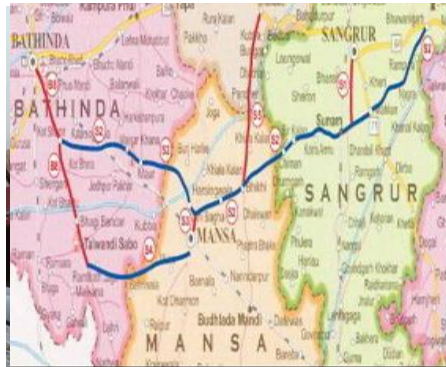




# Punjab Roads Bridges Development Board

## OPRC for Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Batinda Contract Area



## SOCIAL IMPACT ASSESSMENT REPORT

S1,S2,S3,S4,S5 and B8



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# ABBREVIATIONS

**A** – Association.

**AASHTO** - American Association of State Highway and Transportation Officials

**AADT** - Annual Average Daily Traffic (AADT).

**AC** - Asphalt Concrete (AC):

**ASTM** - American Society for Testing and Materials.

**BANK** - World Bank

Base Year – Last Completed Financial Year at the time of receipt of the Bids

**BC** – Bituminous Concrete

**BDPO**-Block Development and Panchayat Officer

**BDS** - Bid Data Sheet

**BM**-Bituminous Macadam

**BoQ** – Bill of Quantities

**C** - Consortium

**CBR** - California Bearing Ratio

**CoI** – Corridor of Impact

**CQAMP** – Contract Quality Assurance Management Plan

**DBM**- Dense Bituminous Macadam

**DCP**- Dynamic Cone Penetrometer

**dgMarket** – International portal for tenders and procurement opportunities from governments and international organisations ([www.dgmarket.com](http://www.dgmarket.com))

**DRB** - Dispute Review Board

**EHS** – Environment Health and Safety

**EIA** – Environmental Impact Assessment

**EMP** - Environmental Management Plan

**EIRR** - Economic Internal Rate of Return

**ESA**- Equivalent Standard Axle

**ESMF**-Environmental Social Management Framework

**FIDIC** - Fédération Internationale Des Ingénieurs-Conseils - International Federation of Consulting Engineers

**FWD** - Falling Weight Deflectometer

**FWP** – Forward Work Programme

**GC or GCC**- General Conditions of Contract

**GDP** - Gross Domestic Product

**GoI** - Government of India

**GoP** - Government of Punjab

**IBRD** – International Bank for Rehabilitation and Development

**ICB** – International Competitive Bidding

**IDA** – International Development Association

**INR** – Indian Rupees

**IRC**- Indian Roads Congress

**IRI** - International Roughness Index

**IRR**- Internal Rate of Return

**ITB** - Instructions to Bidders

**JV** - Joint Venture

**JVA** - Joint Venture Agreement.

**km** - Kilometer/Kilometre

**LoS** - Level of Service.

**MDR** – Major District Road

**MoEF** – Ministry of Environment and Forests Section I – Instruction to Bidders 9 Government of Punjab (Public Works Department Buildings and Roads)

**MORT&H** – Ministry of Road Transport and Highways  
**MPa** - Mega Pascal. Unit of Measurement  
**MPD** – Mean Profile Depth  
**MPM**- Management Performance Measures  
**MSA** – Million (Equivalent) Standard Axels  
**NABARD** – National Bank for Agriculture and Rural Development  
**NH** – National Highway  
**NHAI** – National Highways Authority of India  
**NPV** - Net Present Value  
**ODR** – Other District Road  
**OPRC** - Output and Performance based Road Contracts.  
**PAP** – Project Affected Person  
**PC** – Particular Conditions of Contract  
**PCU** – Passenger Car Unit  
**PIRR**- Project Internal Rate of Return (PIRR)  
**PMGSY** – Pradhan Mantri Gram Sadak Yojana  
**PSPCB** – Punjab State Pollution Control Board  
**PWD** – Public Works Department  
**PRBDB** – Punjab Roads and Bridges Development Board  
**PSRSP** – Punjab State Road Sector Project  
**QA** – Quality Assurance  
**QC** - Quality Control  
**RAP** - Resettlement Action Plan  
**RDPM** – Road Durability Performance Measure  
**ROMDAS** – Road Measurement Data Acquisition System  
**RoW** – Right of Way  
**RPM** – Raised Pavement Marker  
**RUS&CPM** – Road User Service and Comfort Performance Measure  
**SDBC** – Semi Dense Bituminous Concrete  
**SH** – State Highway  
**SIA** – Social Impact Assessment  
**TMP** – Traffic Management Plan  
**ToR** – Terms of Reference  
**UNDB online** - United Nations Development Business online ([www.devbusiness.com](http://www.devbusiness.com))  
**WB** – World Bank  
- Indian Rupees Section I – Instruction to Bidders 10

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## 0 EXECUTIVE SUMMARY

### 0.1 Background

Under the OPRC project model, a Contractor will be selected through bidding process to which the project road link will be awarded for providing services such as design, construction, operation and maintenance for a period of 7-10 years. The Contractor will be paid for the comprehensive services by the PSRSP Project on a pre-agreed time schedule i.e. monthly, quarterly or annually. The payment will be linked to the Contractor maintaining the road link to specified service levels in the OPRC contract. Through this model, it is expected that service levels of the network roads, which form the backbone of farm based economy of Punjab State, will be maintained at satisfactory level and at much lower cost to the State.

- Involuntary resettlement will be avoided wherever feasible, or minimized, exploring all viable project alternatives.
- Determine the magnitude of adverse social impacts and propose mitigation measures through the Punjab Resettlement and Rehabilitation Policy intervention.
- Outline results of stakeholders consultation and incorporate the outcome of these consultations in the final design of the project roads.
- Develop institutional mechanism for implementation and monitoring and evaluation of the R&R process.

### 0.1 Methodology

The Resettlement Action Plan has emphasized on consultation and participation of project affected persons (PAPs), project planning and implementing agencies at PIU level and local staffs at different level. Structure questionnaires, open ended formats, group discussion during preparation of Village Diary etc are the highlights of methodology adopted for understanding social assessment and the preparation of the report.

### 0.2 Project Area

The project road S2 is a combination of Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir section of SH12A & SH 13. The project road S2 is 106.130 Km long and starts from Bhawanigarh and ends at Kot Shamir with SH 17. The proposed length of the project road is also 106.130 Km.

The report deals with the several objectives related to social impacts at the feasibility stage in accordance with the TOR. This chapter on social assessment presents the socio-economic status of project area, based on secondary data collected from various sources and summary of the results of the Rapid Social Assessment (RSA) survey conducted by Feedback Ventures (the consultants). RSA was undertaken to determine the magnitude of the potential social, religious and historical (archaeological) impacts due to proposed road widening and to ensure that social sensitivities, considerations and criticalities are given its due weight-age, beforehand, in the pre-construction phase, wherein strengthening in the existing alignment, widening of bridges, drainage improvement, intersection improvement and proper grade

separators, roadside facilities etc., would be proposed at a later stage. Primary aim of this study is to minimize adverse social impacts, if any, with the best possible engineering solutions at an optimal cost and to suggest mitigation measures to reduce the negative impact due to any resultant displacement.

This corridor covers 49 towns and villages. The project road runs the terrain is predominantly plain.

Major land use for the stretch is wheat agricultural excepting around and Built-up areas.

The project road is intersected by three state highways and a number of 4 district roads which provides connectivity to towns like Sangrur, Barnala, Mansa and Bathinda The project road stretch passes through rolling terrain and is intersected by the river ponds/watersheds and some of its tributaries.

### **0.3 Project Impacts**

Based on the survey conducted and information on ROW obtained so far, the no land acquisition.

An inventory of properties likely to be affected by the project has been prepared from field visits/surveys conducted along the entire length. There are altogether affected properties/and type of constructions may be broadly classified into Squatters/Kiosks. The total number of potentially affected properties could be about-252

### **0.4 Ownership of Structures**

A number 252 of squatters/kiosks are 201 and encroachers 51 are likely to be affected because of widening and up gradation of the project road. The major common resources likely to be affected are the religious/societies/trust.

### **0.5 Religious Structures/ Hot Spots of the Project Area**

There are some locations where undesirable impacts of the project occur which can be easily distinguished due to their unique characteristics. These are termed as 'Hotspots' for religious places. There are 2 temples edge of the road fall along the project corridor fall within the project influence area.

### **0.6 Stakeholders Consultation**

To incorporate ensured continued people participation consultation mechanism has been evolved. The public consultation meeting conducted at four places of the corridor. People have been informed, consulted in project related decision. To understand people opinion about the project, their preferences/options and decisions in project designs were discussed. Solutions to resolve the conflict Realizing the losses squatters/Koisks incurred because of proposed project planning finding and suggestions made by the people have been an

important tool to evolve entitlement framework of the Punjab Resettlement and Rehabilitation Policy 2007 .

## 0.7 The Entitlement Framework

In accordance with the PBRP 2007 Resettlement and Rehabilitation (R&R) Policy Framework for the PUNJAB STATE ROAD SECTOR PROJECT, an entitlement framework for the project has been prepared. As per the framework, all titleholders and vulnerable non-titleholders' affected families will be entitled to a combination of compensation measures and resettlement support, depending on the nature of ownership rights of lost assets and characteristics and extent of the impact caused because of project interventions. A detailed description of each compensation measures and assistance is provided in the entitlement framework. The Entitlement framework in the project is guided by the following broad principles.

- Land acquisition would be done under the provision of LA Act 1894.
- Consent award (acquisition through mutual negotiation) would be preferred for land acquisition.
- Additional benefit to the land losers would be provided as lump sum assistance.
- PAFs who do not have alternative source of livelihood or shelter would be assisted under
- the project.
- Community properties would be enhanced/conserved by the project in consultation with the community
- Cut-off date of titleholders will be the date of issuance of 4(1) notification-under LA act and for non-titleholders; the cut-off date is the date of census survey.

The resettlement rehabilitation for compensation of the specified entitlement matrix for loss of Public Infrastructure, Residential Houses, Agricultural land and Land other structures are followed as per RR Policy.

The present GOPB R&R Policy 2007, apparently addresses R&R issues of water resources projects and the provision available under this policy do not adequately cover R&R issues associated with non-linear projects (including road sector). Based on the resettlement issues in the road sector project and the provisions of the R&R policy framework which was prepared for the first State Highway Project (PBRD), funded by the Bank and also the experience from the implementation of Resettlement Plan under the PBRD, following modifications are proposed in the state R&R policy so as to cover R&R issues of roads and highways projects.



## **0.8 Resettlement Planning**

### **(i) No Land Acquisition**

### **(ii) Relocation Planning**

Proposed project intervention would displace 252 families, out of commercial 252 squatters/koisks families. The relocation strategy envisages resettlement and rehabilitation of all commercial displaced families at specified location. During consultation residential families opted for self-relocation. However efforts will be made to resettle these residential families within the village preferably in Government land in consultation with the community. Further religious properties will be relocated in consultation with the community.

## **0.9 Other Social Issues**

The detail Socio-economic survey of project-affected Vulnerable Families which would entail a detailed list of 4 cublers holds, and 75 BPLs whose income are upto 24,000. These families will have economic regeneration schemes in addition to 25% extra over and above compensation as per PBR&R, 2007

## **0.10 Road Safety Education**

This learnt during social assessment through consultation that road safety is an emerging concern for the proposed road improvement. Road safety education in present RAP has provision of targeted community awareness programme.

## **0.11 Prevention HIV/AIDS Transmission**

It is well established that because of improvements of road, mobility of Commercial Sex Workers and truckers also increases and hence increased chances of transmission and spread of HIV/AIDS. Prevention and control of HIV/AIDS transmission will be one of the important social responsibilities of the Bank project. For this purpose, a separate HIV/AIDS Action Plan has been prepared for the project. The Plan emphasizes on targeted intervention programme during project preparation, implementation and operation phase. All the measures included in the HIV/AIDS Action Plan will be implemented in this project corridor also.

## **0.12 Implementation Mechanisms**

The Resettlement Action Plan will be implemented through PRBDB. Approved Resettlement Action Plan by LRC will be implemented with the help of package level NGO. Monitoring and Evaluation (Social Audit will be done by the project proponent (internal monitor) and an external monitor (Auditor).

# 1 INTRODUCTION

## 1.1 Introduction

Under the OPRC project model, a Contractor will be selected through bidding process to which the project road link will be awarded for providing services such as design, construction, operation and maintenance for a period of 7-10 years. The Contractor will be paid for the comprehensive services by the PSRSP Project on a pre-agreed time schedule i.e. monthly, quarterly or annually. The payment will be linked to the Contractor maintaining the road link to specified service levels in the OPRC contract. Through this model, it is expected that service levels of the network roads, which form the backbone of farm based economy of Punjab State, will be maintained at satisfactory level and at much lower cost to the State.

In the screening stage, existing set-up of the study corridor in general i.e., the Corridor of Impact (CoI) and the existing Right of Way (RoW) in particular were studied and is described in subsequent sections. The entire study was carried out within existing policy, legal and administrative framework considering the applicable legislation, regulations and guidelines. The screening report covers the following:

- Baseline Scenario
- Probable Impact
- Involuntary resettlement will be avoided wherever feasible, or minimized, exploring all viable project alternatives.
- Determine the magnitude of adverse social impacts and propose mitigation measures through the Punjab Resettlement and Rehabilitation Policy intervention.
- Outline results of stakeholders consultation and incorporate the outcome of these consultations in the final design of the project roads.
- Develop institutional mechanism for implementation and monitoring and evaluation of the R&R

## 1.2 Background

Punjab, located in the north-west, is one of India's most prosperous states. The agricultural revolution in the 1960s and 1970s and resulting high economic growth substantially improved Punjab's poverty and social indicators. Punjab has the highest per-capita income and lowest poverty headcount in India (94% of Punjab's population is above the poverty line), and it ranks second in the India Human Development Index (2001). However, the deterioration in the Punjab's economic environment since the mid-1990s brings into question its ability to sustain these improvements.



Total population	24,272,486 <sup>[4]</sup>	100%
<u>Sikhs</u>	14,592,387	60%
<u>Hindus</u>	8,997,942	37%
<u>Muslims</u>	382,045	1.6%
<u>Christians</u>	292,800	1.2%
<u>Buddhists</u>	41,487	0.17%
<u>Jains</u>	39,276	0.16%
Others	8,594	0.04%

**Table1.2: Punjab state district wise demography**

District	Sikhs	Hindus	Christians	Muslims
Gurdaspur	44%	47%	7%	0.987%
Amritsar	77%	21%	2%	0.232%
Kapurthala	59%	38%		0.849%
Tarn Taran	90%	10%		
Jalandhar	37.7%	59%	1%	0.882%
Hoshiarpur	40%	59%		1.040%
Nawanshahar	40%	60%		0.691%
Ludhiana	49%	47%	2%	1.72%
Moga	54%	43%	3%	0.67%
Bathinda	74%	25%		0.832%
Faridkot	60%	40%		0.316%
Firozpur	51%	47%	1%	0.193%
Mansa	78%	20%		0.849%
Sangrur	70%	22%		7.89%
Muktsar	74%	25%		0.34%
Fatehgarh Sahib	75%	23%		2.37%
Patiala	56%	42%	1%	1.88%
Chandigarh	16%	79%	1%	3.97%
Rupnagar	57%	41%		2.025%

Source: As of the 2001 census

Christians make up about 1.1% of the population mainly concentrated in Gurdaspur. Muslims make up close to 1.57% residing mainly in Malerkotla, Sangrur, Chandigarh and Qadian. The Punjab government have also built NRI Police stations in cities such as Jalandhar,

Nawanshahr, Ludhiana, Moga, and Hoshiarpur for the protection of non resident indians who come to visit their motherland, and oversee their property.

### 1.3 Project Road

The project Output and Performance Based Road Contract (OPRC) (Asset Management Contract) consists of Improvement, Rehabilitation and Resurfacing & Routine Maintenance Works of Roads of Sangrur – Mansa - Bathinda Contract Area. The road section passes through the following sections S1 from sangur to Sunam (MDR21) – 11.30 km, S2 from Bhawanigarh – Sunam – Bhiki SH-13 – Kotshamir (SH12A) - 106.13 KM, S3 from Barnala to Mansa: (SH13)- 106.13 KM, S3 Barnala – Mansa: (SH13) -7.29 KM, S4 Mansa – Talwandi Sabo (up to intersection with B8) (ODR9)- 24.97 Km, S5-Dhanaula – Bhikhi: (MDR14)- 25.34 Km , B8 Bathinda – Kotshamir – Talwandi Sabo (up to intersection with S4): SH17) 28.65 Km. The alignment traverses mainly through plain terrain except a few stretches with rolling terrain. The major part of the proposed alignment passes through rural areas. The land use on both sides of existing carriageway mostly falls under the category of agriculture with a few exceptions.

#### OBJECTIVES

- a) To increase the efficiency and effectiveness with which the management and maintenance of the road network is carried out.
- b) To maximize the value for money being spent on the development and maintenance of the road network
- c) To improve the condition and safety of the road network for the benefit of its users
- d) To proactively maintain the condition of the road network within the right of way using planned strategies and best practices available.

#### CONTRACT SCOPE

This is a Lump Sum (LS) Contract, which includes all physical works, activities and services necessary to manage 203.68 km of roads.

The Payment Schedules (for respective Components of the Contract) set out the minimum quantity of work in kilometers that must be completed each year within the tolerances set out for each year.

#### The Contract is deemed to be sub-divided into the following major components

- (a) **Improvement Works:** Consisting of a set of specific improvements in Specifications, to add new characteristics to the Roads in response to existing or new traffic, environmental, social and safety or other considerations.

**(b) Rehabilitation Works:** Consisting of specific types of pavement reconstruction works on the existing pavement to bring the pavement to the desired design life described in the Specifications.

**(c) Maintenance Services:**

i) **Resurfacing Works:** Consisting of a set of specific pavement surfacing improvements indicated in the Specifications

ii) **Network Performance (Routine Maintenance) Works or Services** Consisting of all interventions on the Roads which are to be carried out by the Contractor in order to achieve maintain the Road performance standards defined by the Service Levels included in the Specifications, and all activities related to the management and auditing of the road contract performance measures.

**(d) Emergency Works:** consisting of activities needed to reinstate the Roads and reconstruct their structure or their right of way which has been damaged as a result of natural phenomena, such as strong storms, flooding, and earthquakes.

The Scope of services consists of Improvement 128.9 Km, Rehabilitations 74.78 Km and resurfacing 203.6 KM.

**KEY FEATURES OF PROJECT**

**Table: 1.3 Description of Roads with proposed carriageway width**

Road Treatment Sections	Road No.	Road Category	Start (km)	End (km)	Length (km)	Tentative ROW (m)	Current paved width (m)	Proposed paved width (m)
<b>S2 SH-12A: Bhawanigarh - Sunam - Mansa - Kot Shamir (Under Improvement Work)</b>								
SH13 Intersection (Harisinghwala Chowk) to km 79	S2	SH	67.84	79	11.16	45.72	7	10
km 79 to Kotshamir (Bathinda District)	S2	SH	79	91	12	45.72	7	10
	S2	SH	91	108.77	17.77	45.72	7	10
<b>Subtotal:</b>					40.93			
<b>222S3- SH13: Barnala Mansa (Under Rehabilitation)</b>								
S-3 Intersection SH-12A - Intersection Talwandi Sabo Road	S3	SH	119.64	126.93	7.29	30.18	10	10
<b>Subtotal:</b>							7.29	
<b>S4 ODR-6/9 Mansa - Talwandi Sabo (upto intersection with B8) (Under Improvement Work)</b>								

**Project Road: S1, S2, S3, S4, S5 and B8**

ODR9 Mansa to Talwandi Sabo(upto intersection with B8)	S4a	ODR	0	24.97	24.97	25.15	5.5	10	
<b>Subtotal:</b>							<b>24.97</b>		
<b>S5 MDR 14 : Dhanaula to Bhikhi (Under Rehabilitation)</b>									
NH-64 Dhanaula to SH-12A Bhikhi	S5	ODR	0	3	3	10.06 – 20.13	5.5	5.5	
NH-64 Dhanaula to SH-12A Bhikhi	S5	ODR	3	11	8	10.06 – 20.13	5.5	5.5	
NH-64 Dhanaula to SH-12A Bhikhi	S5	ODR	11	19	8	10.06 – 20.13	5.5	5.5	
NH-64 Dhanaula to SH-12A Bhikhi	S5	ODR	19	25.34	6.34	10.06 – 20.13	5.5	5.5	
<b>Subtotal:</b>							<b>25.34</b>		
<b>B8 SH-17: Bathinda - Kotshamir - Talwandi Sabo (Under Rehabilitation)</b>									
Bathinda to Kilometre Stone 15	B8	SH	9.2	15	5.8	30.05	14.5	14.5	
Kilometre Stone 15 to Talwandi Sabo	B8	SH	15	30.57	15.57	30.05	10	10	
Talwandi Sabo	B8	SH	30.57	32.8	2.23	30.05	14	14	
Talwandi Sabo upto intersection with S4	B8	SH	32.8	37.85	5.05	20.13	10	10	
<b>Subtotal:</b>							<b>28.65</b>		
<b>Total</b>							<b>203.68</b>		
<b>SH= State Highway, MDR = Major District Road, ODR = Other District Road</b>									

The project road S1,S2,S3, S4, S5 and B8 is a combination of Sangrur, Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir and Bathinda section. The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north.



#### 1.4 Project Influence Area & Right of Way

The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north. The existing & proposed Right of Way (RoW) varies from 35.2-45.72m as per records and Specifications of the contract.

#### 1.5 Scope of Work

As defined in the Section VI Specifications – Environmental & Social Management, an ESMF Framework for the OPRC Project has already been prepared. The specifications lay down the requirement of Social Screening along with baseline data collection and mapping. It is also required to study the interventions proposed and the legal clearances that it attracts followed by Environmental & Social Impact Assessment. This report deals with social screening as envisaged for the project. The primary baseline data shall be generated if the screening report concluded the requirement of RAP. A reconnaissance survey has been conducted by which has identified sensitive receptors in the project road.



## 1.6 Objectives

The main objective of conducting social screening is to provide inputs of social concerns and to avoid or minimise the adverse social impacts with the best possible solutions at minimum cost in close coordination between engineering, environmental and social experts during the entire process. The social screening exercise is intended to assess the negative impacts (direct, indirect or cumulative) and to suggest mitigating measures to avoid or at least minimise the adverse impacts on nearby communities, peoples and properties falling on the direct path of road development, people indirectly affected by the way of disruption of livelihood, breakage in community linkages, impacts arising from land acquisition and resettlement, on indigenous people (SC, ST etc.) and on human safety etc. To minimise and / or avoid the adverse impacts, necessary modifications are to be made at the design stage. But in cases of unavoidable negative impacts these would be mitigated through suggested appropriate measures being adopted during the construction and operational stages.

## 1.7 Need for Resettlement Action Plan

Department of Revenue, Government of Punjab has formulated the PB Resettlement and Rehabilitation Policy 2007 for the Project Affected Families involving land acquisition because of developmental projects. The propose project intervention also comes under the preview of the policy provisions and falls under the category linear projects(more details are mentioned in later chapter). The proposed project interventions require land acquisition of 2-4 meter wide strip along the existing road and relocation of squatters and encroachers from the built-up areas. For this purpose, a Resettlement Action Plan is prepared with following objectives.

- Involuntary resettlement will be avoided wherever feasible, or minimized, exploring all viable project alternatives.
- Determine the magnitude of adverse social impacts and propose mitigation measures through the provisions of the PB Resettlement and Rehabilitation Policy, 2008.
- Outline results of stakeholder's consultation and incorporate the outcome of these consultations in the final design of the project roads.
- Develop institutional mechanism for implementation of the R&R activities and for monitoring and evaluation of the R&R process.

## 1.8 Methodology

The preparation of Resettlement Action Plan has emphasized on consultation with Project Affected Persons (PAPs), project planning and implementing agencies at the level of project Implementing Unit (PIU) and Package Unit and the relevant government staffs at different levels. Structured questionnaires, open-ended formats, focus group discussions and other group meetings preparation of Village Diary etc were adopted for social assessment and census survey of PAPs.

## 1.9 Project Proponent

The project proponent is PWD R&B, Government of Punjab

## 1.10 Contractor

The Contractor for the project is Patel Infrastructure Pvt. Ltd. (Patel)

## 1.11 Proposed Road Works

As per the project development the following improvements are proposed:

- Develop two lanes with hard & soft shoulder standard highway and strengthening the existing carriageway by rehabilitation / reconstruction
- Rehabilitation of existing 2 lane divided carriageway in urban sections
- The proposed improvement includes repair / rehabilitation of existing cross-drainage (CD) structures on the highway
- Proper drainage, road furniture, utilities and amenities wherever required shall also be provided

In order to have a consistent data, structures coming within the RoW were marked, measured and recorded on a strip map. This also included the typology of construction based on construction materials used and the usage of structure. Extent of loss was determined by measuring the distance of the structure from the proposed centre line.

For identification of the affected plots, social teams went to the project corridor

The data collected through socio-economic survey and census survey were fed to the computer for analysis and the result have been discussed in this RAP. Though this document is referred as RAP, this infact includes management plan for other social issues development plan, HIV/AIDS and road safety.

## 2 SOCIAL IMPACT ASSESSMENT

### 2.1 General

This chapter describes socio-economic profile of the project area and its people. Sections of this chapter analyze impacts of proposed project intervention on land and other immovable assets. This is based on the detailed measurement survey in relation to the final design improvements. Detailed survey of structures within RoW helped in identifying social hot spots such as congested segments, community properties temples close to RoW, etc. Despite efforts made to minimize negative impacts some of them could not be avoided. These negative impacts include acquisition of land, structures and other immovable properties/assets. Based on impact on land and structures, a census survey was carried out;

results of census survey in the form of social assessment report are discussed in this chapter.

Social Impact Assessment and Social screening study has been carried out to identify critical issues and areas that would be studied in detail for impact assessment, mitigation measures and management plan. Findings of the screening are presented in this report. Further details will be taken up during subsequent stages of the project preparation, if required. This report has been prepared based mainly on field survey and collection of secondary data.

## **2.2 Project Road**

The project road S1,S2,S3, S4, S5 and B8 is a combination of Sangrur, Bhawanigarh – Sunam – Bhikhi – Mansa – Kot Shamir and Bathinda section. The project districts are Sangrur, Mansa & Bhatinda districts in Punjab State. The neighbouring districts / states are Haryana & Rajasthan in the South, Muktsar district in the west, Patiala district in east & Moga, Ludhiana, Faridkot & Fatehgarh Sahib districts in north.

## **2.3 Methodology**

The social assessment process generally commences with screening stage. At this stage, social analysis is made of the project area and steps are taken from the beginning in such a way that to the extent possible, adverse impacts are avoided / reduced at the design stage itself to make these roads people and environment friendly. Wherever avoidance / reduction of the adverse social impact is not possible, those affected should be compensated resettled and rehabilitated properly by adopting proper mitigation measures and the living condition of the people are improved. The key steps are:

Avoiding / reducing the adverse social impacts at the design stage;

Mitigating the unavoidable adverse impacts at planning, construction and implementation phase; and Compensating the affected people and common properties at replacement costs and by adopting appropriate rehabilitation and resettlement measures.

### 2.3.1 Steps in Social Impact Assessment Process

Social Assessment process mainly consists of following types of activities:

#### 2.3.1.1 Study of Background information

The project documents were studied to have a better understanding of the project objectives, components and scope. Laws and regulations enacted by Government of India and Punjab relevant to road construction and social safety were also studied.

#### 2.3.1.2 Collection of Data from Secondary Sources

Data from secondary sources were collected on following aspects:

- Demographic profile of the area;
- Social profile of the area;
- Economic profile of the area; and
- Land use pattern

**Table 2-1: Type of Information and Sources**

Information	Source
Demography	Punjab District Census Handbook, Govt. Of India
Land use	Punjab District Census Handbook, Govt. Of India
Economic profile of the area	Census Govt. of Punjab
District Profile	Govt. of Punjab websites

#### 2.3.1.3 Reconnaissance Survey of the Project Impact Zone

The study team paid visits extensively throughout the project corridor to identify, carry out a reconnaissance survey or rapid screening survey and to collect social features along the road and other primary data collected by using structured and semi-structured questionnaires. The data about land use pattern, type of construction of the structures, number of structures, trade and economic activities along the road and community and religious characteristics are recorded through the primary survey.

The consultations were carried out with both individuals and groups during the screening survey involving local people, health workers, and administrators. Public consultation involved information dissemination i.e. informing the people about the details of the project and to invite their suggestion and comments. During consultation the issue regarding to HIV/AIDS have been discussed with truck drivers and local people like awareness about disease, medium of propagation, information, preventive measures, and use of contraceptives. The presence of infected person, line of treatment, measure precautions and presence of commercial sex worker in the area have been asked during the consultation.

#### 2.3.1.4 Analysis of Data and Screening Exercise

The data collected through the above steps were compiled to develop the social scenario of the project area and the sensitive components within that. The full road length and COI were put under screening. The collected data were analysed, tabulated and summarised and accordingly social features of the project road are assessed. The analysis will indicate the feasibility of the project and will help in suggesting various socially viable options & also

come out with the mitigation measures to make the project socio-economically acceptable.

## 2.4 Preliminary Social Assessment & Baseline Scenario

### 2.4.1 Settlement Section

The project shall involve only rehabilitation works. No improvement works are proposed. Thus there shall be no land acquisition and hence no physical displacement of families, loss of livelihood and impact on other resources. There are 49 settlements through which the project road passes and these are listed in Table-2.2

**Table 2-2: Settlements along the Project Road**

SI No	Project Area	S1	S2	S3	S4	S5	B8	Remarks
1	Name of the District	Sangrur	Sangrur, Mansa and Bathinda	Mansa	Mansa, Bathinda	Barnala and Mansa	Mansa and Bathinda	
2	Settlements	4	23	1	7	7	7	
3	Road Length in Kms	11.30	106.130	7.29	24.97	25.34	28.65	

#### S1 Sangrur-Sunam

Name of Road :- Sangrur-Sunam		
Chainages		
From	To	Villages/Towns
0.000	2.000	Sangrur
7.900	8.000	Kular Khurd
9.800	9.900	Chatte Nakatee
10.900	11.300	Sunam

(Source: Feedback Survey March 2013)

#### S2 Bhawanigarh-Sunam-Bhikhi-Kotshamir

**Table 2.4 Villages/towns Bhawanigarh-Sunam-Bhikhi-Kotshamir**

Chainages		Settlement
From	To	
8.740	10.040	Gharacho
14.140	14.240	Sanjuma
15.510	15.600	Mehla
21.040	21.240	Mard Khera
23.640	23.840	Bishanpura
24.600	28.700	Sunam
33.100	33.300	Sheron
38.600	38.800	Cheema
39.400	41.200	Cheema Mandi
47.300	47.500	Hamirgarh Dhaipi
54.600	56.400	Bhikhi
59.700	59.900	Kotra Kalan
65.500	65.700	Khiala Kalan
69.340	69.740	Thuthian Wali
72.940	73.090	Baini Bagha
76.440	76.940	Bhai Desa
77.640	77.840	Sukha Singhawala
84.440	86.240	Maur Mandi
91.440	92.240	Maisar Khanna
96.640	96.740	Ghaso Khana
102.440	102.740	Kotfatta Kotbara
108.840	109.740	Kotshamir

(Source: Feedback Survey March 2013)

### **S3 Barnala-Mansa**

There are 1 villages/towns through which the project road passes are listed in Table-2.5

Name of Road :- S3 Barnala-Mansa		
Chainages		Villages/Towns
From	To	
119.640	126.930	Mansa

(Source: Feedback Survey March 2013)

### **S4 Mansa-Thalwandi Sabo**

There are 7 villages/towns through which the project road passes are listed in Table-2.6

Name of Road :- S4 Mansa-Thalwandi	
Chainages	

#### **Project Road: S1, S2, S3, S4, S5 and B8**

From	To	Villages/Towns
0.000	0.370	Mansa
1.370	1.870	Ram Dittewala
3.070	4.370	Moosa
11.370	11.570	Akalia Talwandi
14.870	15.170	Banawali
18.370	19.570	Behniwal
23.770	23.970	Jaga Ram Tirath

(Source: Feedback Survey March 2013)

### Dhanaula-Bhikhi S5-(ODR-14)

The project road starts at 4-Legged junction at Adipur Km.0 of SH 46 It ends in NH-8 A extension at km 38.100Km of SH. The project road mainly passes through Plain terrain. The project road is generally straight with some sharp horizontal curves. Land use along the road varies from agriculture to barren/ agricultural land along the road.

The 7 villages and towns through which the **Dhanaula-Bhikhi S5-(ODR-14)** project road passes are listed in Table – 2.7

Name of Road :- Dhanaula-Bhikhi S5-(ODR-14)		
Chainages		
From	To	Villages/Towns
6.300	6.400	Kaleke
9.300	9.700	Ashpal Kalan
11.100	12.200	Kot Duno
15.900	16.100	Pander
19.560	19.630	Matti
24.100	25.150	Samao
25.150	25.800	Bhikhi

(Source: Feedback Survey March 2013)

There are 7 villages/towns through which the project road passes are listed in Table-2.8

Name of Road :- Bathinda-Thalwandi Sabo B8		
Chainages		
From	To	Villages/Towns
9.200	9.700	Bathinda
11.570	11.600	Kartar Singhwala
14.800	16.800	Kotshamir

### Project Road: S1, S2, S3, S4, S5 and B8

22.000	22.200	Jiwan Singhwala
26.300	28.200	Bhagi Vandar
30.200	30.900	Talwandi Saba
30.900	32.850	Talwandi Saba

(Source: Feedback Survey March 2013)



## 2.4.2 Sensitive Receptors

There are a total of 29 educational institutes (1 college, 1 institute, 1 polytechnic, 1 medical college, 2 Girls colleges, 22 schools & 1 school & college complex) along the project corridor. There are 6 health centre / hospital along the project road. These receptors are outside the ROW

Figure 0-1: Photographs of Sensitive Receptors



## 2.4.3 Cultural / Religious resources

There are no archaeological heritage, local built heritage and art forms along the project road. There are 10 temples, 8 Gurudwara & 5 mazar / tomb / Samadhi, 4 Radha Soami Satsang Beas properties & 1 Cremation ghat along the project road. All the *Cultural / Religious resources are away from the corridor. But there is no direct affect of the project.*

**Table: 2.9- Cultural / Religious resources**

SI No	Religious places	S1	S2	S3	S4	S5	B8	Remarks
1	Temples	1	10	-	-	3	-	
2	Gurudwara	-	8	-	-	5	-	
3	Mazar / tomb / Samadhi	-	5	-	-	2	-	
4	Radha Soami Satsang Beas properties	-	4	-	-	-	-	
5	Cremation ghat	-	1	-	-	-	-	

**Figure 0-2: Photographs of Cultural / Religious Resources**





There are a number of squatters mainly in the urban / settlement sections. These squatters are mainly fruit & vegetable sellers who sell their wares on mobile vending carts. Figure 0-3: Squatters along project road.



**Squatters/Koisks Bhikhi**



**Encroachers at Bhikhi-Dhanaula**



**Encroachers at Dhaula-Bhikki**

#### 2.4.4 Project Affected Families

There are a total of 252 project-affected families and there are affected persons are 1015 out of 525 males and 490 are females.

**Table: 2.10 Socio-economic profile of the Project Affected Families of the non-titleholders**

SI No	Project Affected Families (PAFs)	S1	S2	S3	S4	S5	B8	Remarks
1	Nuclear	NA	131	11	12	43	20	
2	Joint	NA	18	3	2	8	4	
3	Male	NA	149	14	14	51	24	
4	Illiterate	NA	67	5	9	0	16	
5	1 to 5 class	NA	21	2	1	2	6	
6	6 to 10	NA	55	4	4	30	4	
7	11 and above	NA	6	2	-	19	-	
8	Married	NA	127	14	14	50	24	
9	Unmarried	NA	22	0	0	1	0	
10	Commercial (petty business)	NA	149	14	14	51	24	
11	RsLessthan-2000	NA	32	2	6	9	16	
12	3001-5000	NA	78	12	6	30	8	
13	5001-10000	NA	29	0	2	9	-	
14	10001 and above	NA	10	0	-	3	-	

Source: Feedback infrastructure survey (2013)

### **2.4.5 Land Acquisition**

Based on the survey conducted and information on ROW available and there will not be any land acquisition

## **2.5 Potential Impacts**

This section identifies and assesses the probable impacts on different social issues due to the proposed development. After studying the existing scenario, reviewing the process and related statutory norms, the major impacts can be identified and shall be mitigated in the forthcoming phases. Most of the impacts though shall be perceived during construction and operation phase. Social mapping exercise done to know the PAFs on the corridors—see annexures-SM1, SM2, SM3, SM4, SM5 and SM6

### **2.5.1 Residential Houses**

The project not requires the demolition of residential houses and commercial properties only squatters/kiosks/encroachers.

### **2.5.2 Public Infrastructure**

Construction of road would entail shifting of public infrastructure electric poles/transformers etc. These will be relocated at new sites as per the community's requirement, subject to allotment of land by authorities before actual demolition begins.

### **2.5.3 Loss of Income**

Squatters shall lose income opportunity. However, this will be a permanent setback, unless provided with adequate compensation amount and / or training facilities for new trades with sufficient seed capital.

### **2.5.4 Increase in Employment Opportunities**

Commencement of road project will benefit the community through generation of direct and indirect employment within the project areas due to construction activity, minor repairs and maintenance works. The project will require a good number of unskilled workers and they can form a cooperative, which will supply labourers to contractors whenever required. Up gradation of roads and community development programs in the project plan will benefit the communities at large.

## **2.6 Potential Adverse Impact**

During the initial social assessment the likely impacts / losses were recorded and the data was analyzed to identify the congested areas and the stretches requiring special R&R considerations. The areas are identified as critical and have been shown in the annexure-A for detailed.

## **2.7 Improvement Proposal**

The proposed road improvement consists of two laning of single and intermediate lane with paved shoulder. The proposed widening is being done mostly along the existing road with

minor deviations at sharp curves. The improvement proposal envisages improvement of geometry at sharp curves, raising of submerged stretches and provision of drains along the entire stretches but there is no land acquisition. Resettlement planning has been done in close coordination with technical and environmental team to maintain uniformity and coherence in the project related decisions.

## 2.8 2.4 Minimizing Resettlement

In order to minimize R&R issues it was decided to confine the Corridor of Impact (Col) to 16-20 meters particularly in places with contiguous built up areas. Because of the efforts made, acquisition of area of structures in built up areas has been reduced.

**Table 2.11 Type of structures on the corridor**

SI No	Type of structures	S1	S2	S3	S4	S5	B8	Remarks
1	Squatters/Koisks	NA	149	14	14	NA	24	
2	Encroachers	NA	-	-	-	51	-	
3	Commercial	NA	149	14	14	51	24	
4	Katchha	NA	137	10	14	0	24	
5	Pucca	NA	12	4	0	51	-	

**Source:** Primary survey Feedback Infrastructure (2013)

However, a tentative account of affected properties according to broad categories is given in the following section. The affected properties (tin shops, four wheel carters, bullock carters & petty business). The potentially affected properties could be about 252, the distribution of which is given in **Table 2.11**

There are 79 Vulnerable Affected families lies inthe corridor out of 4 Mochis and 75 BPLs . As per PB R&R policy says the income level upto 24,000 per annum considered as a BPL and are given in the table 2.12

**Table 2.12: Vulnerable Affected Families**

SI No	Type of Families	S1	S2	S3	S4	S5	B8	Remarks
1	SCs	NA	4	NA	NA	NA	NA	4 Mochis are at S2
2	Below Poverty Line (BPL) Income less than 24000/- annually	NA	32	12	6	9	16	

## 2.9 GENDER

### 2.9.1 Socio-economic Characteristics

From the specific consultation with women group and socio-economic survey it is revealed that the socio-economic status of women in the project area is characterized by low literacy level, distressed health and nutritional status, low work participation, etc. Special attention is therefore required because the project might affect their interests in their daily activities.

### 2.9.2 Separate section Preventing Child Labour

Children below the age of 14 years will not be permitted to participate in the construction activities and wage employment under the project. It is the responsibility of SMU of PIU, Package Manager and NGOs to ensure that no child labourer is engaged in the project construction. This requires close coordination with the Construction Supervision Consultants for effective monitoring for control on child labour. Any complaint received in this regard will necessarily warrant action as per the Child Labour (Prohibition & Regulation) Act, 1986. This may include (i) imposing Penalty, (ii) Black listing of the firm and (iii) taking other legal measures.

## 2.10 ROAD SAFETY

The road accident data are maintained by the Transport Department. The road accidents data from 2001 to 2006 were obtained and analyzed which have been appended, which



shows that though two/three wheelers are on top of the list registering nearly 37% of the total accidents, the accidents resulting in fatalities are more in case of four wheelers - trucks, buses, cars, jeeps etc as could be seen from below.

### **2.10.1 Causes of Accident**

Past accident data of PB, engineering studies and consultations suggest that road accident are generally caused by

- (i) Drivers exceeding the speed limits (over speeding);
- (ii) Overloading;
- (iii) Careless overtaking;
- (iv) Reckless driving habits;
- (v) Unregulated movements of non-motorized vehicles;
- (vi) Lack of traffic safety education; and
- (vii) Poor enforcement of traffic laws.

Some of the deficient engineering design causes accidents are

- ◆ Geometric deficiency
- ◆ Deficient junction design
- ◆ Narrow bridges in comparison to road width
- ◆ Poor visibility during night in highly encroached and congested settlement portions
- ◆ Lack of signals, hoardings and other precautionary measures.
- ◆ Slow moving vehicle without any lights

### **2.10.2 Road Safety Management through Community Participation**

Above-mentioned causes of the accident are the major concerns of the present day road traffic management system. Changing community behaviour will be the main agenda of road safety campaigns which should be undertaken with close participation of the communities living along the corridors. The target groups for road safety education and awareness campaign will be school children, school teachers, senior citizens, roadside dwellers, shop-keepers, drivers of motorized and non-motorized vehicles, local knowledgeable persons, CBOs, NGOs, etc. These target groups will be exposed to road safety education and awareness program. The road safety awareness campaigns, to be undertaken by NGOs with the help of Package Manager and local Transport Department, will be developed and implemented to improve the knowledge, attitude and behaviour of all road users. This will essentially involve a combination of formal and non-formal education, adult programs and mass communication activities.

### **2.10.3 Programs planned for raising Awareness of the Masses**

- ◆ Dissemination of road safety instructions in public places
- ◆ Distribution of leaflets and posters
- ◆ Forming human chains along the national road
- ◆ Public marches along the proposed road
- ◆ Distribution of booklets and bookmarks among school children
- ◆ Organizing workshops on road safety
- ◆ Advocacy with media representatives about road safety

### **2.11 HIV/AIDS AND ROAD IMPROVEMENT**

It is well established that because of improvements of road, mobility of commercial Sex workers and truckers also increases and hence increased chances of transmission and spread of HIV/AIDS. Prevention and control of HIV/AIDS transmission is one of the important social responsibilities the project. Hence prevention and control of transmission of HIV/AIDS is an important component of SMP. For details on the proposed measures to control spread of HIV/AIDS in project road corridors, refer the HIV/AIDS Action Plan of the project which was prepared involving SACS and agreed with it. The Plan emphasizes on the targeted intervention programs during project implementation and operation phase.

### **2.12 HOTSPOTS/RELIGIOUS ISSUES**

There are some locations where undesirable impacts of the project occur which can be easily distinguished due to their unique characteristics. These are termed as 'Hotspots' for religious places. Some of the temples fall along the project corridor fall within the project influence area.

Construction of road would entail shifting of public infrastructure. These include places of worships, some village roads, piped water lines etc. These will be relocated at new sites as per the community's requirement, subject to allotment of land by authorities before actual demolition begins.

### **2.13 The Entitlement Framework**

In accordance with the PRBDB Resettlement and Rehabilitation (R&R) Policy 2007 Framework for the Punjab Road Sector Project, an entitlement framework for the project has been prepared. As per the framework, all titleholders and vulnerable non-titleholders' affected families will be entitled to a combination of compensation measures and resettlement support, depending on the nature of ownership rights of lost assets and characteristics and extent of the impact caused because of project interventions. A detailed description of each

compensation measures and assistance is provided in the entitlement framework. The Entitlement framework in the project is guided by the following broad principles.

- Land acquisition would be done under the provision of LA Act 1894.
- Consent award (acquisition through mutual negotiation) would be preferred for land acquisition.
- Additional benefit to the land losers would be provided as lump sum assistance.
- PAFs who do not have alternative source of livelihood or shelter would be assisted under
- the project.
- Community properties would be enhanced/conserved by the project in consultation with the community
- Cut-off date of titleholders will be the date of issuance of 4(1) notification-under LA act and for non-titleholders; the cut-off date is the date of census survey.

The resettlement rehabilitation for compensation of the specified entitlement matrix for loss of Public Infrastructure, Squatters/Koisks/Encroachers, other structures are followed as per RR Policy.

The present GOPB R&R Policy 2007, apparently addresses R&R issues of water resources projects and the provision available under this policy do not adequately cover R&R issues associated with non-linear projects (including road sector). Based on the resettlement issues in the road sector project and the provisions of the R&R policy framework which was prepared for the first State Highway Project (PRBDB), funded by the Bank and also the experience from the implementation of Resettlement Plan under the PRBDB.

## **2.14 Resettlement Planning**

### **(i) No Land Acquisition**

### **(ii) Relocation Planning**

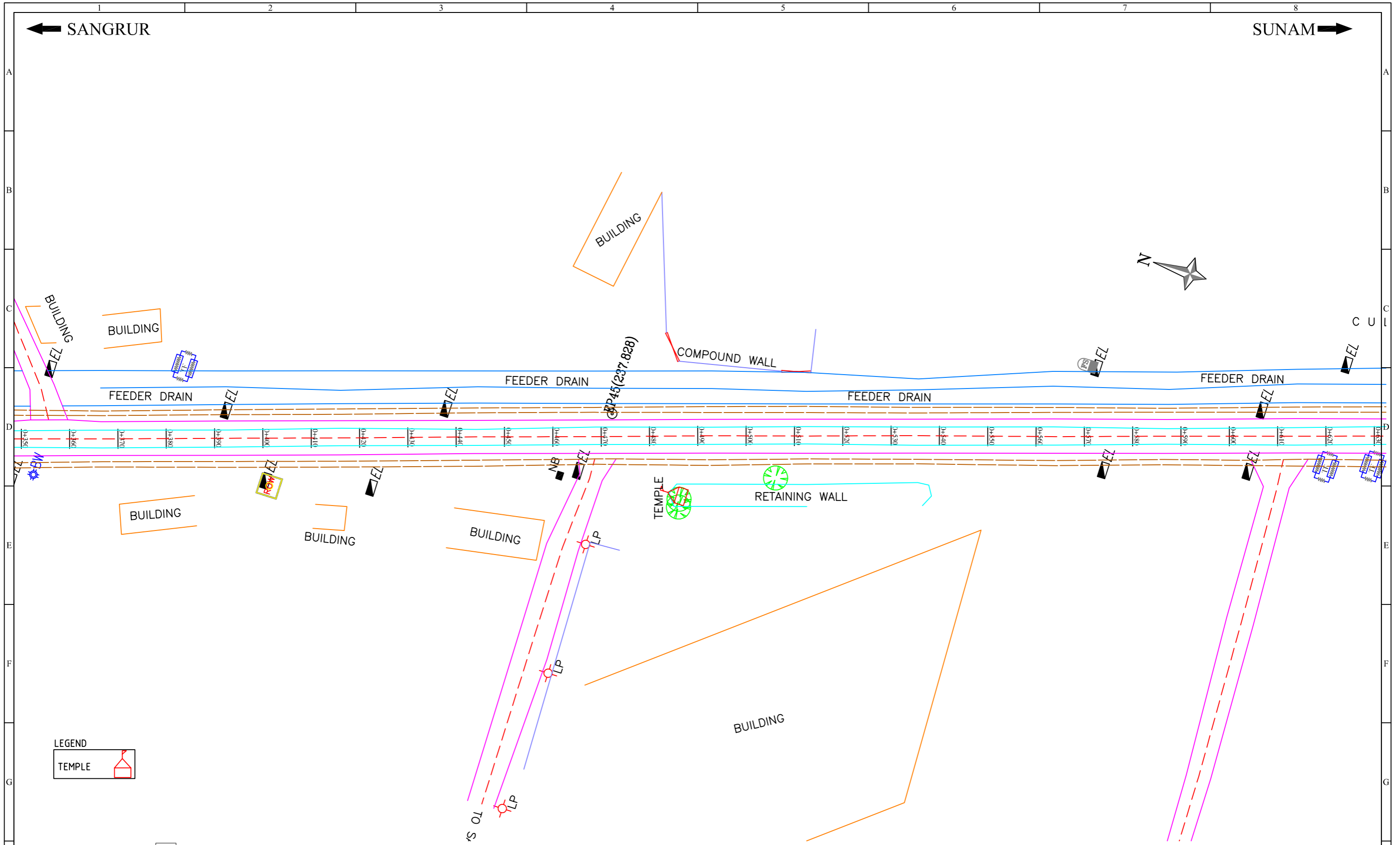
Proposed project intervention would displace 252 families, out of commercial 201 squatters/koisks and 51 encroachers families. The relocation strategy envisages resettlement and rehabilitation of all commercial displaced families at specified location. During consultation residential families opted for self-relocation. However efforts will be made to resettle these PAFs within the village preferably in Government land in consultation with the community. Further religious properties will be relocated in consultation with the community.

## **2.15 Conclusions**

The SIA report is a step towards preparation of social impact assessment report. The screening process as described in previous sections has primarily tried to focus on the potential impacts due to the proposed project and to propose mitigation measures at different phases of the project. Based on the findings during the screening study some measures have to be considered from the inception of the project, which will reduce the detrimental effects of project appreciably. These are:

- Only Rehabilitation for the project road is proposed and the work shall be restricted within the exiting road width only
- The project shall not involve land acquisition
- Few religious & community structures, Common property resources, educational institutes etc. are affected
- Many squatters/koisks are affected due to the project who shall be rehabilitated as per the ESMP Framework prepared by the Project proponent for the project
- The SIA report suggest the requirement of preparation of a RAP
- The Social & Environmental code of practices as developed and recommended shall be adhered to.

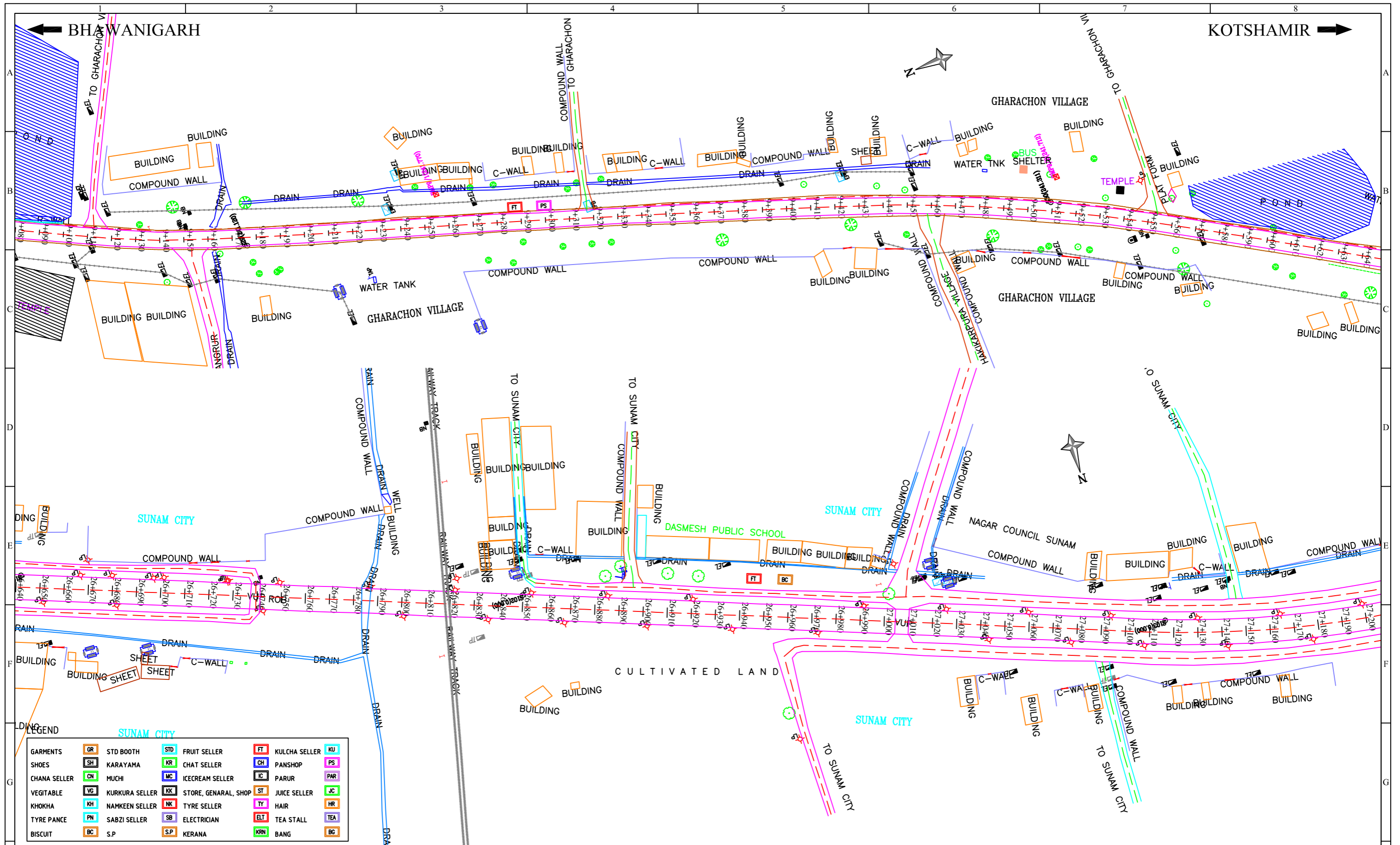
With the above approach construction and operation the project will be Socially and Environmentally feasible.



**LEGEND**


TEMPLE	
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		LEGENDS-		CLIENT: GOVERNMENT OF PUNJAB PUBLIC WORKS DEPARTMENT (Building & Roads)		DESIGN CONSULTANTS: <b>FEEDBACK INFRA</b> Feedback Infrastructure Services Pvt. Ltd. <i>Making Infrastructure Happen</i> 15th Floor, Tower 9B, DLF Cyber City Phase-III, Gurgaon 122002		APPROVED BY:		PROJECT: Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB	
				CONCESSIONAIRE: <b>PATEL</b> Patel Infrastructure Pvt. Ltd. Patcon House, 80 Ft. Road, Near Patcon Circle, Anand - 388 001, Gujarat, India.		The information contained herein is Confidential & Property of Feedback Infrastructure Services Private Limited and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infrastructure Services Private Limited		CHECKED BY:		TITLE: <b>SOCIAL MAPPING FOR S1(SANGRUR-SUNAM ROAD)</b>	
								DESIGNED BY:		DRG NO.:	
								DRAWN BY:		REV.:	
								SCALE: @ A2 AS SHOWN		0	
								DATE:		OPRC/TTS/S1/SM-01	




DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

CLIENT:  
  
 GOVERNMENT OF PUNJAB  
 PUBLIC WORKS DEPARTMENT  
 (Building & Roads)

CONCESSIONAIRE:  
  
 Patel Infrastructure Pvt. Ltd.  
 Patcon House,  
 80 Ft. Road,  
 Near Patcon Circle,  
 Anand - 388 001,  
 Gujarat, India.

DESIGN CONSULTANTS:  
  
**FEEDBACK INFRA**  
*Making Infrastructure Happen*  
 Feedback Infrastructure  
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 15th Floor, Tower 9B,  
 DLF Cyber City Phase-III,  
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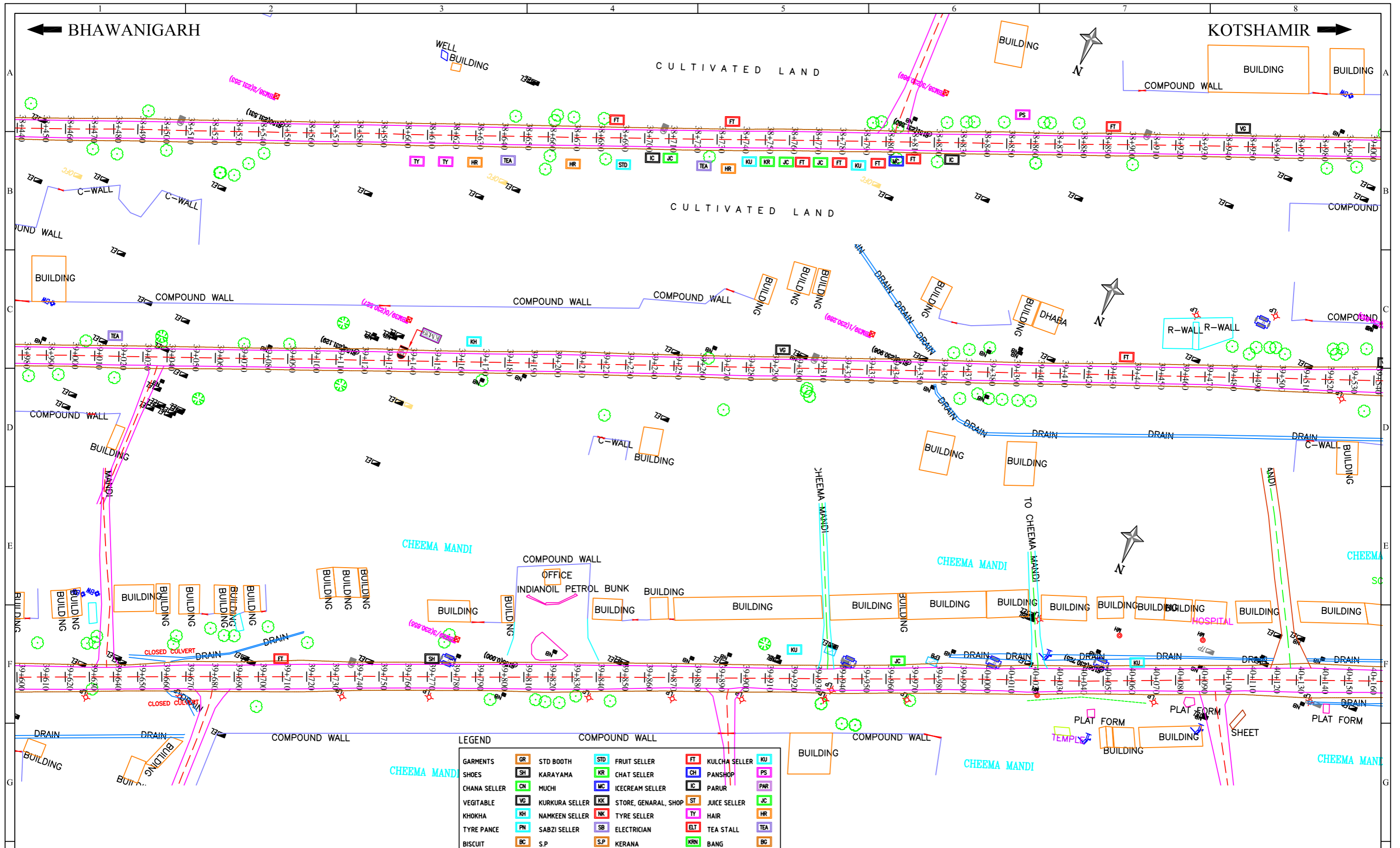
DATE: \_\_\_\_\_

PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

TITLE:  
**SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)**

DRG NO.:  
**OPRC/TTS/S2/SM-01**

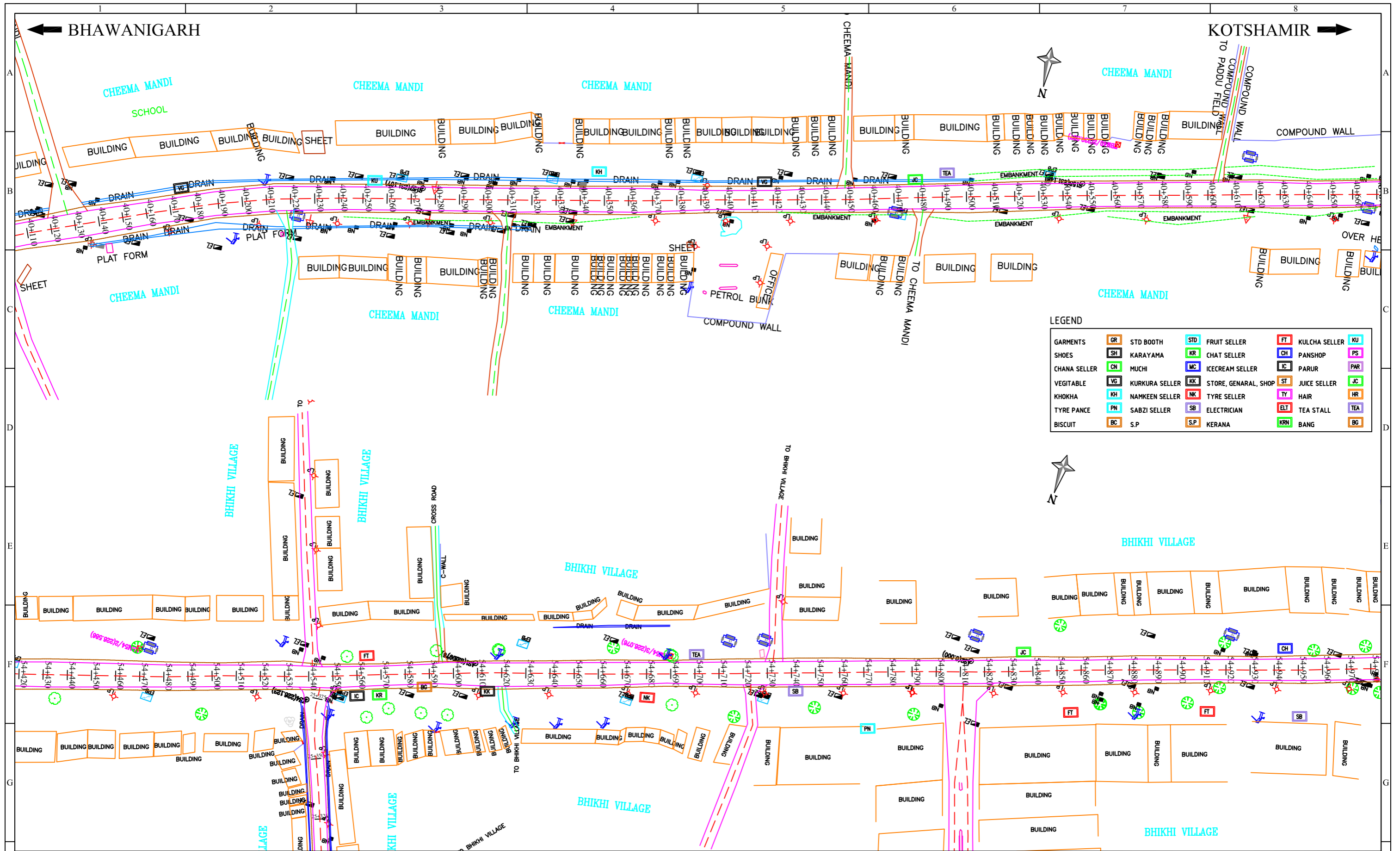
REV.  
**0**



**LEGEND**

GARMENTS	GR	STD BOOTH	STD	FRUIT SELLER	FT	KULCHA SELLER	KU
SHOES	SH	KARAYAMA	KR	CHAT SELLER	CH	PANSHOP	PS
CHANA SELLER	CH	MUCHI	MC	ICECREAM SELLER	IC	PARUR	PAR
VEGETABLE	VG	KURKURA SELLER	KK	STORE, GENERAL, SHOP	ST	JUICE SELLER	JC
KHOKHA	KH	NAMKEEN SELLER	NK	TYRE SELLER	TY	HAIR	HR
TYRE PANCE	PN	SABZI SELLER	SB	ELECTRICIAN	ELT	TEA STALL	TEA
BISCUIT	BC	S.P	S.P	KERANA	KRN	BANG	BG

DATE		REV		DESCRIPTION OF REVISIONS		BY	
LEGENDS:-				CLIENT:		DESIGN CONSULTANTS:	
				GOVERNMENT OF PUNJAB PUBLIC WORKS DEPARTMENT (Building & Roads)		Feedback Infrastructure Services Pvt. Ltd. 15th Floor, Tower 9B, DLF Cyber City Phase-III, Gurgaon 122002	
				CONCESSIONAIRE:		APPROVED BY:	
				Patel Infrastructure Pvt. Ltd. Patcon House, 80 Ft. Road, Near Patcon Circle, Anand - 388 001, Gujarat, India.		CHECKED BY:  DESIGNED BY:  DRAWN BY:  SCALE: @ A2 AS SHOWN	
						PROJECT:	
						Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB	
						TITLE:	
						<b>SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)</b>	
						DRG NO.:	
						<b>OPRC/TTS/S2/SM-02</b>	
						REV.	
						<b>0</b>	





**LEGEND**

GARMENTS	GR	STD BOOTH	STD	FRUIT SELLER	FT	KULCHA SELLER	KU
SHOES	SH	KARAYAMA	KR	CHAT SELLER	CH	PANSHOP	PS
CHANA SELLER	CH	MUCHI	MC	ICECREAM SELLER	IC	PARUR	PAR
VEGITABLE	VG	KURKURA SELLER	KK	STORE, GENARAL, SHOP	ST	JUICE SELLER	JC
KHOKHA	KH	NAMKEEN SELLER	NK	TYRE SELLER	TY	HAIR	HR
TYRE PANCE	PN	SABZI SELLER	SB	ELECTRICIAN	ELT	TEA STALL	TEA
BISCUIT	BC	S.P	SP	KERANA	KRN	BANG	BC

DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

CLIENT:  

**GOVERNMENT OF PUNJAB**  
**PUBLIC WORKS DEPARTMENT**  
 (Building & Roads)

CONCESSIONAIRE:  

**Patel Infrastructure Pvt. Ltd.**  
 Patcon House,  
 80 Ft. Road,  
 Near Patcon Circle,  
 Anand - 388 001,  
 Gujarat, India.

DESIGN CONSULTANTS:  

**Feedback Infra**  
*Making Infrastructure Happen*  
 Feedback Infrastructure Services Pvt. Ltd.  
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 Gurgaon 122002

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 CHECKED BY: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 SCALE: @ A2 AS SHOWN  
 DATE: \_\_\_\_\_

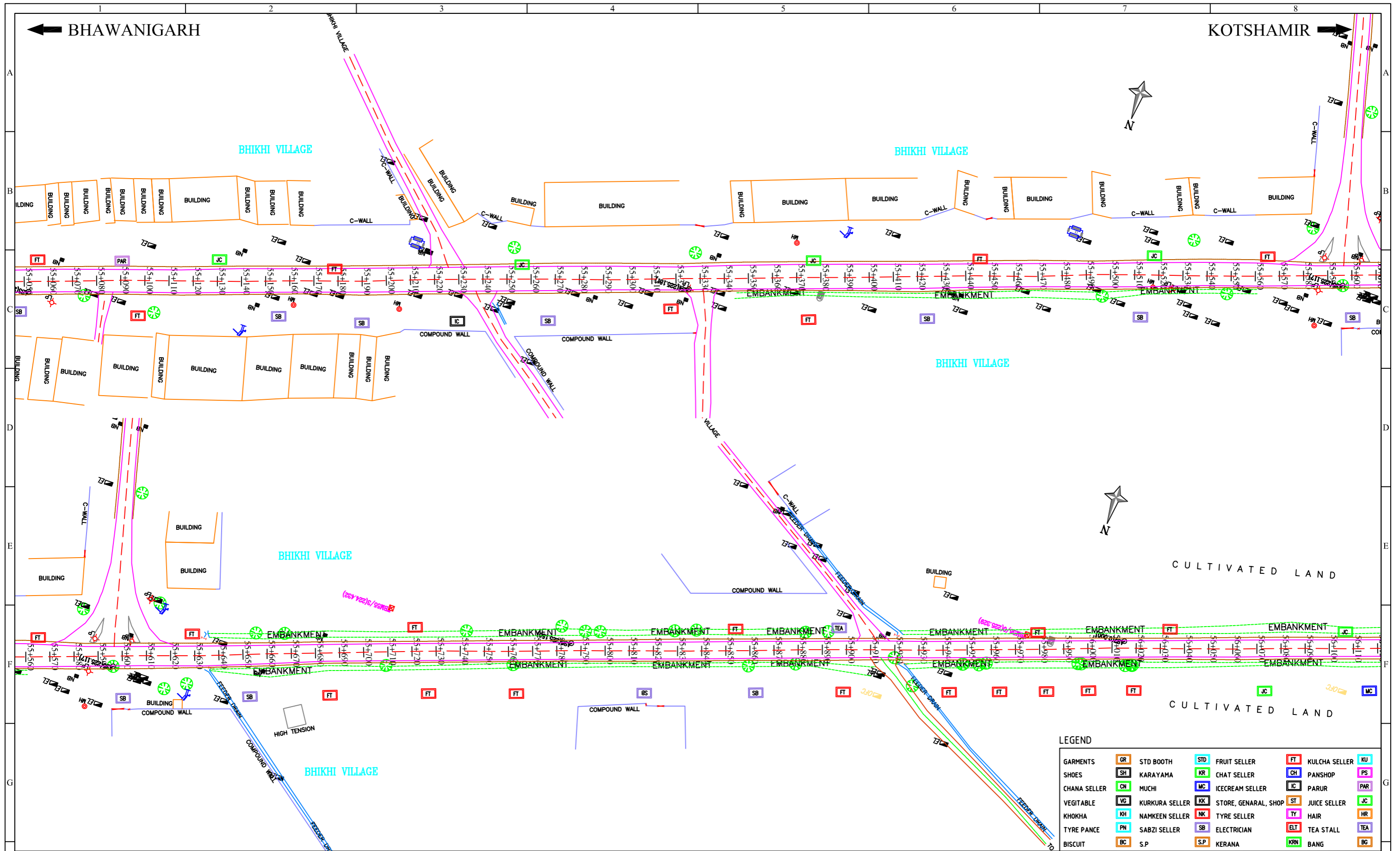
PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

TITLE:  
**SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)**

DRG NO.: **OPRC/TTS/S2/SM-02**


REV. **0**






DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

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 SCALE: @ A2 AS SHOWN  
 DATE: \_\_\_\_\_

PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

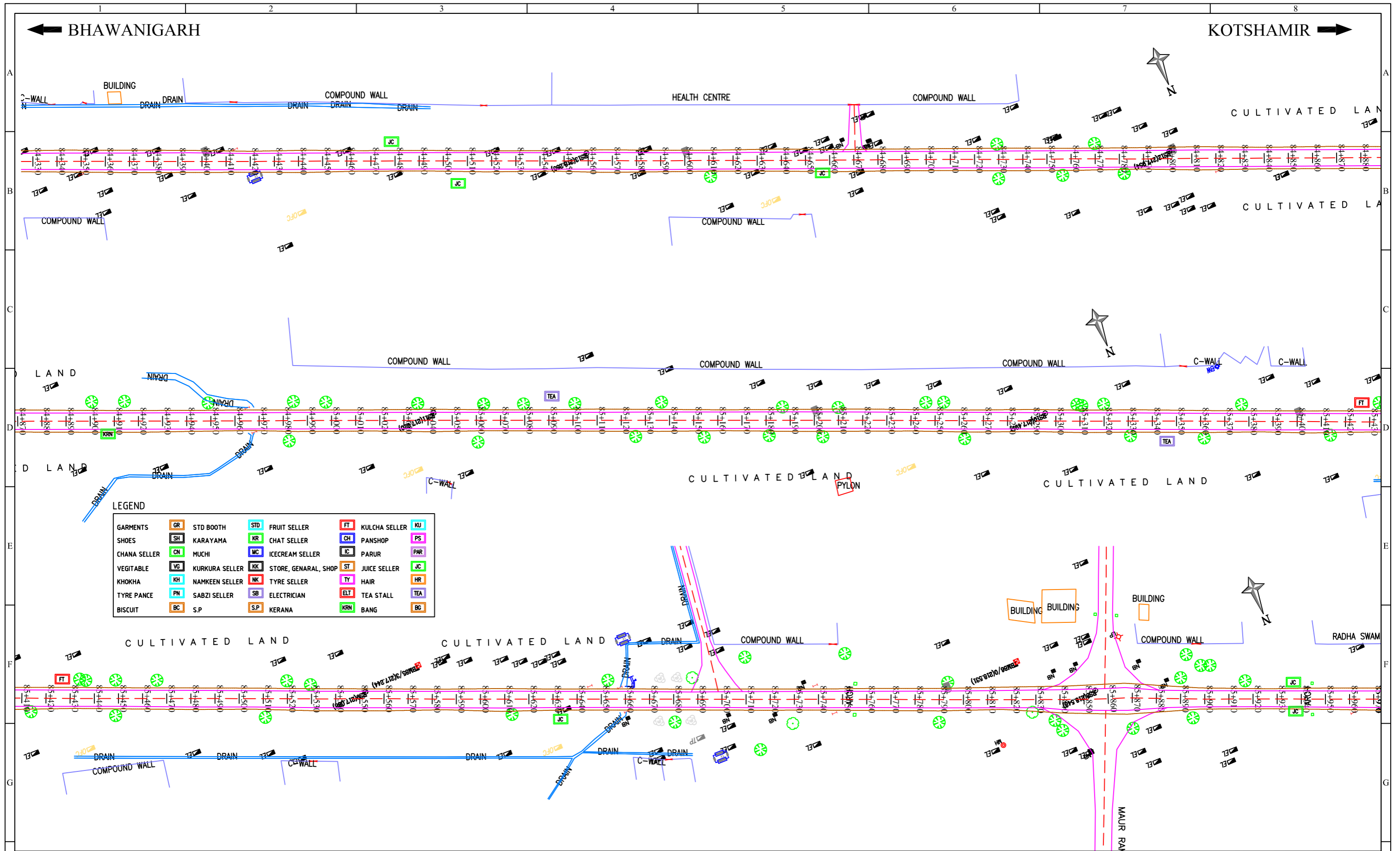
TITLE:  
**SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)**

DRG NO.: **OPRC/TTS/S2/SM-02**

REV. **0**









**LEGEND**

GARMENTS	GR	STD BOOTH	STD	FRUIT SELLER	FR	KULCHA SELLER	KU
SHOES	SH	KARAYAMA	KR	CHAT SELLER	CH	PANSHOP	PS
CHANA SELLER	CN	MUCHI	MC	ICECREAM SELLER	IC	PARUR	PAR
VEGETABLE	VG	KURKURA SELLER	KK	STORE, GENERAL, SHOP	ST	JUICE SELLER	JC
KHOKHA	KH	NAMKEEN SELLER	NK	TYRE SELLER	TY	HAIR	HR
TYRE PANCE	PN	SABZI SELLER	SB	ELECTRICIAN	ELT	TEA STALL	TEA
BISCUIT	BC	S.P	SP	KERANA	KRN	BANG	BG

DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

CLIENT:  
  
 GOVERNMENT OF PUNJAB  
 PUBLIC WORKS DEPARTMENT  
 (Building & Roads)

CONCESSIONAIRE:  
  
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 Near Patcon Circle,  
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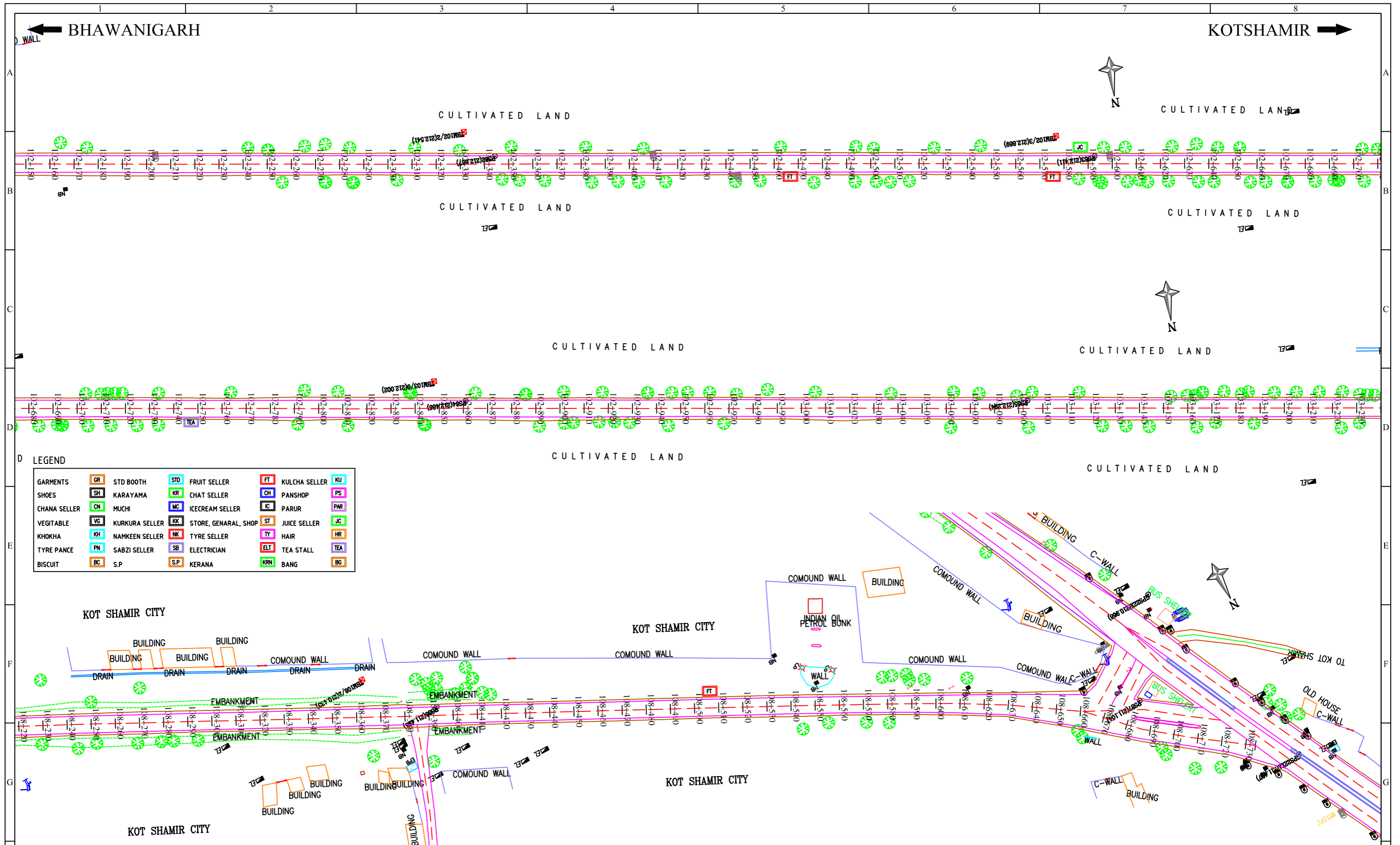
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 CHECKED BY: \_\_\_\_\_  
 DESIGNED BY: \_\_\_\_\_  
 DRAWN BY: \_\_\_\_\_  
 SCALE: @ A2 AS SHOWN  
 DATE: \_\_\_\_\_

PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

TITLE:  
**SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)**

DRG NO.: **OPRC/TTS/S2/SM-07**

REV. **0**





**LEGEND**


GR	STD BOOTH	STD	FRUIT SELLER	FT	KULCHA SELLER	KU
SH	KARAYAMA	KR	CHAT SELLER	CH	PANSHOP	PS
CN	MUCHI	MC	ICECREAM SELLER	IC	PARUR	PAR
VG	KURKURA SELLER	KK	STORE, GENERAL, SHOP	ST	JUICE SELLER	JC
KH	NAMKEEN SELLER	NK	TYRE SELLER	TY	HAIR	HR
PN	SABZI SELLER	SB	ELECTRICIAN	ELT	TEA STALL	TEA
BC	S.P	S.P	KERANA	KRN	BANG	BC

DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

CLIENT:  
  
 GOVERNMENT OF PUNJAB  
 PUBLIC WORKS DEPARTMENT  
 (Building & Roads)

CONCESSIONAIRE:  
  
 Patel Infrastructure Pvt. Ltd.  
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 80 Ft. Road,  
 Near Patcon Circle,  
 Anand - 388 001,  
 Gujarat, India.

DESIGN CONSULTANTS:  
  
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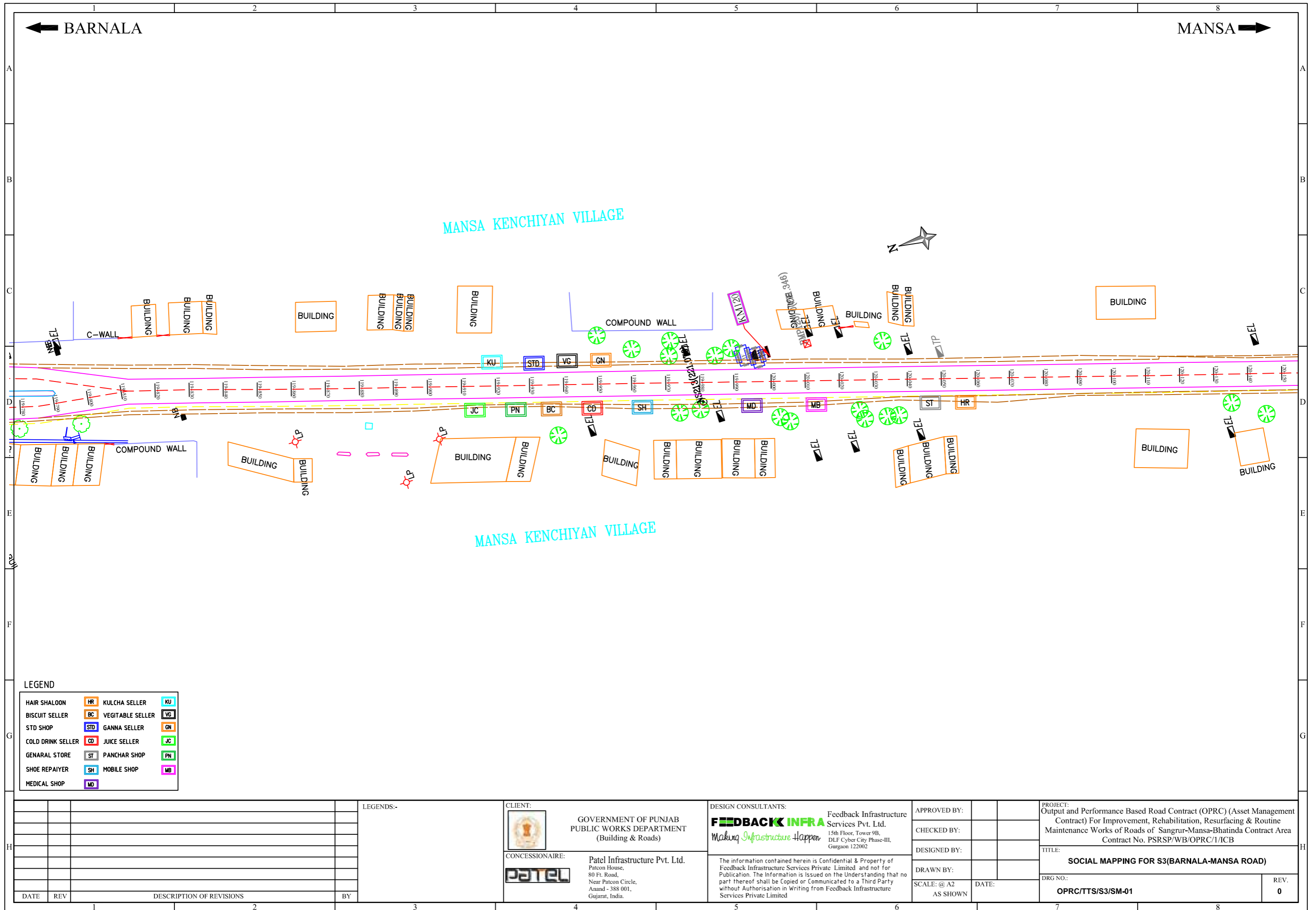
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 CHECKED BY: [Signature Box]  
 DESIGNED BY: [Signature Box]  
 DRAWN BY: [Signature Box]  
 SCALE: @ A2 AS SHOWN  
 DATE: [Signature Box]

PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

TITLE:  
**SOCIAL MAPPING FOR S2(BHAWANIGARH-KOTSHAMIR ROAD)**



DRG NO.:  
**OPRC/TTS/S2/SM-08**

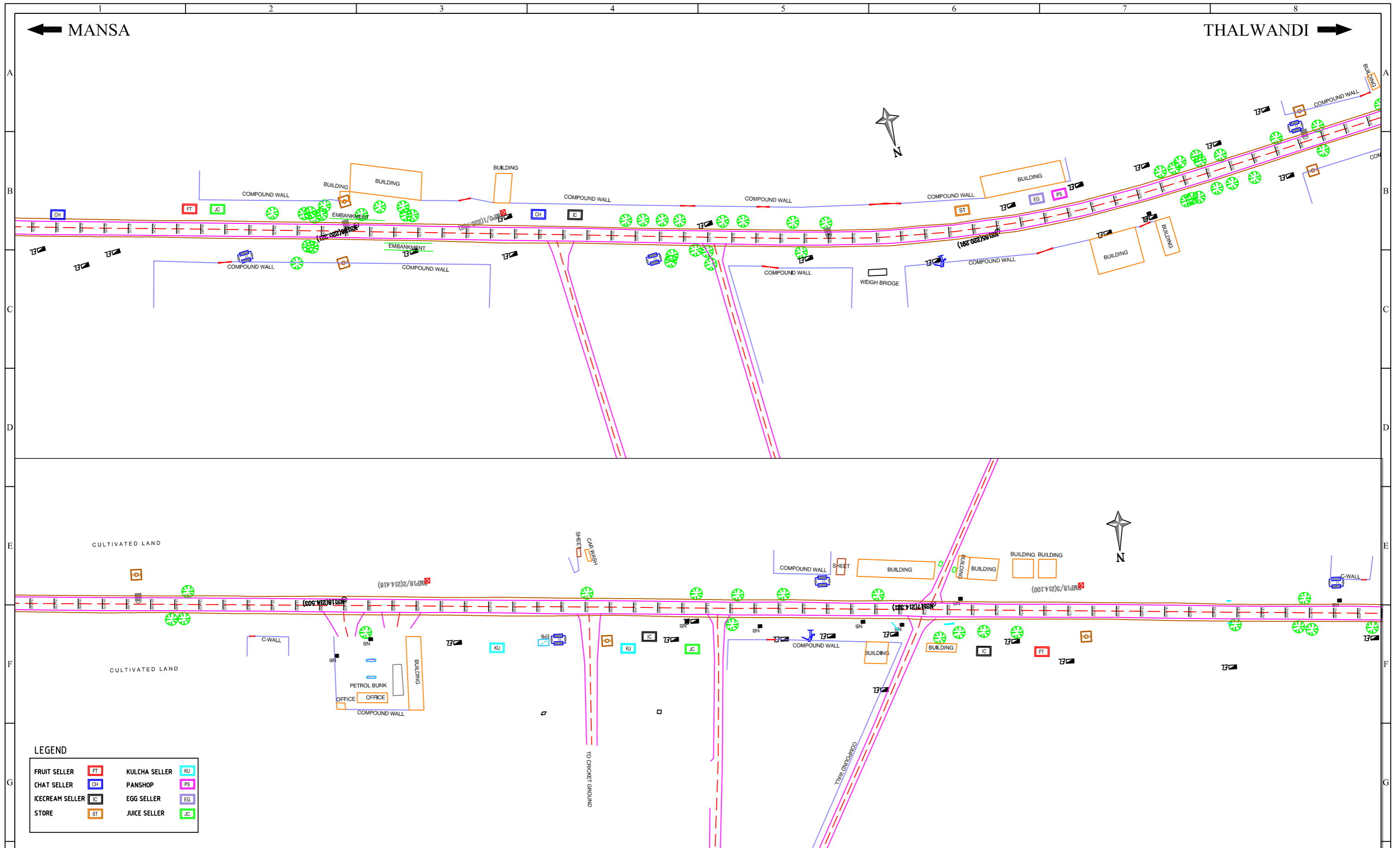
REV. 0



**LEGEND**



HAIR SHALOON	HR	KULCHA SELLER	KU
BISCUIT SELLER	BC	VEGITABLE SELLER	VG
STD SHOP	STD	GANNA SELLER	GN
COLD DRINK SELLER	CD	JUICE SELLER	JC
GENARAL STORE	ST	PANCHAR SHOP	PN
SHOE REPAIYER	SH	MOBILE SHOP	MB
MEDICAL SHOP	MD		

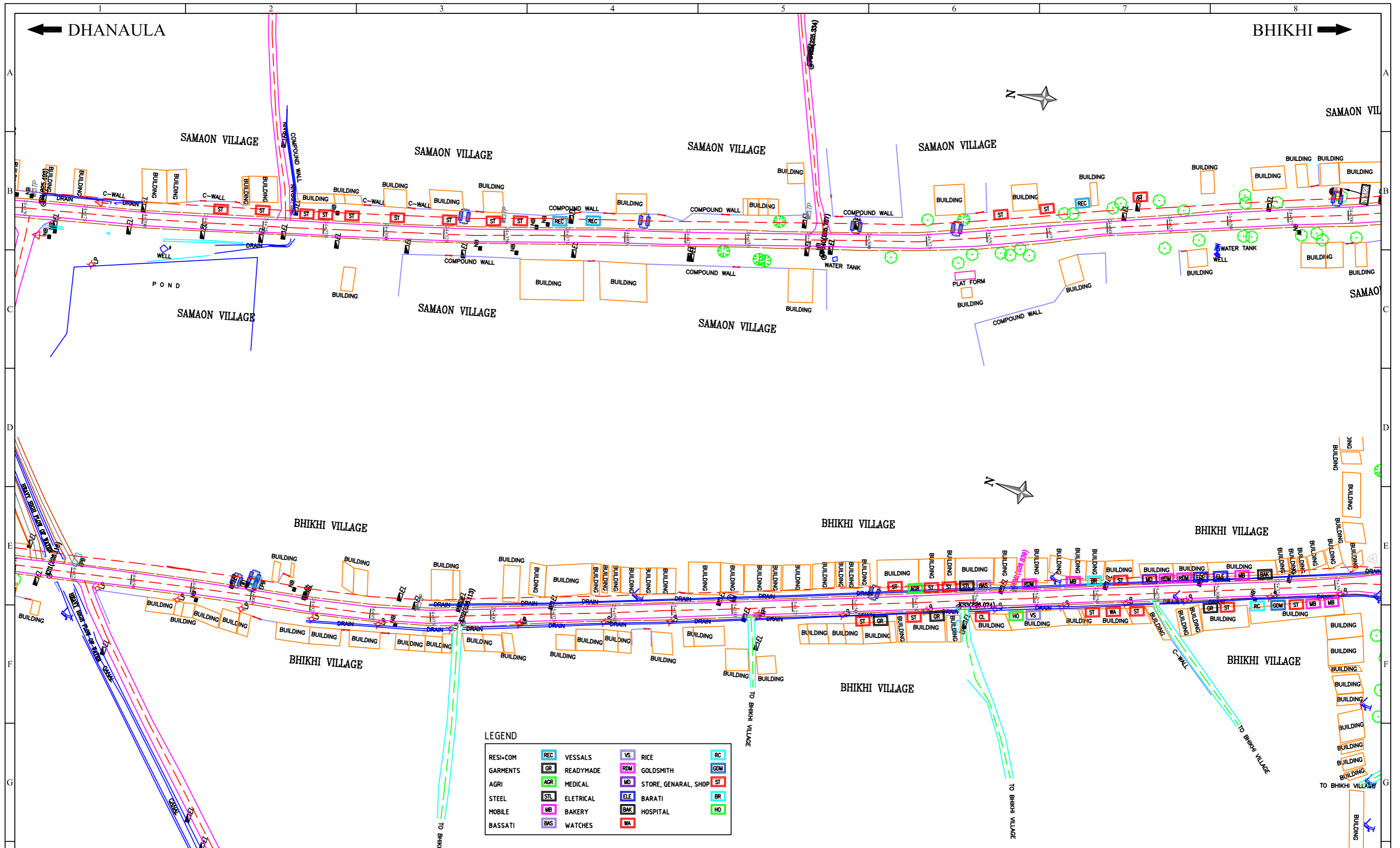
<p>LEGENDS:-</p>			<p>CLIENT:</p>  <p>GOVERNMENT OF PUNJAB PUBLIC WORKS DEPARTMENT (Building &amp; Roads)</p>		<p>DESIGN CONSULTANTS:</p> <p><b>FEEDBACK INFRA</b> Feedback Infrastructure Services Pvt. Ltd. 15th Floor, Tower 9B, DLF Cyber City Phase-III, Gurgaon 122002</p> <p><i>Making Infrastructure Happen</i></p>		<p>APPROVED BY:</p> <p>CHECKED BY:</p> <p>DESIGNED BY:</p> <p>DRAWN BY:</p> <p>SCALE: @ A2 AS SHOWN</p> <p>DATE:</p>		<p>PROJECT: Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing &amp; Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB</p> <p>TITLE: <b>SOCIAL MAPPING FOR S3(BARNALA-MANSA ROAD)</b></p> <p>DRG NO.: <b>OPRC/TTS/S3/SM-01</b></p> <p>REV. <b>0</b></p>	
DATE	REV	DESCRIPTION OF REVISIONS	BY	<p>CONCESSIONAIRE:</p>  <p>Patel Infrastructure Pvt. Ltd. Patcon House, 80 Ft. Road, Near Patcon Circle, Anand - 388 001, Gujarat, India.</p>		<p>The information contained herein is Confidential &amp; Property of Feedback Infrastructure Services Private Limited and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infrastructure Services Private Limited</p>				



**LEGEND**

FRUIT SELLER	FT	KULCHA SELLER	KU
CHAT SELLER	CH	PANSHOP	PS
ICECREAM SELLER	IC	EGG SELLER	EG
STORE	ST	JUICE SELLER	JC

		LEGENDS:-		CLIENT:  GOVERNMENT OF PUNJAB PUBLIC WORKS DEPARTMENT (Building & Roads)		DESIGN CONSULTANTS: <b>FEEDBACK INFRA</b> Feedback Infrastructure Services Pvt. Ltd. <i>Making Infrastructure Happen</i> 15th Floor, Tower 9B, DLF Cyber City Phase-III, Gurgaon 122002		APPROVED BY: CHECKED BY: DESIGNED BY: DRAWN BY: SCALE: @ A2 AS SHOWN		PROJECT: Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB TITLE: <b>SOCIAL MAPPING FOR S4(MANSA-THALWANDI ROAD)</b> DRG NO.: <b>OPRC/TTS/S4/SM-01</b>		REV. <b>0</b>
DATE	REV	DESCRIPTION OF REVISIONS		BY	CONCESSIONAIRE:  Patel Infrastructure Pvt. Ltd. Patcon House, 80 Ft. Road, Near Patcon Circle, Anand - 388 001, Gujarat, India.		The information contained herein is Confidential & Property of Feedback Infrastructure Services Private Limited and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infrastructure Services Private Limited		DATE:		REV.	





**LEGEND**


RESI-COM	REC	VESSALS	VS	RICE	RC
GARMENTS	GR	READYMADE	ROM	GOLDSMITH	GDM
AGRI	AGR	MEDICAL	MD	STORE, GENERAL, SHOP	ST
STEEL	STL	ELETRICAL	ELE	BARATI	BR
MOBILE	MB	BAKERY	BAK	HOSPITAL	HO
BASSATI	BAS	WATCHES	WA		

DATE	REV	DESCRIPTION OF REVISIONS	BY

LEGENDS:-

CLIENT:  
  
**GOVERNMENT OF PUNJAB**  
**PUBLIC WORKS DEPARTMENT**  
 (Building & Roads)

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 Gujarat, India.

DESIGN CONSULTANTS:  
  
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 Gurgaon 122002

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CHECKED BY: \_\_\_\_\_

DESIGNED BY: \_\_\_\_\_

DRAWN BY: \_\_\_\_\_

SCALE: @ A2  
AS SHOWN

DATE: \_\_\_\_\_

PROJECT:  
 Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB

TITLE:  
**SOCIAL MAPPING FOR S5(DHANAULA-BHIKHI ROAD)**

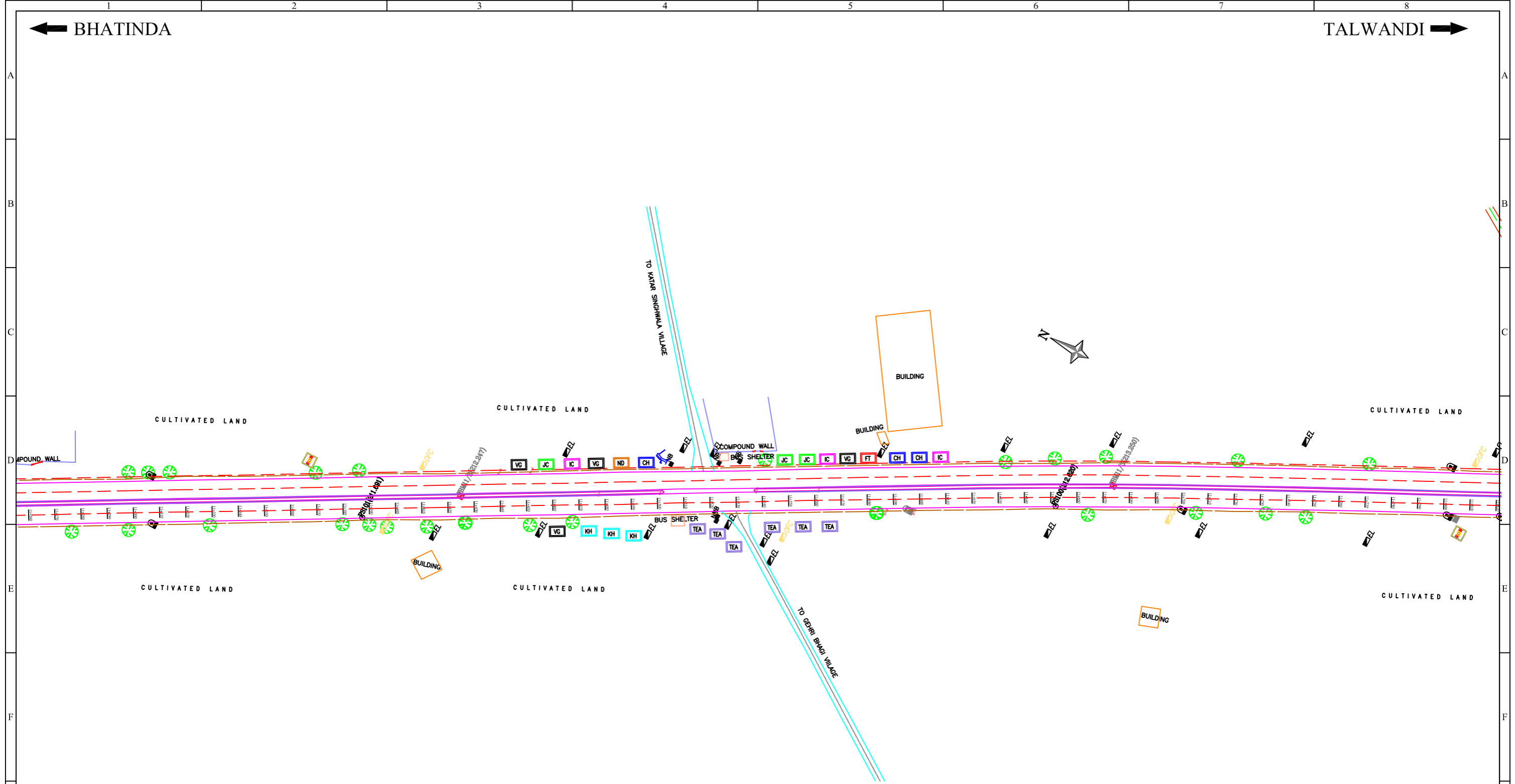
DRG NO.:  
**OPRC/TTS/S5/SM-01**

REV.  
**0**





← BHATINDA

TALWANDI →



**LEGEND**

VEGITABLE SELLER	VC	FRUIT SELLER	FT
ICECREAM SELLER	IC	NOODLE SELLER	ND
CHAT SELLER	CH	JUICE SELLER	JC
TEA STALL	TEA	KHOKHA	KH

		LEGENDS:-		CLIENT:  GOVERNMENT OF PUNJAB PUBLIC WORKS DEPARTMENT (Building & Roads)		DESIGN CONSULTANTS: <b>FEEDBACK INFRA</b> Feedback Infrastructure Services Pvt. Ltd. <i>Making Infrastructure Happen</i> 15th Floor, Tower 9B, DLF Cyber City Phase-III, Gurgaon 122002		APPROVED BY: CHECKED BY: DESIGNED BY: DRAWN BY: SCALE: @ A2 AS SHOWN		PROJECT: Output and Performance Based Road Contract (OPRC) (Asset Management Contract) For Improvement, Rehabilitation, Resurfacing & Routine Maintenance Works of Roads of Sangrur-Mansa-Bhatinda Contract Area Contract No. PSRSP/WB/OPRC/1/ICB TITLE: <b>SOCIAL MAPPING FOR B8(BHATINDA-TALWANDI ROAD)</b> DRG NO.: <b>OPRC/TTS/B8/SM-01</b>	
CONCESSIONAIRE:  Patel Infrastructure Pvt. Ltd. Patcon House, 80 Ft. Road, Near Patcon Circle, Anand - 388 001, Gujarat, India.		The information contained herein is Confidential & Property of Feedback Infrastructure Services Private Limited and not for Publication. The Information is Issued on the Understanding that no part thereof shall be Copied or Communicated to a Third Party without Authorisation in Writing from Feedback Infrastructure Services Private Limited		DATE: _____ REV: _____		DATE: _____ REV: _____		REV. <b>0</b>			
DATE	REV	DESCRIPTION OF REVISIONS		BY							

**Annexure-A**  
**PRBD-OPRC-SOCIAL SURVEY DATA(BHAWANIGARH-KOTSHAMIR ROAD) S2**

S NO	ID No	Direction		Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No.of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point
		Left/Right	From	To	From												
1		Left	8.84	10.04	Gherachou	Kishan Singh	30	M	Married	5	Fruit Busi	1	3000	K	Owner	4.0m	
2		Left			Gherachou	Rampal	38	M	Married	7	Panshop	1	2500	K	Owner	4.0m	
3		Left	24.6	27	Sunam	Arabind	20	M	UM	6	Fruit Busi	1	5000	K	Owner	4.0m	
4		Left			Sunam	Ramavatar	50	M	M	0	BISCUITS	2	2500		OWNER	4.0M	
5		Left	38.6	41.2	CHEEMA MANDI	M FREED	30	M	M	10	Fruit Busi	1	5000	K	OWNER	5.5M	
6		Left			CHEEMA MANDI	AMARKHAN	30	M	M	0	Fruit Busi	1	4000	K	OWNER	5.5M	
7		Left			CHEEMA MANDI	GURUPRASAD	30	M	M	6	Panshop	1	5000	K	O	10M	
8		Left			CHEEMA MANDI	SHIVKUMAR	45	M	M	0	Fruit Busi	1	4500	K	O	5.5M	
9		Left			CHEEMA MANDI	Hans Raj	27	M	M	4	Vegetable	1	3000	K	O	5.5M	
10		Left			CHEEMA MANDI	Pammu Ram	48	M	M	0	Tea Stall	1	3000	K	O	6.5M	
11		Left			CHEEMA MANDI	Babu Ram	71	M	M	5	Khoka	1	3000	K	O	6.5M	
12		Left			CHEEMA MANDI	Gurpyar Singh	26	M	M	7	Vegetable	1	4000	K	T	5.5M	
13		Left			CHEEMA MANDI	Jasveer Singh	31	M	M	5	Fruit	1	4000	K	O	5.5M	
14		Left			CHEEMA MANDI	Pardeep Kumar	20	M	UM	8	Vegetable	1	3000	K	O	5.5M	
15		Left			CHEEMA MANDI	Gurpyar Singh	32	M	M	5	Fruit	1	3000	K	O	5.5M	
16		Left			CHEEMA MANDI	Barkha Singh	60	M	M	0	Shoes	1	3000	K	O	5.5M	
17		Left			CHEEMA MANDI	Raju	32	M	M	5	Kulcha	1	5000	K	O	10M	
18		Left			CHEEMA MANDI	Ram Prakash	35	M	M	0	Juice	1	3000	K	O	5.5M	
19		Left			CHEEMA MANDI	Hari Om	28	M	M	5	Kulcha	1	4000	K	O	5.5M	
20		Left			CHEEMA MANDI	Lal Singh	50	M	M	0	Vegetable	1	6000	K	O	6.5M	
21		Left			CHEEMA MANDI	Om Pal	25	M	M	6	Kulcha	1	4500	K	O	5.5M	
22		Left			CHEEMA MANDI	Jarnail Singh	45	M	M	0	Khoka	1	3000	K	T	10M	
23		Left			CHEEMA MANDI	Mohd. Saleem Khan	60	M	M	0	Vegetable	2	6000	K	O	5.5M	
24		Left			CHEEMA MANDI	M. Shakeel Khan	44	M	M	10	Juice	1	5000	K	O	5.5M	
25		Left			CHEEMA MANDI	Sardara Singh	45	M	M	10	Tea Stall	1	3000	K	O	8M	
26		Left	54.6	56.4	Bhikhi	Harbanth Singh	60	M	M	8	Fruit	1	6000	K	O	6	
27		Left			Bhikhi	Sidhu Singh	70	M	M	0	Tea Stall	1	5000	K	O	6	
28		Left			Bhikhi	Satguru Singh	50	M	M	0	Juice	1	7000	K	T	6	
29		Left			Bhikhi	Vesetalie	45	M	M	7	Chat	1	3600	K	O	7	
30		Left			Bhikhi	Poornchend D	65	M	M	12	Fruit	2	36000	K	O	7	
31		Left			Bhikhi	Mar Singh	70	M	M	6	parur	1	2500	K	O	6	
32		Left			Bhikhi	Jugar Singh	45	M	M	0	Juice	1	3000	K	T	7	
33		Left			Bhikhi	Monu Singh	23	M	UM	10	Fruit	2	3500	K	O	3	
34		Left			Bhikhi	Vikram Singh	26	M	M	8	Juice	1	5000	K	O	4	
35		Left			Bhikhi	Rajveer Singh	30	M	M	5	Juice	1	9000	K	O	5	
36		Left			Bhikhi	Ram Veer Singh	30	M	UM	0	Fruit	NO	4000	K	T	5	
37		Left			Bhikhi	Ram Veer Singh	54	M	M	0	Juice	1	4000	K	O	6	
38		Left			Bhikhi	Sanjay Singh	26	M	M	4	Fruit	1	3000	K	T	6	
39		Left			Bhikhi	Sonu Singh	20	M	M	10	Fruit	1	5000	K	O	7	
40		Left			Bhikhi	Ragveer	33	M	M	12	Fruit	1	3000	K	O	8	
41		Left			Bhikhi	Jagvarsh Singh	40	M	M	0	Fruit	2	25000	K	T	6	
42		Left			Bhikhi	Sukmdev Singh	45	M	M	0	Tea	1	5000	K	O	7	
43		Left			Bhikhi	Ruhal Singh	18	M	UM	8	Fruit	1	2500	K	T	5	
44		Left			Bhikhi	Lala Singh	65	M	M	0	Fruit	1	3000	K	T	6	
45		Left			Bhikhi	Lal Singh	39	M	M	0	Juice	1	2000	K	O	5	
46		Left			Bhikhi	Jaspal Singh	40	M	M	0	Juice	1	3000	K	T	6	
47		Left			Bhikhi	Gurdev Singh	22	M	UM	12	Fruit	1	12000	K	O	5	
48		Left			Bhikhi	Sumsher Singh	72	M	M	0	Tea	1	5000	K	O	7	
49		Left			Bhikhi	Rishi Kumar	35	M	M	8	Fruit	1	15000	K	T	5	
50		Left			Bhikhi	Shankar	40	M	M	10	Ice-Cream	1	16000	K	O	7	
51		Left			Bhikhi	Vinder Singh	24	M	UM	6	Fruit	1	1000	K	T	6	
52		Left			Bhikhi	Ranjeet Kaur	37	M	M	10	Chat	1	7000	K	O	5	
53		Left			Bhikhi	Khushi	50	M	M	5	TEA	1	8000	K	O	7	
54		Left			Bhikhi	Karmjeet	32	M	M	4	Juice	1	7000	K	O	8	
55		Left			Mansa Kenchim	Mandeep Kumar	22	M	M	8	Karyana	1	3000	P	T	4	
56		Left			Chouk	Rampal	36	M	M	8	Electriton	1	2500	P	T	4	
57		Left			Chouk	Jagsear	27	M	M	8	Juice	1	3000	K	O	5	
58		Left			Chouk	Nanak Singh	28	M	M	0	Fruit	1	3000	K	O	5	
59		Left			Chouk	Om Parkash	44	M	M	0	Mochi	1	2000	K	O	5	
60		Left			Chouk	Charnjeet Singh	38	M	M	10	Fruit	1	5000	K	O	5	
61		Left	76.44	76.94	BHAT DESA	Balveer Ram	27	M	M	0	Fruit	1	5000	K	O	5	
62		Left			BHAT DESA	Pala Ram	25	M	M	0	Juice	1	5000	K	O	5	
63		Left			BHAT DESA	Malkeet Singh	52	M	M	5	Tyre Pencer	1	3000	K	O	5	
64		Left			BHAT DESA	Shiv Mandir											
65		Left	84.44	86.24	Marh Mandi	Ram	55	M	M	0	Juice	1	3000	K	O	6	
66		Left			Marh Mandi	Chak Makhan	35	M	M	0	Tea Stall	1	3000	K	O	8	
67		Left			BHAI Bakhtar	Baru	45	M	M	0	Fruit	1	3000	K	O	6	
68		Left			BHAI Bakhtar	Mangal Singh	23	M	M	0	Juice	1	3000	K	O	5	
69		Left	102.44	102.74	KOT FATTA	Gurnan Singh	36	M	M	10	Juice	1	3500	K	O	5	
70		Left	108.84	109.74	KOT- SMEER	Nachtar Singh	65	M	M	0	Fruit	1	5000	K	O	5	

S NO	ID No	Direction		Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No.of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point
		Left/Right	From	To	From												
1		Right			CHEEMA MANDI	Temple										P	6M
2		Right	38.6	38.8	CHEEMA MANDI	Ranget Singh	31	M	M	5	Tyre	1	4000	K	O	9M	
3		Right			CHEEMA MANDI	Nachattar Singh	48	M	M	5	Tyre	2	5000	K	T	9M	
4		Right			CHEEMA MANDI	Gurmukh	20	M	UM	8	Hiar	3	5000	K	O	9M	
5		Right			CHEEMA MANDI	Dorilal	43	M	M	10	Tea	3	4000	K	O	8M	
6		Right			CHEEMA MANDI	Preet	23	M	M	10	Hair	2	6000	K	O	9M	
7		Right			CHEEMA MANDI	Preet	21	M	M	10	STD	2	2000	K	O	9M	
8		Right			CHEEMA MANDI	Prabhu	18	M	UM	8	Ice Cream	1	2000	K	O	6M	
9		Right			CHEEMA MANDI	Karamjit Singh	28	M	M	8	Juice	2	5000	K	O	6M	
10		Right			CHEEMA MANDI	Jeet Kumar	25	M	M	11	Tea	1	5000	K	T	9M	
11		Right			CHEEMA MANDI	Darsan Singh	45	M	M	10	Hair	4	5000	K	O	10M	
12		Right			CHEEMA MANDI	Puram	16	M	UM	7	Kulcha	1	6000	K	T	7M	
13		Right			CHEEMA MANDI	Raeev	18	M	UM	5	Karyama	1	3000	K	T	7M	
14		Right			CHEEMA MANDI	Karnal Singh	45	M	M	0	Juice	1	3000	K	O	7M	
15		Right			CHEEMA MANDI	Jarnail Singh	50	M	M	0	Fruit	1	3000	K	O	7M	
16		Right			CHEEMA MANDI	Nikka Singh	40	M	M	7	Juice	1	3000	K	T	7M	
17		Right			CHEEMA MANDI	Raemash Kumar	23	M	UM	8	Fruit	1	2000	K	O	7M	
18		Right			CHEEMA MANDI	Surajan Singh	30	M	M	10	Kulcha	2	3000	K	O	8M	
19		Right			CHEEMA MANDI	Ravi Kumar	25	M	UM	0	Fruit	1	4000	K	O	7M	
20		Right			CHEEMA MANDI	Valdav	40	M	M	0	Muchi	1	2000	K	O	6M	
21		Right			CHEEMA MANDI	Visa Kumar	35	M	M	8	Fruit	2	3000	K	O	5M	
22		Right			CHEEMA MANDI	Badri Lal	30	M	M	10	Ice Cream	1	3000	K	O	5M	
23		Right	54.6	56.4	Bhikhi	Shakar	19	M	M	5	Ice Cream	1	5000	K	O	6.5M	
24		Right			Bhikhi	Bintu Singh	27	M	M	10	Karyama	1	3000	K	O	6.4M	
25		Right			Bhikhi	Jasveer Singh	35	M	M	0	Bang	1	2000	K	O	3.4M	
26		Right			Bhikhi	Koku Singh	40	M	M	10	Kurkra	1	1000	K	O	5.6M	
27		Right			Bhikhi	Parthi Singh	60	M	M	0	Namkeen	1	3000	K	O	7.5M	
28		Right			Bhikhi	Bondu Khan	50	M	M	0	Sabzi	1	7000	K	O	5.5M	
29		Right			Bhikhi	Sukhpal Singh	42	M	M	10	Pan	1	10000	K	O	25.3M	
30		Right			Bhikhi	Dhera	38	M	M	0	Fruit	1	4000	K	O	15.4M	
31		Right			Bhikhi	Belveer Singh	40	M	M	8	Fruit	2	6000	K	O	15.2M	
32		Right			Bhikhi	Ashok Kumar	46	M	M	0	Sabzi	1	5000	K	O	17.2M	
33		Right			Bhikhi	Gurlal Singh	35	M	M	0	Sabzi	1	5000	K	O	15.3M	
34		Right			Bhikhi	Satpal Singh	52	M	M	8	Sabzi	1	3000	K	O	10.41M	
35		Right			Bhikhi	Mohan Lal	47	M	M	0	Fruit	1	3000	K	O	12.6M	
36		Right			Bhikhi	Bodh ram Singh	38	M	M	0	Sabzi	1	6000	K	O	12.6M	
37		Right			Bhikhi	Gurmal Singh	65	M	M	0							

**Annexure-A**

**PRBD-OPRC-SOCIAL SURVEY DATA (BARNALA-MANSA) S3**

S NO	ID No	Direction	Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No.of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point
		Left/Right	From	To												
1		Left			Mansa Kanchia	Avtar Singh	40	Male	Married	7	STD	1	5000	Katchha	Owner	4.5Metre
2		Left			...	Sher Singh	45	Male	Married	3	vegitable	2	3000	Katchha	Owner	5 Metre
3		Left			...	Mahendar Singh	40	Male	Married	0	kulcha	1	3000	Katchha	Owner	5 Metre
4		Left			...	Gorkhi	32	Male	Married	0	ghanna	1	3000	Katchha	Owner	5 Metre
1		Right			...	Ansham	33	Male	Married	0	pancigar	1	3000	Katchha	Owner	5 Metre
2		Right			...	Bhola Ram	60	Male	Married	5	juice	1	3000	Katchha	Owner	5 Metre
3		Right			...	Gurmak Singh	40	Male	Married	10	biscuits	1	2500	Katchha	Owner	5 Metre
4		Right			...	Pawan Kumar	40	Male	Married	10	cooldrinks	1	2500	Katchha	Owner	5 Metre
5		Right			...	Gurdwara Temple Property										
6		Right			...	Balvender Ram	30	Male	Married	10	shoes	1	3000	Katchha	Tenant	5 Metre
7		Right			...	Dasam Singh	35	Male	Married	10+2	medical shop	1	4000	Pucca	Owner	5 Metre
8		Right			...	Gurubakshi	30	Male	Married	10+2	mobile	1	1500	Pucca	Tenant	5 Metre
9		Right			...	Mishar	25	Male	Married	0	general	1	3000	Pucca	Tenant	5 Metre
10		Right			...	Bhola	25	Male	Married	0	hairshalloon	1	2000	Pucca	Tenant	5 Metre



## Annexure-A

## PRBD-OPRC-SOCIAL SURVEY DATA (DHANUALA-BHIKHI ROAD) S5

S NO	ID No	Direction	Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No.of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point	Length of the Structure	Type of Loss R/C/R+C	Establishment of Number of
		Left/Right	From	To															
1		RIGHT	25.15	25.8	BHIKHI-DHANAULA ROAD	SUNIL KUMAR	31	M	MARRIED	12	genera store	1	5000	P	T	5M	5x50	C	42
2		RIGHT			BHIKHI-DHANAULA ROAD	SURAJ	35	M	MARRIED	10	garments	1	4000	P	Owner	5M	10x18	C	40
3		RIGHT			BHIKHI-DHANAULA ROAD	JASVIT RAI SHARMA	50	M	MARRIED	BCom	shop	1	7000	P	T	4M	10x18	R+C	45
4		RIGHT			BHIKHI-DHANAULA ROAD	KRISHAN KUMAR	24	M	MARRIED	10	garments	1	5000	P	O	4M	10x18	C	14
5		RIGHT			BHIKHI-DHANAULA ROAD	SATPAL	55	M	MARRIED	8	cloths	1	3000	P	T	5M	8x30	C	10
6		RIGHT			BHIKHI-DHANAULA ROAD	RAJKUMAR	35	M	MARRIED	BDS	hospital	2	8000	P	T	5M	13x30	C	8
7		RIGHT			BHIKHI-DHANAULA ROAD	VIVEK VARDHAN	28	M	MARRIED	12	vessals	2	7000	P	O	5M	10x20	C	3
8		RIGHT			BHIKHI-DHANAULA ROAD	SANDEEP SINGH	30	M	MARRIED	10	watches	2	3000	P	O	5M	5x10	C	5
9		RIGHT			BHIKHI-DHANAULA ROAD	MAHESH KUMAR	28	M	MARRIED	12	genera store	2	5000	P	O	5M	7x15	C	3
10		RIGHT			BHIKHI-DHANAULA ROAD	BASAN DAS	40	M	MARRIED	7	watches	1	2500	P	O	5M	7x15	C	3
11		RIGHT			BHIKHI-DHANAULA ROAD	BHEEMASEN	38	M	MARRIED	8	genera store	1	1500	P	O	5M	7x11	C	7
12		RIGHT			BHIKHI-DHANAULA ROAD	SANDEEP SINGH	30	M	MARRIED	10	garments	2	5000	P	O	5M	10x22	C	6
13		RIGHT			BHIKHI-DHANAULA ROAD	BHOSKUMAR	45	M	MARRIED	10	shop	1	4000	P	T	5M	10x20	C	4
14		RIGHT			BHIKHI-DHANAULA ROAD	KULDEEP SINGH	40	M	MARRIED	8	rice sells	3	3500	P	T	5M	9x20	C	12
15		RIGHT			BHIKHI-DHANAULA ROAD	MAKHAN	40	M	MARRIED	10	goldsmith	1	2500	P	O	5M	10x20	C	1
16		RIGHT			BHIKHI-DHANAULA ROAD	HAPPY SINGH	25	M	MARRIED	10	genera store	1	6000	P	O	5M	10x18	C	10
17		RIGHT			BHIKHI-DHANAULA ROAD	RANJIT SINGH	38	M	MARRIED	5	mobile	4	3000	P	O	5M	8x8	C	3
18		RIGHT			BHIKHI-DHANAULA ROAD	BABBLE KUMAR	45	M	MARRIED	10	mobile	1	2500	P	T	5M	18x60	C	50

S NO	ID No	Direction	Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No.of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point	Length of the Structure	Type of Loss R/C/R+C	Establishment of Number of years
		Left/Right	From	To															
1		Left	25.15	25.8	Bhikhi	LAJPATRAI SHARMA	28	M	Married	12	GENERAL	2	10000	P	Owner	5.0M	12X15	C	50
2		Left			Bhikhi	MADAN LAL	70	M	Married	7	AGRI	2	6000	P	TENANT	4.0M	9X5	C	50
3		Left			Bhikhi	PWANKUMAR	50	M	UM	5	GENERAL	2	5000	P	TENANT	4.0m	6X5	C	12
4		Left			Bhikhi	KALA RAM	35	M	M	10	GENERAL	1	6000	P	TENANT	4.0M	3X4	C	20
5		Left			Bhikhi	BCROY	40	M	M	10	STEEL	1	6000	P	TENANT	4.0M	10X15	C	5
6		Left			Bhikhi	PAROSOTHAMLAL	39	M	M	10	BASSATI	1	4000	P	TENANT	4.0M	10X25	C	19
7		Left			Bhikhi	BIPAN KUMAR	35	M	M	BA	READYMADE	1	4000	P	OWNER	4.0M	8X25	C	2
8		Left			Bhikhi	ARUN SHARMA	35	M	M	BA	MOBILE	1	4000	P	OWNER	4.0M	10X12	C	8
9		Left			Bhikhi	SANTOSH KUMAR	45	M	M	10	BARATI	1	5000	P	TENANT	4.0M	10X15	C	10
10		Left			Bhikhi	PWANKUMAR	45	M	M	10	GENERAL	1	5000	P	TENANT	4.0M	10X15	C	10
11		Left			Bhikhi	YADAVINDER	30	M	M	12	MEDICAL	1	5000	P	TENANT	4.0M	10X15	C	4
12		Left			Bhikhi	KARJINDER KUMAR	35	M	M	12	READYMADE	1	3000	P	TENANT	4.0M	10X15	C	10
13		Left			Bhikhi	PUNEET	28	M	M	12	READYMADE	1	5000	P	TENANT	4.0M	10X15	C	2
14		Left			Bhikhi	AMARAT PAL	35	M	M	12	BARATI	1	4000	P	TENANT	4.0M	10X15	C	6
15		Left			Bhikhi	PAWAN KUMAR	45	M	M	10	ELECTRICAL	1	4000	P	TENANT	4.0M	10X12	C	10
16		Left			Bhikhi	MAGAT RAI	33	M	M	10	ELECTRICAL	1	4000	P	TENANT	4.0M	10X12	C	12
17		Left			Bhikhi	SHONKI	23	M	M	12	MOBILE	1	4000	P	TENANT	4.0M	10X12	C	3
18		Left			Bhikhi	GURVEER	28	M	M	12	BAKERY	1	2000	P	TENANT	4.0M	10X12	C	10
19		Left	24.1	25.15	SAMAO	SOMETLE	39	M	M	10	SHOP	1	15000	P	TENANT	4.0M	5X4	C	5
20		Left			SAMAO	RATAN	37	M	M	10	SHOP	1	16000	P	TENANT	4.5M	5X5	C	25
21		Left			SAMAO	GAGADEEP	26	M	M	12	SHOP	1	5000	P	O	4.0M	3X2	C	4
22		Left			SAMAO	ASWANI	25	M	M	10	SHOP	1	2000	P	O	4.0M	5X4	C	3
23		Left			SAMAO	JAVEEN K	42	M	M	10	SHOP	1	3000	P	TENANT	4.0M	5X3	C	2
24		Left			SAMAO	BERVER	31	M	M	12	SHOP	1	5000	P	O	4.0M	5X4	C	15
25		Left			SAMAO	BHEMA	29	M	M	10	SHOP	1	2500	P	TENANT	4.0M	5X3	C	15
26		Left			SAMAO	BHARAT BHORSE	32	M	M	8	SHOP	1	3000	P	O	4.0M	4X4	C	10
27		Left			SAMAO	RITESH	25	M	M	12	SHOP	1	1000	P	O	4.0M	4X5	R+C	3
28		Left			SAMAO	RAJKUMAR	58	M	M	BA	RESI+COM	1	1000	P	O	4.0M	4X4	R+C	40
29		Left			SAMAO	NETU	19	M	M	8	RESI+COM	1	2000	P	TENANT	4.5M	4X3	C	1MONTH
30		Left			SAMAO	RAGINDER	45	M	M	10	SHOP	1	1500	P	TENANT	7.0M	4X5	C	30
31		Left			SAMAO	BHIMDER	25	M	M	10	SHOP	1	1500	P	TENANT	8.0M	9X5	C	6
32		Left			SAMAO	SATPAL SINGH	50	M	M	8	RESI+COM	1	1000	P	O	9.0M	4X4	R+C	30
33		Left			SAMAO	VICKY	34	M	M	BA	SHOP	1	10000	P	TENANT	10.0M	4X3	C	1MONTH

### Annexure-A

#### PRBD-OPRC-SOCIAL SURVEY DATA (BHATINDA-TALWANDI SABO)B8

S NO	ID No	Direction	Chainage		Name of the Village	Name of the Family Members	Age	Sex	Marital Status M/UM	Education	Occupation	No. of Families	Income	Type of Structure K/P	Ownership of Structure	Touching Point in mts	Length of the Structure	Type of Loss R/C/R+C	Establishment of Number of years
		Left/Right	From	To															
1		RHS	0.60		Jassi Chowk	Chandrika devi	45	F	M	0	Vegetable	1	2000	K	0	8m	6x4	C	18 years
2		RHS			Jassi Pawal	Basant	57	M	M	0	Kohka	1	3000	K	0	8m	6x4	C	10 years
3		RHS			Jassi Pawal	Sandeep	23	M	M	3th	Kohka	1	2000	K	0	9m	6x4	C	3 years
4		RHS			Jassi Pawal	Davinder	18	M	UM	10th	Kohka	1	2000	K	0	9.5m	6x4	C	4 years
5		RHS			Jassi HP	Raju	39	M	M	2	Tea Stall	1	2000	K	0	8m	6x4	C	4 years
6		RHS			Petrol Pump	Jarnail	55	M	M	0	Tea Stall	1	2500	K	0	10m	6x4	C	1 years
7		RHS	11.500		Ktar singh wala	Jaswinder	25	M	M	5th	Tea Stall	1	3000	K	0	15m	6x4	C	7 years
8		RHS			G. School	Raju	42	M	M	0	Tea Stall	1	3000	K	0	8m	6x4	C	20 years
9		RHS			Jiwan singh wala	Babbu Khan	40	M	M	0	Tea Stall	1	3000	K	0	8m	6x4	C	12 years
10		RHS			Talwandi	Sukha	28	M	M	10th	Fruit	1	4000	K	0	8m	6x4	C	10 years
1		LHS			Jassi Chowk	Vijaypal	46	M	M	5th	Vegitable	1	1000	K	0	5.3	6x4	C	7 years
2		LHS			Jassi Chowk	Gavrav	24	M	M	0	Juice	1	1000	K	0	5.3	6x5	C	3 years
3		LHS			Jassi Chowk	Darshan	55	M	M	0	Ice	1	700	K	0	5.3	6x6	C	2 years
4		LHS			Jassi Chowk	Sourab	17	M	UM	10th	Vegitable	1	1000	K	0	5.3	6x7	C	8 years
5		LHS			Jassi Chowk	Raja	60	M	M	0	Noodles	1	1000	K	0	5.3	6x8	C	14 years
6		LHS			Jassi Chowk	Parkash	22	M	UM	10th	Chat	1	1000	K	0	5.3	6x9	C	1 year
7		LHS			Jassi Chowk	Nagoor	30	M	M	0	Juice	1	1000	K	0	5.3	6x10	C	2 years
8		LHS			Jassi Chowk	Gurpreet	38	M	M	0	Juice	1	800	K	0	5.3	6x11	C	3 years
9		LHS			Kotshamir	Mohan	38	M	M	0	Icecream	1	1000	K	0	5.3	6x12	C	1 year
10		LHS			Kotshamir	Dara Singh	35	M	M	0	Vegitable	1	1000	K	0	5.3	6x13	C	7 years
11		LHS			Kotshamir	Bikar Singh	45	M	M	0	Fruit	1	1000	K	0	5.3	6x14	C	2 years
12		LHS			Kotshamir	Bhir Singh	30	M	M	0	Chat	1	4000	K	0	6.3	6x15	C	4 years
13		LHS			Bagwander	ManeshKaran	22	M	M	0	Chat	1	1500	K	0	6.3	6x16	C	6 months
14		LHS			Bagwander	Dhan Ram	20	M	M	0	Icecream	1	4000	K	0	6.3	6x17	C	4 years