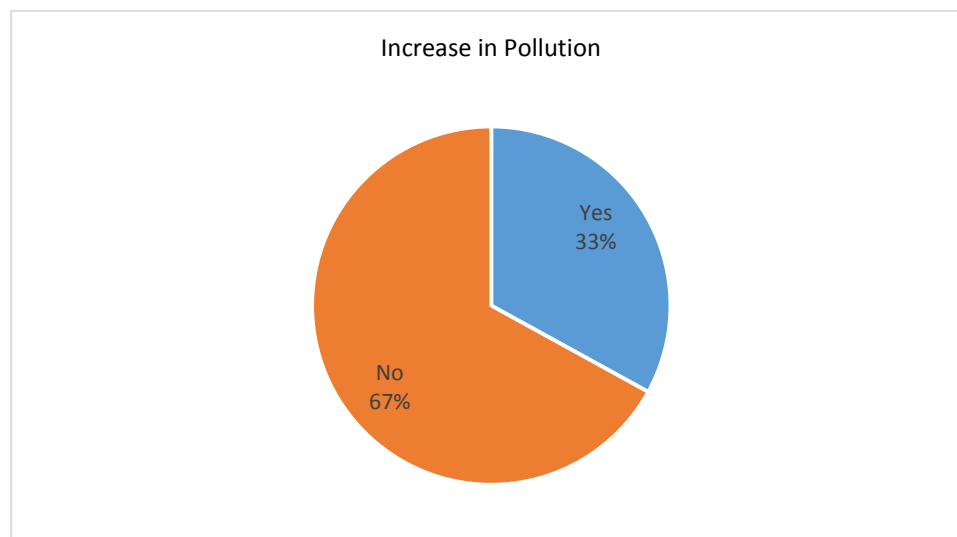
The respondents were asked about their concerns during the construction period.

Chart 5: Concerns of congestion during road construction period



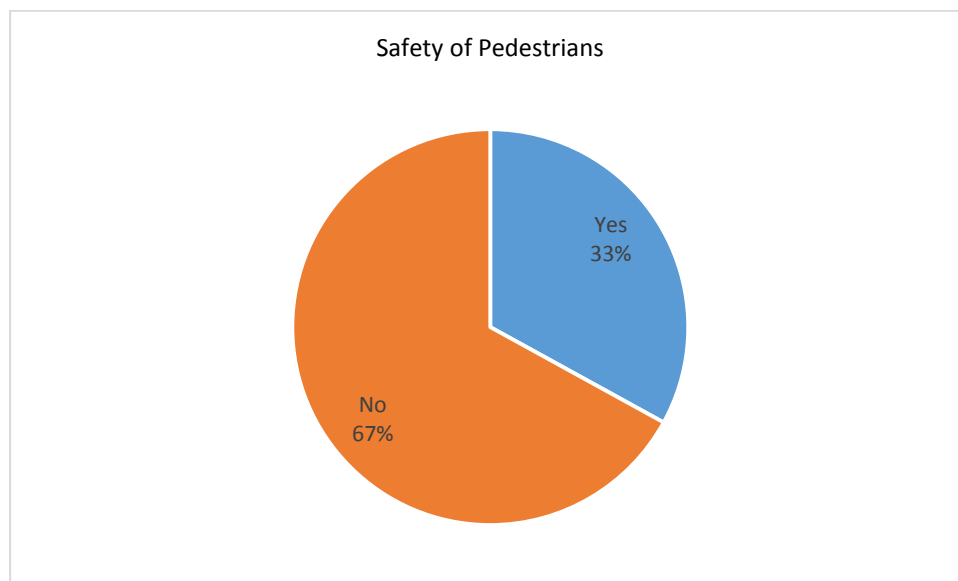
67% said that they were concerned that during the construction period there will be more congestion.

Chart 6: Concerns of pollution during road construction period



67% said that there will be an increase in pollution during the road construction period.

Chart 7: Concerns of safety of pedestrians during road construction period



33% of the respondents replied that the safety of people would be affected during the road construction period.

Table 19: Concerns of respondents over other issues during construction period

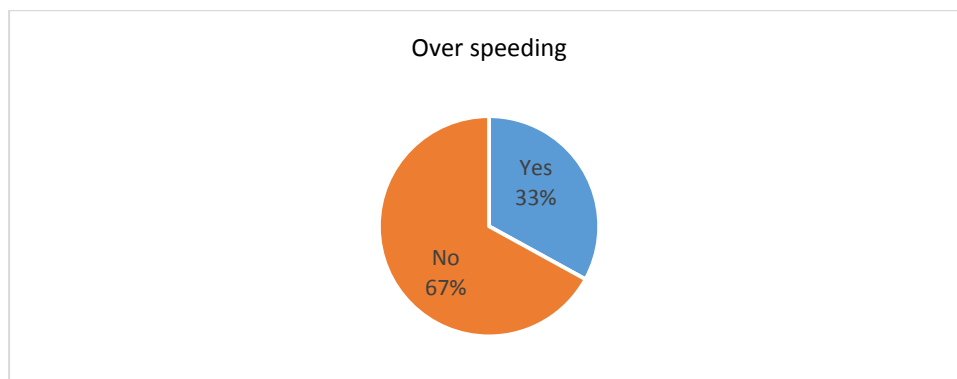
Concerns of Respondents Over Other Issues	No. Of Respondents	Percentage
Affect Water Sources	3	13%
Improper Soil Dumping	4	17%
Dirt	4	17%
Landslides	5	22%
Loss of Land	1	4%
Careless Placement of Construction Material	3	13%
Others	3	13%

Other reasons too were listed by the respondents such as; water sources will be affected during the construction period. The improper dumping of soil during the construction period too was a concern of the respondents. The respondents were also concerned that their villages would become dirty during the construction phase. They were also concerned that there would be increased landslides during the construction period.

### 6.3. Concerns after the road widening project

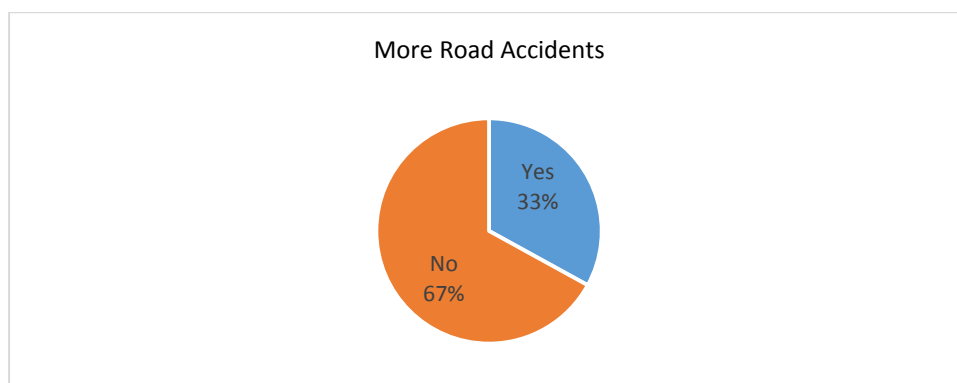
The respondents were then asked about their concerns after the road has been widened.

Chart 8: Concerns of cars over speeding after the road widening project has been completed



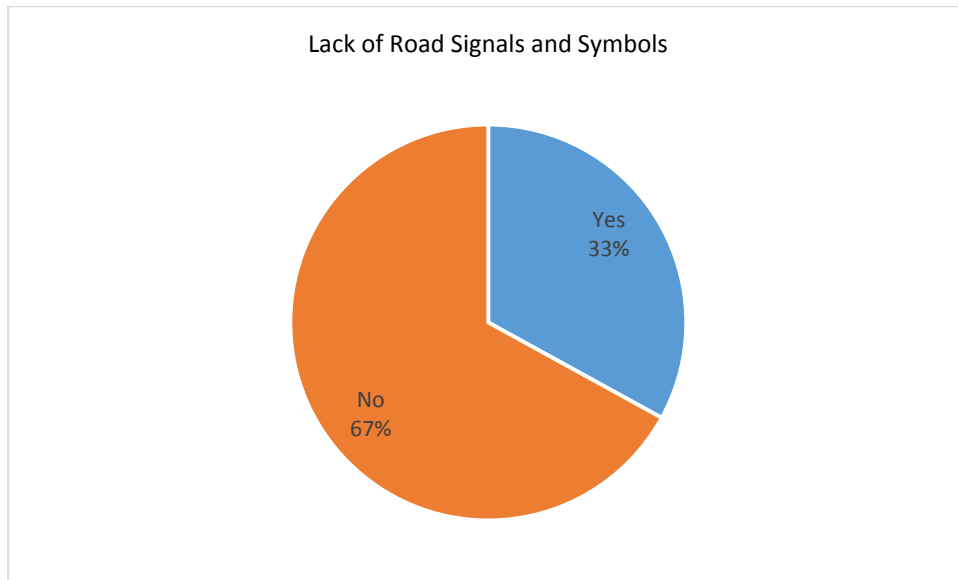
67% of respondents say that there will be more over speeding of cars.

Chart 9: Concerns of increased road accidents after the road widening project has been completed



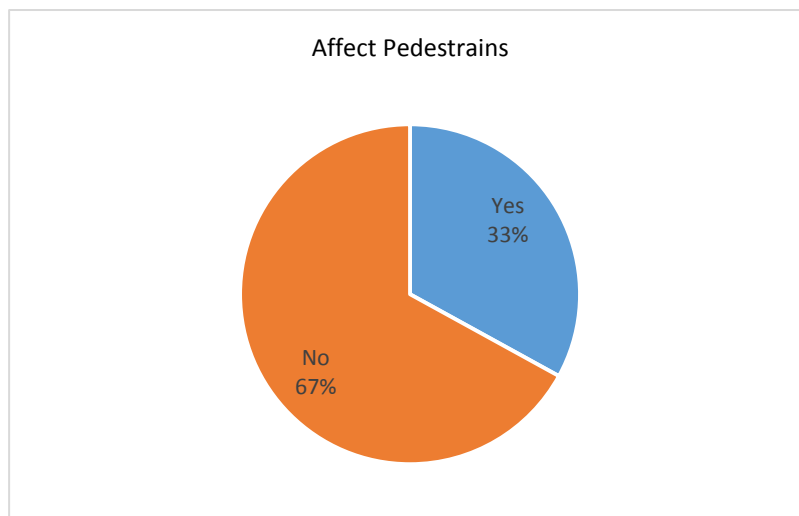
67% say that there shall be an increase in road accidents once the road has been widened.

Chart 10: Concerns over lack of road signals after the road widening project has been completed



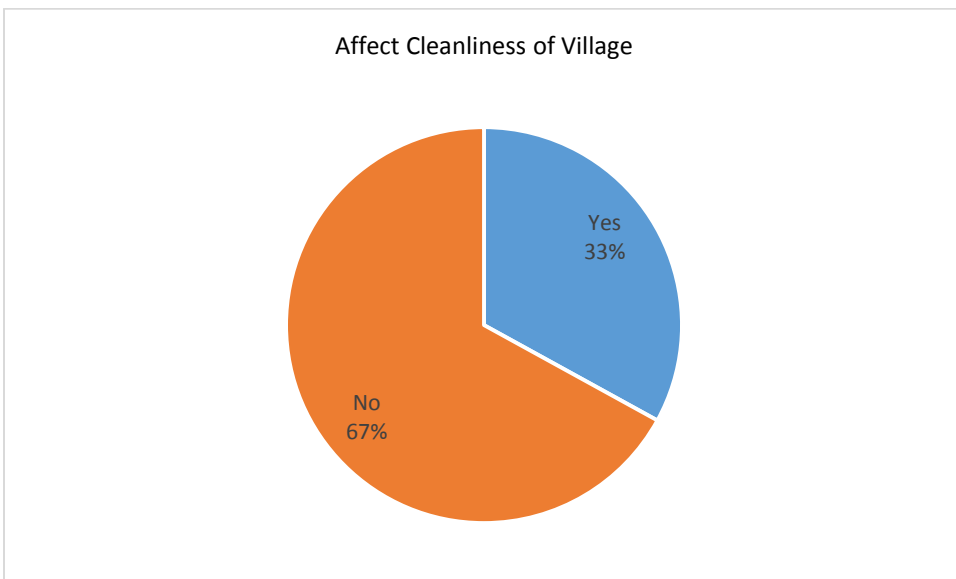
33% say that the lack of road signals and symbols will be cause more trouble.

Chart 11: Concerns that the road widening will affect pedestrians



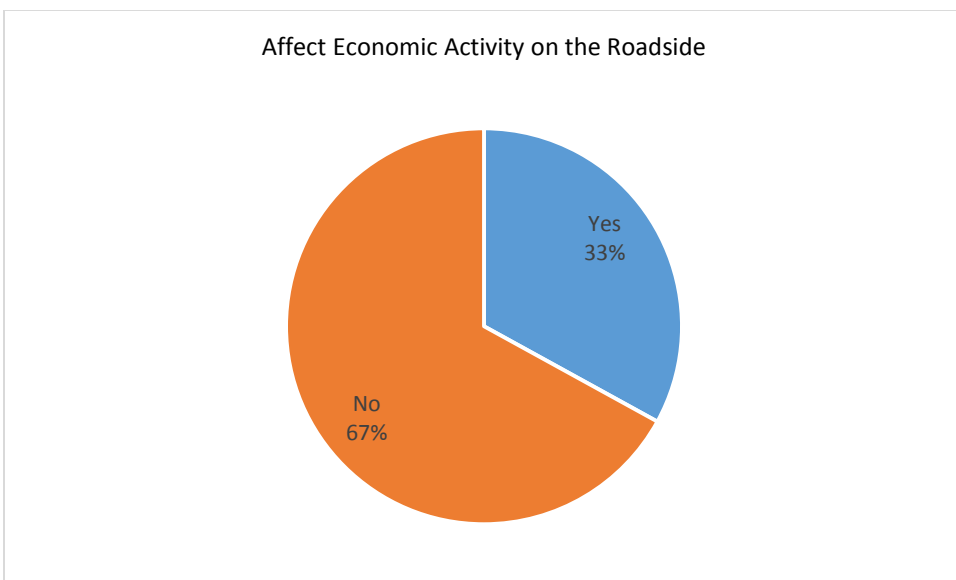
33% say that a wider road will affect pedestrians.

Chart 12: Concerns that the road widening will affect cleanliness of the village



33% of the respondents say that a wider road will affect the cleanliness of the village

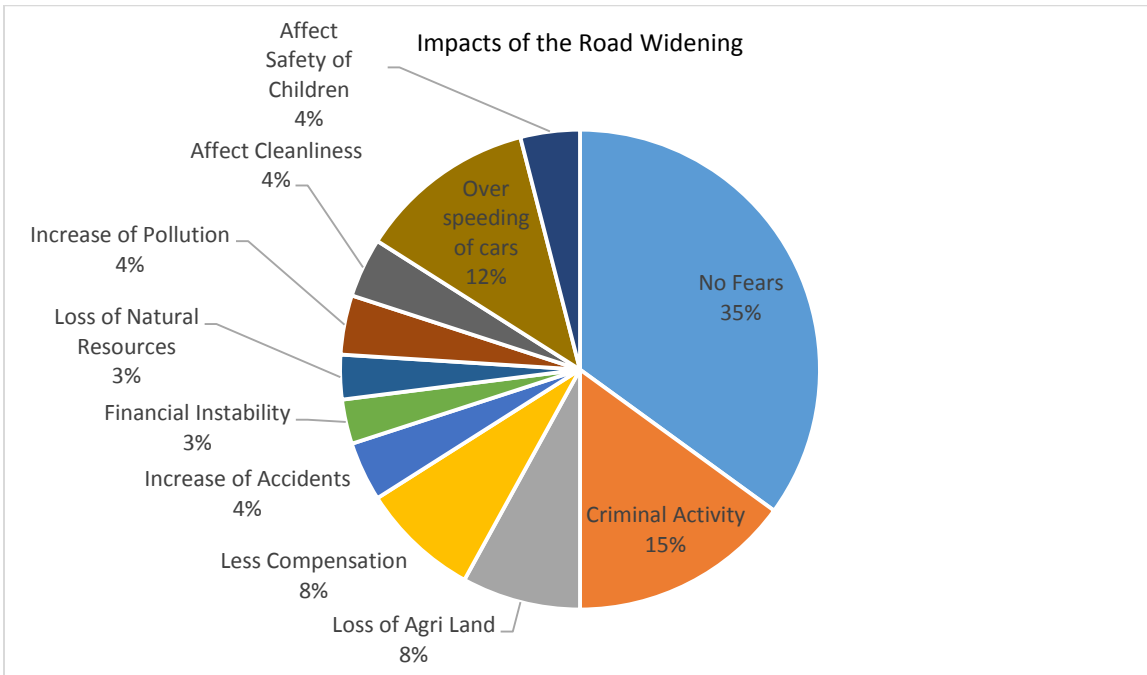
Chart 13: Concerns that the road widening will affect economic activity on the roadside



33% of the respondents say that their economic activity on the roadside will be affected.

## 6.4 Overall Impact

Chart 14: Impacts of the Road Widening

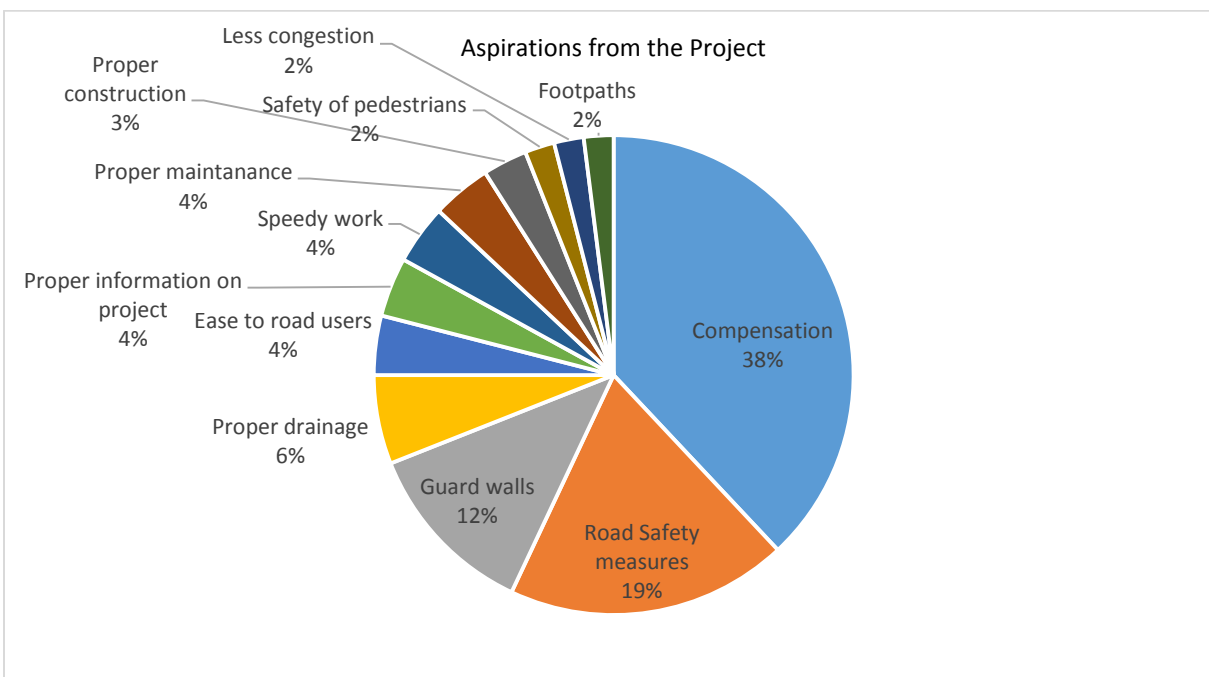


When asked what the overall impacts of the road widening project would be the respondents. 35% of the respondents had no fear from the proposed road widening project, 15% of the respondents feared the increase of criminal activities. 12% of the respondents feared that there would be more over speeding by cars. 8% feared that there would be a loss of agricultural land, another 8% feared that there would be little to no compensation. 4% feared there would be an increase of accidents, another 4% feared that there would be more pollution and 4% said that it would affect the cleanliness of their village. While 3% were wary of the financial instability that the project would bring and 3% said that there would be a loss of natural resources.

On the other hand, respondents said that a wider road would bring about ease in travelling. A wider road, they said, would reduce accidents. There would be more economic activity. Also, there would be a lot of time that would be saved while travelling.



Chart 15: Aspirations from the project



38% of the respondents say that their main aspiration from this project is to receive proper compensation. 19% say that there should be road safety measures. 12% suggest that there should be proper guard walls. 6% say that there should be proper drainage. 4% say that there should be proper maintenance of the road, that it would bring ease to road users and there should be speedy work. 3% say that the road should be constructed properly. 2% say that footpaths must be constructed. 2% say that the road will make it safe for pedestrians and will reduce traffic congestions. 4% of the respondents feel the need for proper information on how much land will be acquired.

## **7 Summary of Impacts**

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### **7.1 Land use and property**

The implementation of the project will cause permanent changes in land use and loss of property and other assets caused by short term occupation of land for construction and changes in accessibility to existing land for construction and changes in accessibility to existing land uses resulting from temporary or permanent presence of the project.

The most significant permanent impact on land use and on the people using the land will be the loss of agricultural land, decreased economic capacity and loss of natural resources. The land though, on the surface seems unused, provides to the villagers with a source of timber and firewood and to some is a source of additional income. Though agriculture is mainly subsistence in nature, it serves the people by providing them at least a square meal. Fishing pools too will be disturbed and lost. There is a risk that there would be siltation during the construction period. Measures must be put in place to mitigate these effects.

Not many structures will be disturbed. However, certain community lands like cemetery land and a sports club in Pynthor Langtein village will be affected. The cemetery's boundaries will be disturbed but no graves will be need to be exhumed and relocated graves does not arise. The sports club's land however will be disturbed. In Pynthor Langtein village a primary school will be affected. This primary school which also serves as an Anganwadi centre will be permanently disturbed and it may be best if the lost land be recovered in some other side of the school's boundary.

### **7.2 Impacts on Access**

In addition to loss of land directly and indirectly the implementation of the project will also result in the loss of access to the land. The greatest impact is

loss on public spaces such as the loss of the primary school in Pynthor Langtein, the cemetery ground and the sports club.

### **7.3 Temporary impacts during construction.**

Adoption of good site management within the construction area will minimise adverse impact on the amenity of the remaining areas. Where village roads and footpaths are affected steps should be taken to minimise the impact. However, the availability of an alternate road for local villagers will help them a lot. The construction period may be fraught with traffic congestion and the such. Hence, adequate measures should be put in place to reduce this like placement of traffic marshalls and road signs to ensure the easy flow of traffic during this period.

## **7.4 Resources and Waste**

### **7.4.1 Waste from Construction**

Proper placement of tools and materials used during the construction period would help maintain the cleanliness of the villages. Apart from this it was suggested that soil which had been dug up during the construction be dumped properly to avoid siltation of water sources and paddy fields. The village of Demthring had added that the Village Authority along with the construction workers/company will work together to decide on a suitable spot where the soil and other debris be placed.

### **7.4.2 Water**

Proper care must be taken to see that there is no discharge of effluents to water sources and thus prevent or reduce the effects of contamination of ground water sources.

### **7.4.3 Air**

The principal air quality concern during the construction will be dust. Impacts arising from dust generation and deposition should be minimized and managed through the use of good construction practice and procedures.

### **7.4.4 Loss of bio-diversity**

Land will be permanently occupied by the widening of roads and temporarily during construction. Clearance of vegetation for permanent and temporary land take will result in a substantial felling of trees. The loss is considered a minor impact on bio-diversity and includes mostly pine trees.

### **7.4.5 Socio-economic Impacts**

The main socio-economic impacts of this project will be both positive and negative and will consist of - economic benefits through reduced journey time, etc. There will be loss of land and thus minor economic losses in terms of loss of arable land and agrarian activities, loss of natural resources which may have served as fuelwood and /or timber, loss of stone from quarries.

There will be some loss in arable paddy fields which could have added to a person's ability to sustain himself and his family. There may be small loss of employment through the appropriation of stone quarries.

There may be an incentive for people to establish shops and other commercial or other economic activities on the road side once the widening has been completed. Certain respondents have expressed their desire to expand their existing commercial shops and/ or start new enterprises once the road widening has been completed.

There will be partial loss and disturbances to the primary school/anganwadi centre. The community cemetery will not be too disturbed. The land of the sports club which provides an outlet to the youth of Pynthor Langtein will have minor disturbance.

## 8 Public Consultation

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Figure 4: Public Hearing at Pynthor Langtein



Source: Social Impact Assessment Unit

As per the new Land Acquisition Act, 2013 (Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013), the Meghalaya Institute of Governance in continuance with its Social Impact Assessment Study held a Public Hearing on Acquisition of Land for the Construction of Single Lane to Double Lane in DAJ NH 40

(E) on the 5<sup>th</sup> of July, 2016 in Pynthor Langtein Community Hall at 10:00 am. The road widening project falls under two villages, Demthring and Pynthor Langtein and was attended by residents from both villages as well as members of the Village Executive Committee.

The Public hearing was chaired by Shri. A.B.S Swer. Also present were Shri. D. M. Wahlang, MCS, Additional Deputy Commissioner (Revenue), West Jaintia Hills District, Shri. B. Wahlang, Conservator of Forest, Forest Department Government of Meghalaya, Shri A. Lipon, headman Pynthor Langtein village and Shri. K. Dkhar, headman Demthring village. The hearing was attended by more than 50 people from Demthring and Pynthor Langtein villages. The hearing was also attended by local media persons from T7 news channel, Nongsain Hima newspaper assisted by the personnel from the District Public Relations Office, Jowai.

The hearing started with Shri A.B.S Swer asking the Social Impact Assessment team to present their findings from the field survey. Smt. Naphisha Kharkongor (Program Associate, Research) initiated the presentation and put across the need and advantages for conducting Social Impact Assessment Study as per the New

Land Acquisition Act, 2013. Smt. Queenie Syngkrem (Volunteer) presented the demographic profile of the two villages and the necessity for the road widening project. Shri. Spainlang Lyngdoh (Program Associate) followed this by a presentation on the data interpretation and the likely impacts from the project implementation. Smt. Ibakordor Dohling (Assistant Manager, Training) concluded the presentation by reading out the major findings and recommendations from the project construction phase.

After which, the floor was left open for the public to express their opinions and concerns on the proposed land acquisition. The following are the concerns expressed by the public at the event:

Shri. Rajee Rynghlem (Pynthor Langtein) asked the panel whether the government would acquire land from both sides of the road or from only that land which has been listed out in the survey.

Shri. Heili Rynghlem (Demthring) asked the panel about the compensation and the benefit likely to come up from the proposed road widening construction.

Smt. Arphio Lipon (Pynthor Langtein) asked the panel how much land would be acquired by the government and how much is the compensation rate put at. She also asked whether the compensation would be paid before or after the construction work. Smt Lipon also said that the compensation rate needs to be paid at the present market rate; land owners needs to receive an official copy stating the amount of land to be acquired. She also said that during the construction period dumping of soil in land which has not been acquired for the project should be avoided.

Shri. Silon Rynghlem (Demthring) expressed his fear over the new road alignment where he said that if the government acquires land about 8m, then in the elevated area the government needs to acquired more land since problems like soil erosion and landslide may happen which may affected the land owners later.

Smt. Airis Challam (Demthring) said that the government should pay the compensation first and then construction work can be carried out.

Shri. Shakespeare Suting (Demthring) put up the following question to the panel: Will the land owners having land size like a double lane be compensated at the same rate like the land owners having land near the single lane? The newly installed PHE Pipeline may be affected, so is there a need to notify the PHE department about the road widening construction? Will basic public amenities like toilet be available from the construction?

Smt. Hamduhlan Lipon (Pynthor Langtein) said that she supported the question put across by Smt. Arphiio Lipon in term of the land size to be acquired, compensation rate and payment to be made first.

Shri. Arminious Lipon (Headman of Pynthor Langtein) also put up the following question to the panel: Will afforestation be promoted from this project? Will there be partiality or inequality of payment among the rich and poor people? If Schools and other structure are to be dismantled, will the Government Issue prior notice to the affected Institutions? Will the government provide proper walls in agricultural or paddy field area to avoid soil erosion into these areas? He also stated the need for collaboration of the people with the Governmental implementing agency during the project implementation for the success of the project.

Shri. Kerlin Dkhar (Headman of Demthring) said that so far no complain or disapproval has been made by the people against the road widening project. He said that the width of the road is becoming a huge nuisance for drivers and he wished that the project is implemented at the earliest since it is a National Highway road. He requested the Public Work Department to provide them with proper drainage along with the road widening project and to compensate each and every affected family since earlier the road project for DAJ has never given the people any compensation. He also stated that compensation should be paid first and if the project is implemented in the later year, then the compensation rate should be paid at the price of that year. Full compensation needs to be paid to land owners to avoid future difficulties for land owners to collect the remaining balance.

Shri. August Lipon (Church of God, Pynthor Langtein) said that the road widening project will acquire land from the Church of God which is cemetery. He said that he does not want to give the cemetery land because the land is small and if the compensation rate is small then the church will have a difficulty in purchasing other land since the land rate in the village is not less than Rs. 100 per Sq.m. He also stated that pine trees are present in the land so, will the government pay for the trees too or just the graveyard only? He also requested the Governmental Implementing agency to construct speed breaker in residential area to avoid frequent accident between human and car.

Shri. B. Wahlang, District Forest Officer said that the DAJ NH-40(E) Project is an initiative taken by the government for the development and growth of the society as a whole. On the likely impact with regards to Environment and Forest, he said that according to the Project Assessment about 7 hectares of forest area would have to be cleared. Under the Forest Conservation (Provision) Act trees that have been felled needs to be compensated to the Forest Department through a reforestation programme. If the forested area falls under the purview of the Forest Department then the Requiring Department needs to pay compensation to the Forest Department. The numbers of trees that will be cut needs to be notified to the Forest Department.

Shri. D. Wahlang, Additional Deputy Commissioner (Revenue) informed the public gathered there that the road widening project will be implemented by the Public Works Department, Central Division Jowai. He listed the steps through which the project had gone through. A letter from the Public Works Department was sent to Jaintia Hills District Council informing them of the proposed project implementation. The District Council then carried out a survey on the project location under Section 5 of the old Land Acquisition law but when the survey was submitted on September 2013, the New Land Acquisition Act, 2013 had come into force and this has delayed the implementation of the project.

With regards to the discrepancy in the list of land owners Shri. D. Wahlang asked the public to file a petition with the Deputy Commissioner stating the



absence or non-inclusion of their names in the survey list. The Office of the Deputy Commissioner would then re-verify the list of land owners.

With regards to the compensation, it was informed that land would be compensated differently according to usage and type. He said that compensation will be given to all land owners in a transparent manner, where the land owners would be notified. Followed by the signing of an agreement between the respective land owners and the Government, after verification the land owners would be compensated for the land acquired. Payment would be paid to the District Council during a particular period. The payment to be made to the land owners would be through cheque. He also said that the request made by the people to pay first and then work is not possible. Using as example his experience in most parts of East Khasi Hills and West Khasi Hills Districts, Shri Wahlang said that payment is made in phases. As the project proceeds forward payment is made.

Figure 5: Public Hearing at Pynthor Langtein



Source: Social Impact Assessment Unit

With regards to the alignment of the new road, he said that the new alignment for the road widening depends on the gradient of the land.

With regards to the structures likely to be dismantled due to the project, he said that the cemetery and school will be compensated according to the rate put up by the District Council and prior information for eviction would be given to individual and institutions. He also said that if the PHE rural water pipeline will be affected from the project, then the officials from PHE will have to write to the Deputy Commissioner and a survey will be carried out to verify such claims.

With regards to the basic public amenities like setting up of toilets in the road way, he stated that the National Highway Authority of India and the Public Work Department does not have any provision for setting up basic public amenities like toilet.

With regards to the road amenities like footpath, drain, beautification of the area, speed breaker, etc., he stated that the PWD (road) will have to submit a provision to set up footpath and drain after the road widening project. He also said that provision for setting up speed breaker in the National Highway is not available but rubber strip will be installed in populated area so that vehicles slow down.

With regards to the problem likely to come up during the construction phase of the project, he stated that soil excavated from the project site needs to be disposed in area that are provided by the local authority and problem like dustiness and muddiness will happen only for a short period of time.

With regards to the forest area, he said that the land under forest area is actually a pine grooves area and the 7 ha of pine grooves land includes the total LHS and RHS pine grooves area along the road side. He also said that for promoting afforestation, Mahatma Gandhi National Rural Employment Guarantee Schemes (MNREGS) can be used to promote Social Forestry in the area since both Demthring and Pynthor Langtein falls under this scheme. He also said that the District Council will request the Forest Department to hold awareness program for promoting social forestry in the area.

Figure 6: Public Hearing at Pynthor Langtein



Source: Social Impact Assessment Unit

Shri. D. Wahlang, A.D.C. (Revenue) ended his speech by bringing out the necessity for the project implementation to address to the problems like traffic congestion, accident, and others put up by the road users in this area. Though problem may arise during the construction period he said that the benefit will be more after the completion of the project.

The summary of the whole hearing was later put across by Shri. A.B.S Swer where he then asked the people to put to vote their approval for the said project. Majority of the people present in the hearing approved to the project and no one disapproved to the construction of the road widening under DAJ NH-40(e).

## 9 Social Impact Mitigation Measures

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The Social Impact Assessment Unit in discussion with some of the residents of the villages of Demthring and Pynthor Langtein during their field study and also through the feedback received from the Public Hearing may suggest the following Mitigation Measures:

Figure 7: Public Hearing at Pynthor Langtein



Source: Social Impact Assessment Unit

- On the first instance, the respondents felt that proper compensation was necessary to alleviate hardships that may arise from the loss of land and/or natural resources. They also want better information on how much land will be acquired. As such, there must be an establishment of a cut-off date of eligibility for compensation. Providing financial compensation to remedy the losses of both owners – occupiers and tenants. Better information on how much land will be acquired by the government for the purpose of this project as well as settling the discrepancies in the list of land owners.
- The respondents felt the speedy completion of work was also necessary to reduce troubles that may arise during the construction period. The respondents said that the proper dumping of soil was necessary. This would entail that the village authority and the construction company work in tandem with each other to

locate suitable sites for the dumping of soil and to check that water sources and agricultural fields are not destroyed by haphazard dumping. The proper placement of construction materials would ensure the cleanliness of the village. The respondents agree that the maintenance of good relations between the village authority and the construction company would be beneficial to both parties.

- Mechanism to ensure road safety awareness. The construction of guard walls and other mechanisms would ensure a certain degree of safety to road users and pedestrians and also act as a mechanism to prevent landslides. The presence of road safety measures, signs and symbols would reduce the problems of over speeding, reduce traffic congestions and accidents. Footpaths should be built. Steps must be put in place to reduce accidents and road mishaps
- It should be seen that during construction the water sources are not disturbed, nor PHE drinking water be stopped. Steps to be taken to reduce pollution and its effects on water sources, air, siltation and/or destruction of ponds and paddy fields. Proper drains must be built to ensure that sludge and effluents do not disturb paddy fields nor dirty the surrounding areas.
- People whose land has been affected want precautions put in place to ensure that their land and residences won't be disturbed further. Expropriation to be avoided where possible through development of the design
- Planting and replacing trees to provide net gain in biodiversity.

## Annexures

### Annexure 1: Letter of No Objection from the Jaintia Hills Autonomous District Council to acquire land.

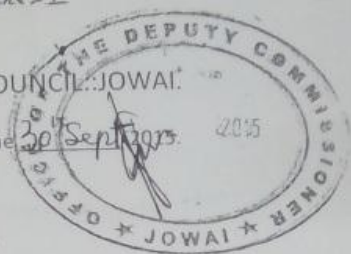
*Annexure - I*

*Rev*

OFFICE OF THE JAINTIA HILLS AUTONOMOUS DISTRICT COUNCIL, JOWAI.

NO.JHAD./REV/LR/19/2015/3

Dated Jowai, the *30<sup>th</sup> Sept 2015* 2015



To: ✓ The Deputy Commissioner  
West Jaintia Hills District, Jowai.

Subject:- No-Objection Certificates.

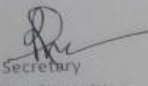
Ref :- Your Letter NO.REV/LA-25/2015/123, Dated, 11.09.2015.

Sir,

With reference to the Subject and your letter cited above, I am directed to inform you that the Executive Committee, Jaintia Hills Autonomous District Council Jowai, in exercise of the power conferred under Rule 29 of the Assam and Meghalaya Autonomous District (Constitution of District Council) Rule 1951 as adopted and amended and as required under section 41(3) of "The Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013" is pleased to grant this No-objection Certificate to the Deputy Commissioner, West Jaintia Hills District for the purpose of acquisition of land for the following Projects.

1. Acquisition of land for construction of DAJ NH- 40(E) including widening from Single Lane to Double lane from 208.00KM to 214 KM measuring area of 92,898.87 Sq.Mtrs
2. Acquisition of land for construction of two laning with Paved shoulder of NH-44 from Jowai KM 69.200 to 80.500 KM Tuber including Toll Plaza location 74.000KM to 74.100 7<sup>th</sup> Mile Pasyih(Ladsliya lalong) measuring an area of 20,485.29 Sq.Mtrs
3. Acquisition of land for construction of IBBF in West Jaintia Hills District from BP No.1272 to BP No.1299 MP Dawki to Jaliakhola, measuring of 37.25 KM in length.
4. Acquisition of land for establishing of Krishi Vigyan Kendra(KVK) at Moopung, ✓  
Wahiajer West Jaintia Hills District, measuring an area of 67,676.93 Sq.Mtrs
5. Acquisition of land for construction of IB Complex cum-Residential at Thamat,  
measuring an area of 78,534.97 Sq.Mtrs
6. Acquisition of land for setting up of Facilitation Entry and Exit Points at Khanduli, ✓  
measuring an area of 1 (one) Acre for Exit Point and 2 (two) Acres for Entry Point.

Yours faithfully,

  
Secretary  
Executive Committee  
Jaintia Hills Autonomous District Council  
Jowai.

Deputy Commissioner  
Office, Jowai  
Receipt No. *6867*  
Date *11/10/15*



## Annexure 4: Public Notice Intimating the Conduct of Public Hearing at Pynthor Langtein



Meghalaya Institute of Governance (MIG)  
Lumpynggad Cottage, Bishop Cotton Road  
Shillong- 793001, Meghalaya

Phone no: 0364-2505977  
No: MIG/148/2016/400

Email: migshillong@gmail.com  
Dated: 22<sup>nd</sup>-June-2016

### Public Notice

The Meghalaya Institute of Governance has been notified as the State Social Impact Assessment (SIA) Unit to conduct Social Impact Assessment Study for acquisition of land for Construction of DAJ NH-40(E) including widening from Single lane to Double lane from 209.00Km to 214Km measuring an area of 92,898.87 sq.mtrs.

In connection with this, a Public Hearing will be held in Pynthor Langtein Playground, near the Community Hall in West Jaintia Hills on the 5<sup>th</sup> of July, 2016 (Tuesday) at 10:00 Am.

All interested persons are invited to attend the said Public Hearing to express their claims/ objections/ suggestion, if any, on the proposal.

Dr. BDR Tiwari, IAS  
Executive Director,  
Meghalaya Institute of Governance,  
Shillong.



## Annexure 5: List of Participants at the Public Hearing at Pynthor Langtein

Public Hearing at: Pynthor Langtein Date: 5.7.2016

Sl. No.	Name	Village	Contact No.	Signature
1	Hoben Suer			
2	B.M. Wahlenp	DC's OFFICE	9856022111	
3	B. Wahlenp			
4	A. Lipo	R/S Pynthor Langtein		
5	K. L. Dkhar	Danthing		
6	Wicken Tariang	Towai		
7	Pymnoini Rynghlem	Danthing		
8	Shakespeare Suliy	"		
9	June Suliy			
10	Mrs W. D. Laloo	Towai		
11	Hanshul dekkad Lipo	Pynthor Langtein		
12	R. Lipo	Pynthor Langtein		
13	Healthy Lipo	Pynthor Langtein		
14	Silver Talang	Danthing		
15	Y. Riango	Pynthor		
16	Rolin Lipo	-Do-		

Meghalaya Institute of Governance - SIA Unit

Public Hearing at: Pynthor Langtein Date: 5.7.2016

Sl. No.	Name	Village	Contact No.	Signature
17	Hamboui Lipo			
18	Marta Lipo			
19	H. Shylla	Pynthor Langtein		
20	Teikis Rynghlem	Danthing		
21	Wynheim Rynghlem	Pynthor		
22	Damehigoo Lipo	"		
23	Kromlin Lipo	"		
24	Ebanrei Dkhar	"		
25	Lieh Khyrien	"		
26	Boy Broklen Dkhar	"		
27	Faidlang Tariang	"		
28	R. Rynghlem	"		
29	Losint Dakur	"		
30	Hazlong Lipo	"		
31	Pynthor Rynghlem	"		
32	Pormina Khapiah	Towai		

Meghalaya Institute of Governance - SIA Unit



## Annexure 6: Checklist for Reconnaissance Survey

### MEGHALAYA INSTITUTE OF GOVERNANCE

#### Interview schedule for the members of Village Authority/Village Council

**Place:**

**Date:**

#### TOPIC FOR SOCIAL IMPACT ASSESSMENT:

*Land acquisition for Road Widening of NH 40 (E)*

#### Part A: Profile of the Respondents

1. Name :
2. Age :
3. Gender :
4. Ednl. Qualification :
5. Community :
6. Designation :
7. Time of service :

#### Part B: Settlement Demographic Survey

Distance of village to nearest urban area:

Distance of village to the nearest National Highway:

#### Land use pattern

	Area	Condition/change
Village total area		
Agricultural area		
Forest area		
Barren area		
Homestead		
Community area		

#### 1. Project details:

Description	Details	
Type of investment		
Type of project		
Project area and location		
Project implementing agency	Central	
	State	

#### 2. Assessment

## 2.1 Land Assessment

Description	Details	
Location of the land required		
Total quantity of land required in acres		
Ownership of land	Government	
	Private	
	Others	
Land utility or land use details in project area	Commercial	
	Housing	
	Agriculture	
	Others	
Determining the necessity for land acquisition		
Alternative, if any		

## 2.2 Assessment of Structure (in numbers)

Description	Details (in numbers)	
Total number of structure that would be disturbed		
Type of structure	Pucca	
	Semi-pucca	
	Kuttcha	
Usage of structures	Residential	
	Commercial	
	Community	
	others	

## 2.3 Socio-economic Assessment

Description	Details	
Name and numbers of localities in the project area		
Type of localities	Urban	

	Rural	
Total population	Male	
	Female	
Total household		
Social groups	SC	
	ST	
	OBC	
	General	
Religion	Hindu	
	Muslim	
	Christian	
	Others	
Literacy rate	Male	
	Female	
Occupation details	Agri-labourer	
	Non-agri labourer	
	Farmers	
	Business	
	Private service	
	Government service	
	Others	
Population of project affected families (PAFs)		
Vulnerable families among PAFs	SC	
	ST	
	Women headed household	
	Physically disabled	
	Aged	
Income details of the PAFs	BPL	
	APL	

#### 2.4 Community Infrastructure/ public service

Sl.no	Institution	Number of Units	Condition (3A's- available, accessible, & affordable)
1.	Primary School		
2.	Secondary School		
3.	Higher Education		

4.	Anganwadi center		
5.	Self help groups		
6.	Public Distribution Centre		
7.	Hospital		
8.	Public Health Centre		
9.	Community Hall		
10.	Library		
11.	Youth clubs		
12.	Traditional healers		
13.	Religious institution		
14.	Accessibility to PHE water		
15.	Accessibility to community well		
16.	Road (Black top and Kutcha)		
17.	Transportation		
18.	Community Forests		
19.	Cremation/burial ground		
20.	Playgrounds		
21.	Market		
22.	NGOs		
23.	Bank		
24.	Others		
	Total		

**Annexure 7: Questionnaire Used for Focussed Group Discussion at Demthring and Pynthor Langtein Villages**

**MEGHALAYA INSTITUTE OF GOVERNANCE**

**Interview schedule for Land Owners**

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**TOPIC FOR SOCIAL IMPACT ASSESSMENT:**

Land acquisition for Road Widening project at

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**PROFILE OF THE RESPONDENT:**

**Part A: Profile of the respondent**

1. Name :

2. Age :

a.	18 – 35 years		b.	36 – 49 years	
c.	50-59 years		d.	60 – 69 years	
e.	Over 70 years				

3. Gender:

a.	Male		b.	Female	
----	------	--	----	--------	--

4. What is your highest level of education?

a.	Illiterate		b.	Primary (Class V)	
c.	Upper Primary (Class VIII)		d.	Secondary	
e.	High School		f.	Other	

5. Income Per Annum:

a.	Less than Rs. 50,000	
b.	More than Rs. 51,000 but less than Rs 1,00,000	
c.	Above Rs. 1,00,000	

6. Occupation:

a.	Farmer		b.	Government Employee	
c.	Business		d.	Driver	
e.	Student		f.	Other	

7. Which community do you belong?

a.	Scheduled Tribe		b.	Scheduled Caste	
c.	General		d.	Others	

8. Religion:

a.	Hindu		b.	Muslim	
c.	Christian		d.	Indigenous	

9. Household details:

Total Family size	Males	Females	Children (below 18)	Elderly (above 64 yrs)	Differently abled	Any other household income

10. Your ration card is categories as?

a.	APL (Pink)		b.	Antodaya (L. Green)	
c.	Annapoorna (Yellow)		d.	BPL (D. Green)	

11. What kind of house do you own?

a.	Kutchra		b.	Semi Kutchra	
c.	Pucca				

12. Please indicate the size of your land holding?



## PART B: Impact Assessment

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1. Are you aware of the construction of the double lane from a single lane in your village?

a.	Yes		b.	No	
----	-----	--	----	----	--

2. For what purpose are you using that acquired land?

a.	No Purpose	
b.	For Timber	
c.	Agricultural Activity	
d.	Residence only	
e.	Grazing Land	
f.	Other Activity (Please List)	
i.		
ii.		
iii.		
iv.		

3. Do you use this land yourself? If no, who does and how will they be affected?

a.	Yes		b.	No	
----	-----	--	----	----	--

	If no, who does and how will they be affected?
a.	
b.	
c.	
d.	
e.	
f.	
g.	

4. How much do you get from this land when you use it? (if R answers 'depends' then ask when you use it or the income you get when you sell the timber?)

a.	Nothing	
b.	Less than Rs 10, 000	
c.	More than Rs. 10, 000	
d.	Others	

5. How will your income change when this land is acquired? (increase/ decrease)

a.	Increase		b.	Decrease	
c.	If so, how or why?				


6. What are the problems you faced when using the road?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

7. Do you feel the need to further increase the width of the road?

a.	Yes		b.	No	
----	-----	--	----	----	--

8. If yes, the following questions are to be asked. Will?

a.	It will save time	Yes	No
b.	It will reduce traffic congestion	Yes	No
c.	It will make the road safer	Yes	No
d.	It will save fuel	Yes	No
e.	It will increase pollution	Yes	No
f.	It will affect the environment	Yes	No

9. If no, what is the reason?

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10. Will this road widening/land acquisition affect your community life/relations?

a.	Yes	
b.	No.	
c.	Don't know	

11. If so how?

	List Reasons (point wise)
a.	
b.	
c.	
d.	

e.	
f.	
g.	
h.	
i.	
j.	

12. Will this road widening/land acquisition affect your safety?

a.	Yes	
b.	No.	
c.	Don't know	

13. If so how?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

14. Will this road widening/land acquisition affect common property resources? If so, name them?

a.	Yes	
b.	No.	
c.	Don't know	

15. If so how?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

16. How do you find the present road condition?

a.	Good	
b.	Bad	
c.	Okay	

17. Why is it good or bad?

	Good		Bad	
a.	Good Green Cover		Width	
b.	Cars don't speed too much		Traffic Congestion	
c.	Others		No Paved shoulders	
d.			Inconvenient to pedestrians	
e.			Landslides.	
f.			Others	
g.				
h.				
i.				
j.				

18. What are your concerns during the construction of the road?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

19. How do you think these concerns can be addressed?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

20. What are your concerns after the widening of the road?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

21. How do you think these concerns can be addressed?

	List Reasons (point wise)
a.	
b.	

c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

22. In your opinion what will be the impact of the road widening project?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	

23. What are your aspiration from this project?

	List Reasons (point wise)
a.	
b.	
c.	
d.	
e.	
f.	
g.	
h.	
i.	
j.	