
EXECUTIVE SUMMARY

1. BACKGROUND

Road and Building Department (RBD) of the Government of Andhra Pradesh (GoAP) has entrusted the responsibility of planning, construction and maintenance of the key State roads to the Andhra Pradesh Road Development Corporation (APRDC). In order to improve the selected core road network, APRDC has planned to provide better quality and safer roads to the road users on a sustainable basis. In this context, APRDC is seeking the World Bank funding for the proposed Andhra Pradesh Road Sector Project (APRSP). This is continuation to the earlier loan from the Bank on improving core network in the state. As part of project preparation, APRDC engaged Feasibility consultants to prepare detailed project report of about 900 km which included undertaking social assessment and preparation of Resettlement Action Plan (RAP). As per the requirement of Andhra Pradesh Resettlement and Rehabilitation Policy (APRRP) 2005, an RAP is required to be prepared to assess the impacts resulting from the proposed road improvements. The document in hand deals about the Social Management Plan (SMP) of Chittoor-Puttur (CP) road (about 60 km) and it is one of the sub-projects (also referred as package) proposed to be covered in the Year 1 of the project implementation.

2. ABOUT APRSP

The proposed project (APRSP) envisions following three components:

Component A - Road Improvement: Based on traffic studies, this road improvement component has been subdivided into the following sub-components

- (i) **Road improvement and up gradation:** Based on core network analysis, APRDC has selected about 900 km of road for widening, upgradation and strengthening purposes. These roads will be constructed by loan assistance from the World Bank.
- (ii) **Public- Private Partnership (PPP):** APRDC has selected about 1200 km of high traffic density road on PPP mode involving private entrepreneurship
- (iii) **Output and Performance based Road Contracts (OPRC) :** About 6500 km of roads have been selected under this sub-component.

Component B - Institutional Strengthening component: This component will facilitate operationalization of APRDC, capacity building of APRDC.

Component C - Road safety component: This component will help APRDC/RBD towards better management of traffic and other road safety issues through improved technical solutions.

3. OBJECTIVES

The main objectives of the proposed SMP are the following:

- Avoid, if not minimize involuntary resettlement, exploring all viable project alternatives;
- Where involuntary resettlement is unavoidable, assess the magnitude of adverse social impacts and propose mitigation measures;
- Hold consultations with the project stakeholders and assimilate the outcome of these consultations in SMP;
- Develop institutional mechanism for planning, implementing and monitoring the process and the R&R activities;

- Address other social issues (resulting from the proposed project interventions) related to vulnerable groups (including tribal) and road safety; and
- Prepare a plan (SMP) to address all social issues associated with the project.

4. METHODOLOGY

The preparation of SMP has focused on detailed consultations and participation of project affected persons (PAPs) and other project stakeholders. It involved extensive field (census and socioeconomic) survey using structured questionnaires and guidelines for undertaking Focus Group discussions (FGD) and other stakeholders' consultation. The desk review, structured questionnaires, open ended formats, FGD guidelines, preparation of Village Diary etc. were the specific tools used to collect the required information. The data/information thus collected helped in understanding the social and economic features of the affected communities and in appreciating their issues and concerns. Identification of land to be acquired and inventory of structures coming within the corridor of impact were the main components of the census survey carried out among the identified potential project affected families (PAF).

5. PROJECT AREA

The CP road falls in the southwestern part of the State touching Tamil Nadu border. This road starts at km 3/200 in Chittoor town and runs in the northeast direction. It connects Gangadhar, Nellore, SR Puram, Kondapalli, Thayyuru, and Karvetinagar towns and terminates at km 64/000 near Puttur. This road provides vital connectivity between NH-4, NH-18 and NH-205 and is widely used by the interstate traffic. While the CP road passes through agricultural, barren and rocky land, in between it comes across 500-700 meters length of contiguous built-up areas.

The proposed road improvement envisages 4 laning at Tirutani junction (Km 3/200 to 6/200) and 2-laning of Tirutani-junction to Puttur stretch (Km 6/200-64/00) with paved shoulders. The project design includes improvement of geometry at sharp curves, realignment of major bridge approaches, raising of submerged stretches and provision of drains (both side and cross drains, particularly in the built up sections) along the entire stretch. To minimize impact on road side establishments, the proposed road improvement has considered minimum corridor of impact (CoI) without compromising technical standards. Most of the proposed improvements have been planned within the RoW. Land acquisition has been proposed at stretches where widening and improvements are not possible within available RoW. Following Table summarizes the proposed widening (where the existing RoW is less than the width proposed for widening) and improvements proposal.

6. PROJECT IMPACTS

Proposed CP road improvement will require about 39 ha of land mainly for a bypass and geometric/curve improvements. This will also involve acquisition of some road side structures. This will affect about 601 families and displace about 134 families. These 601 project affected families (PAFs) consist of 2,528 project affected persons (PAPs). Out of total 601 PAFs 431 are titleholders (losing their private land/structures), 105 encroachers of public (mainly RBD) land, 24 squatters within Right of Way (RoW), 26 tenants and 15 kiosks (movable structures made of mainly wooden frame). Among these PAFs, there are 440 vulnerable PAFs consisting of 89 Scheduled Caste (SC), 21 Scheduled Tribe (ST) and 90 Women Headed Households (WHH). While majority of these are below poverty level (BPL), there are 220 PAFs who do not belong these socially disadvantaged groups but are BPL families. The distribution of vulnerable PAFs in different social groups is given in the Table A.1 at the end of this chapter. These families received focus attention under RAP for their resettlement.

Based on the stakeholders' consultation, census survey of affected families, comprehensive socioeconomic study of the Project Displaced Families (PDF) and detailed assessment of the required land acquisition, it is established that the proposed project improvements will have low level of adverse impacts on the local population.

7. SOCIAL SAFEGUARDS TRIGGERED

While the proposed interventions for improvement of CP road result in some involuntary resettlement, the results of the social assessment established that this will not impact any tribal groups in the project area. More over, the assessment found that there are no tribal specific habitations along the proposed CP road. In other words, this sub-project triggers the Bank's operational policy (OP 4.12) on involuntary resettlement and not OP 4.10 on Indigenous Peoples (referred as tribal in Indian context). However, the issues related to individual tribal PAFs are dealt in the RAP. While the present SMP includes a detailed Resettlement Action Plan (including measures for compensating loss of land and other assets, relocation of project displaced families and economic rehabilitation to restore livelihood), it also include measures to address issues related to women and prevention of HIV/AIDS and road safety (mainly awareness program).

8. STAKEHOLDERS' CONSULTATION

To ensure continued people participation, a consultation mechanism was evolved which would continue during the project implementation. Local people were informed about the project and its activities and they were consulted in the project related decisions. This helped in understanding not only their perceptions about the project but also seek their opinion about the project, their preferences/options and their input in the project designs. These consultations were two-way communication where relevant information was shared with the project stakeholders including affected communities. The information shared with the stakeholders related to the extent of land acquisition and number of structures affected, physical displacement and relocation, economic rehabilitation, institutional mechanism for planning and implementation of the project, etc. The stakeholders' consultation were held at various levels - village, Mandal, District and Project.

The consultation has emphasized on involving primary stakeholders (project affected families) directly related to planning and implementing RAP and the project activities. During social assessment and RAP preparation, specific consultation strategy was adopted to consult with ST and other vulnerable PAFs. This included sharing information on the specific measures to support the ST and other vulnerable PAFs in their R&R process. The SMP includes a consultation framework to be adopted during its implementation.

9. R&R POLICY FRAMEWORK

The R&R Policy 2005 of GoAP has a number of progressive measures to help those affected by the infrastructure projects in the state. However, a review of the policy revealed that the R&R issues related to road sector projects have not been adequately addressed. In this regard, a gap analysis of the state R&R policy was carried out to identify additional measures required to address R&R issues associated with road sector projects. Changes proposed in APRRP 2005, based on this gap analysis, have been included in the R&R entitlement framework for the present APRSP. Accordingly, the changes proposed by APRDC have been approved by GoAP. This R&R entitlement framework together with specific measures to address other social issues (HIV/AIDS, road safety) provides the base for the preparation of this SMP (including RAP as an important component). Important features of the policy framework for land acquisition and R&R entitlements under APRSP are as follow:

- Land acquisition (LA) will be as per LA Act 1894. The project will follow consent award (or mutual negotiations) and if this fails, normal LA process will be followed.
- A one time financial assistance equivalent to 750 days of minimum wages will be paid to a PAF who becomes landless due to loss of land for the project. For those becoming marginal farmers and small farmers, this financial assistance will be equivalent to 500 man days and 350 man days respectively.
- For ST families, additional financial assistance equivalent to 500 man days of wages will be provided besides giving preference in the allotment of land for resettlement.
- Training will be organized to one member of each PAF eligible for R&R assistance under the R&R policy framework. Such families will also be helped in their rehabilitation process by dovetailing on-going economic programs (for income generation) of the Government.
- PAFs losing house site or businesses will be compensated at replacement value for lost structure. In addition, a house site or business site (free of cost) or cash in lieu thereof will be extended to eligible PAFs.
- Provisions have been made in the R&R policy for one-time grant for cattle shed and subsistence allowance (minimum wages equivalent to 240 man days) to each PDF.
- Special provision of a lump sum (Rs 40,000) is available for BPL and other vulnerable among PDFs towards construction of house in the new resettlement sites.
- Among vulnerable PDFs, residing or operating businesses within RoW, site will be given to construct alternate housing or work place.
- A transport allowance will be provided to all PDFs to shift their household belongings to the new resettlement site.
- Common properties will be replaced in consultation with the local communities.

A detailed R&R entitlement is presented in Table 1. The Policy framework describes the implementation, fund flow and monitoring mechanisms for RAP implementation.

Table 1: R&R Entitlement Framework

Type of Loss	Unit of Entitlement	R&R Entitlement Framework
Agricultural land	Titleholder Family	(i) Compensation as per the LA Act through consent award. (ii) If consent award fails to reach agreement the difference between replacement value and market value (approved by the Government) will be paid in the form of rehabilitation assistance. (iii) If alternate land is provided under section 6.4 of APRRP, the cost of land will be deducted from the compensation amount and the rehabilitation grant will be proportionately reduced, however other R&R entitlements will be extended as per APRRP 2005 (iv) At least 3 months notice will be given in advance of crop harvest, failing which compensation for crop lost will be paid. (v) A one time lump sum amount equal to 750 days, 500 days and 375 days of minimum agricultural wages will be paid to those (owner) PAFs who after LA become landless, marginal, small farmers respectively. Training will be arranged for income generation activities (IGA) to one member of such PAFs in suitable IG activities. Special benefit to ST families <ul style="list-style-type: none"> • Preference in allotment of land

Type of Loss	Unit of Entitlement	R&R Entitlement Framework
		<ul style="list-style-type: none"> A lump sum amount equal to 500 days minimum wages for lost customary rights or use of forest produce (if any)
	Share Cropper	An affected share cropper will get a sum equal to the un-expired lease period
Homestead (or non-agril. land)	Titleholder	<p>(i) Compensation as per LA Act for the loss of homestead land</p> <p>(ii) If more than 25% of the structure is lost, such affected people will be categorized as ‘displaced’</p> <p>(iii) Those affected but not displaced will get compensation for the portion of homestead land and structure affected by the project and permission to salvage construction material.</p> <p>(iv) Those displaced will get</p> <ul style="list-style-type: none"> Compensation for the structure affected (part or full) computed at BSR without deducting depreciation Permission to salvage construction material Alternate house site (to a maximum extent of 150 sqm in rural areas and 75 sqm. in urban areas) or cash in lieu of site to those getting physically displaced. A sum total of Rs 40,000 as one time financial assistance to BPL for house construction. Subsistence allowances equal to 240 days of minimum agriculture wages. Grant for a cattle shed equivalent to a sum total of Rs 3000. IGA grant to affected artisans, small traders, and self employed persons at Rs 25,000 per PDF Grant for transporting materials at Rs 5,000 per PDF
	Tenant/ Lease holder	<p>Only displaced tenant will get:</p> <ul style="list-style-type: none"> A sum equal to two months rental in consideration of the disruption caused. Transportation allowance of Rs. 5,000 towards shifting household materials.
Land under commercial use	Titleholder (Owner and occupier)	<p>(i) Compensation for the loss of land (commercial).</p> <p>(ii) For the structure affected (part or full), compensation will be computed at BSR without deducting depreciation</p> <p>(iii) Permission to salvage construction material</p> <p>(iv) If more than 25% of the structure is lost, the affected business/work place will be categorized as ‘displaced’.</p> <p>(v) PAFs affected but not displaced will get compensation for the portion of land lost and the structure (at BSR without depreciation) affected by the project.</p> <p>(vi) Those displaced will get</p> <ul style="list-style-type: none"> An alternate site (40 sq.mtr in rural areas or 25 sq.mtr. in urban areas) free of cost or cash equivalent in lieu there of. A construction assistance of Rs 10,000 for each PDF <p>(v) If alternate shop/work place is allotted by the project, those displaced will not be eligible for alternate site and construction assistance.</p> <p>(v) Other assistance:</p> <ul style="list-style-type: none"> Subsistence allowances equal to 240 days of minimum agriculture wages. A transportation allowance of Rs 7,000 to Residence cum commercial.

Type of Loss	Unit of Entitlement	R&R Entitlement Framework
		<ul style="list-style-type: none"> A transportation allowance of Rs 2,000 to commercial units.
	Titleholder (Absentee Land Lord)	<ul style="list-style-type: none"> (i) Only compensation for both land and structure (owned) (ii) Permission to salvage materials from demolished structure.
	Tenant/Lease holder	<p>Only displaced tenant will get:</p> <ul style="list-style-type: none"> A sum equal to two months rental in consideration of the disruption caused. Transportation allowance of Rs. 1,000 towards shifting.
Other assets	Owner affected family	Loss of other assets (including wells, trees) will be compensated equivalent to their replacement value.
Encroachers (Agril. land)	Family	If a PAF is dependent on the public land required for the project for the livelihood and belongs to 'vulnerable' groups he/she will get assistance to take up self-employment activities by dovetailing government programs or providing an assistance of Rs 25,000 to take up IG Activity.
Encroachers (Non-agril. land)	Family	If encroached land is used for housing and/or commercial purpose and if the affected person loses more than 25% of the built up structure (including one's own portion) and if physically displaced will be given the same R&R assistance as available to a displaced family. However, such PAFs will not get the compensation for the encroached land.
Squatters (for homestead purpose)	Vulnerable Family	<p>If the public land is occupied for homestead purpose and if the affected person has no alternate housing he/she will get:</p> <ul style="list-style-type: none"> Notice to remove the structure An alternate site of 150 sq.mtr. in rural areas or 75 sq.mtr. in urban areas or cash equivalent and compensation for lost structure without depreciation. If the family is allotted alternate weaker section housing, he/she will not be eligible for compensation and assistance or alternate housing equivalent to IAY. House construction grant Rs 10,000 A transportation assistance of Rs 2,000
Squatters (for commercial)	Vulnerable Family	<p>If the PDF has no alternate place, he/she will get:</p> <ul style="list-style-type: none"> Notice to remove the structure An alternate site of 40 sq.mtr in rural areas or 25 sq.mtr. in urban areas or cash equivalent and compensation for lost structure without depreciation. If the project allots an alternate commercial place developed by it, the PDF will not be eligible for neither compensation nor house construction assistance or Rs 10,000 for shop construction as per amended policy for APRSP. A transportation assistance of Rs 1,000 A maintenance allowance of Rs 2,000 PAFs from vulnerable sections will be provided training to take up self employment activity by dovetailing ongoing Government schemes
Kiosks	Vendor	<p>Ambulatory vendors licensed for fixed locations will be considered as kiosks and each affected vendor will get</p> <ul style="list-style-type: none"> Alternate site for kiosks or a sum of Rs.5000 for self relocation <p>NOTE: Vendors in groups (of more than 50) will be considered for relocating in a commercial complex, if developed by the project.</p>

Type of Loss	Unit of Entitlement	R&R Entitlement Framework
		Those allotted space there will not get any assistance.
Common infrastructure and common Property Resources	Community	<ul style="list-style-type: none"> Common properties will be replaced in consultation with the community Civic infrastructure will be replaced in consultation with the affected community and the local administration
Any Unforeseen Impacts	Affected community and/persons	Any unforeseen impact would be mitigated/enhance as per the APRRP 2005 or through any additional measures as may be required

10. LAND ACQUISITION

The project requires about 39 ha land, of which 31 ha is private land owned by individuals and the remaining 8 ha is public land mostly revenue/forest. Private land will be acquired as per LA Act 1894 through Consent award/mutual negotiations. Public land (other than RBD land) will be transferred to the project in accordance with the government guidelines and procedures for land alienation. LA and resettlement works will be completed before handing over site to construction contractor. Possession of land by the project will be taken over only after disbursement of compensation and R&R assistance.

Land acquisition procedures will be initiated with notification of the intention to acquire land under LA Act 1894. Determination of compensation and its payment is expected to start in June 2009 as indicated below.

Table 2: LA Plan Schedule

S. No.	Activity	Timeline
1	Publication of notification under section 4(1) of the LA Act – intention to acquire land	15 th March 2009
2	Receipt of objections from public	31 st April 2009
3	Hearing of objection by LAO	5 th May 2009
4	Publication of notification under section 6(1) – declaration of acquisition (in phases)	10 th May 2009 onwards.
5	Determination of compensation and issue of award by the competent authority (in phases)	5 th June 2009 onwards.
6	Payment of compensation for land and structures to PAPs	15 th June 2009 onwards

The project requires 2.65 ha of house sites area. In terms of the actual built up area, the project entails acquisition/appropriation of 2823 sq.mtr. of structures to be demolished for the project interventions. Compensation for structures will be computed at Basic Schedule of Rates¹ adopted by the RBD. However, no deduction will be made towards depreciation. Affected families will be permitted to carry the construction material (from the demolished structure) that one can salvage. Other assets like crops, trees, etc if affected will be compensated as per the procedures laid out in the RAP document.

11. RESETTLEMENT

The proposed CP project has planned for resettling all eligible PDFs within the framework of APRRP 2005 together with amendments for the road sector approved by GoAP. The relocation

¹ Basic schedule of rates is the rate list given in Government report for replacement value.

sites proposed to be developed are near the place of displacement along the road. These resettlement sites are mainly proposed in RBD land. Relocation sites have been proposed along the road, keeping in view the proposed technical designs and ensuring adequate safety measures. At locations where R&B land is not available, the District Administration will provide land for resettlement site subject to availability of Government land. In this process, the District R&R Committee will help in identification of suitable government land for resettlement sites.

The procedures to be followed by the implementing functionaries have been detailed out in SMP. Essentially, these include verification and updating the list of PAFs; public disclosure of this list and their (on individual basis) R&R entitlements; issuance of ID Cards along with their photos, losses and entitlements; compensation for loss of land and other assets; disbursement of relocation assistance including house construction assistance and subsistence allowance; development of resettlement sites and allotment of house sites, etc. No family will be deprived of their land/structure unless compensated. No construction will be initiated unless PAFs are compensated and they receive their R&R assistance. Similarly, no construction will be permitted unless all PAFs are properly resettled. As indicated in Table 2, displaced families under project will get a free house site, a house construction grant for BPL families, grant for cattle shed, transport assistance and subsistence allowance.

12. REHABILITATION

The over all approach of the project towards the economic rehabilitation of PAFs is to ensure that they enhance, if not at least regain their pre-project level of economic livelihood. Towards this end, the R&R policy framework agreed for the project includes allotment of government land (where available and agreed by the eligible PAF) together with the financial assistance towards land development and adjustment of compensation towards the cost of land allotted. Financial assistance to eligible PAFs is provided if they become landless, marginal and small farmers after LA for the project. Such families are also supported to access on-going income generation schemes of the government as complementary to their eligibilities. Government programs for income generation are available to vulnerable families (BPL, SC and ST) on subsidy-loan schemes. The Package NGO (selected for CP road) will help such vulnerable PAFs to access government programs. The rehabilitation assistance provided to PAFs along with subsidy will help them to enhance their living conditions. One member from each of such eligible PAFs will be given training either to impart new skill or improve the existing ones to help them take up alternate income generating schemes and supplement their household income.

All efforts will be made to ensure that interested (and willing to take-up the government schemes) PAFs are covered under the on-going government schemes. The Package NGO has a major role in helping PAFs in not only getting their R&R entitlements on time but also in ensuring their proper use. The NGO, with the help of the Package Manager (Engineer in charge of CP road), will approach the concerned government departments/agencies and ensure their coverage under Government programs, particularly the Indira Kranthi Patham.

Vulnerable families will be preferred in the allotment of sites for businesses/shops. Concerted efforts will be made to help such vulnerable PAFs to access government schemes for their socio-economic development.

13. OTHER SOCIAL ISSUES

13.1 Tribal and other Vulnerable Groups

The proposed project interventions will to have any adverse impacts on the indigenous peoples (referred locally as tribal) as 'groups or communities'. However, for those affected as individuals due to the project, adequate measures are included in SMP to safeguard their interests and concerns. The R&R policy framework agreed for the project provides for additional measures

for tribal PAFs. These include preferential allotment of alternate land, if available; 25% additional resettlement grant if settled outside the tribal areas; additional rehabilitation assistance; and house construction assistance to help in the house construction in the new resettlement site. Besides tribals, the vulnerables among PAFs include the BPL families, women headed households, SC families, etc. During implementation, all vulnerable if interested will be given preference for wage employment in the project construction activities.

13.2 Gender Issues

Women are categorized as vulnerable groups and if they are affected by the project on individual basis, they are eligible for additional support in their R&R process. Women will get wages, under the project, at par with men on 'equal work equal payment' basis. Where ever available and active women Self Help Groups, if interested will be involved in project implementation. Package NGO has an important role to involve women members through out the project period.

13.3 Child Labour

No child labour will be involved in the construction work. This is an important clause of the contractual agreement with the Construction agency. This will be strictly monitored by the project during implementation.

13.4 Road Safety Education

During social assessment and stakeholders' consultation, road safety has emerged an important issue and local communities and other road users expressed their concerns, particularly on completion of project which would significantly increase the vehicle speed and traffic flow. In this regard, the project provides for road safety measures in the construction plan. However, to educate the local communities on the use of road, following traffic rules and ensuring safety, a program on road safety education has been included in the present SMP. Since the Package NGO would be developing a good rapport with the local communities and other road users, road safety education and awareness campaigns will be one of its important activities of the assignment.

13.5 Prevention HIV/AIDS Transmission

It is well established that because of proposed improvements in the road, mobility of Commercial Sex Workers and truckers and other road users will also increase 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 project. An action plan for the prevention and control of HIV/AIDS has been prepared in close coordination with the Andhra Pradesh AIDS Control Society (APSACS) for the entire AP Road sector project, of which this CP road is also included. This Plan will be implemented by the Package NGO, closely working with APSACS local functionaries and supported by the Package Manager.

14. IMPLEMENTATION MECHANISM

In this comprehensive SMP, RAP is the most important component. Other components of SMP include prevention and control of HIV/AIDS and Road Safety Action Plan. This SMP, therefore, has a variety of project stakeholders, target groups and implementing agencies. For example, R&R component will be implemented by the Package Manager in close coordination with the District Administration and will be closely monitored by the District R&R Committee. RAP implementation will be facilitated by the Package NGO. HIV/AIDS plan will be implemented by involving APSACS directly. Road safety measures will be implemented with the

help of Transport Department where Package NGO will be undertaking education and awareness programs among the local/road side communities and other road users.

Therefore, the agreed framework for SMP implementation is as follows.

- The SMP including RAP will be approved by GoAP
- Besides the project, monitoring of RAP will be done by the District level R&R Committee
- LA and R&R activities will be implemented through District Administration
- Package Manager will be implementing other components of SMP (HIV/AIDS Action Plan and Road safety program) with the help of the Package NGO and support from respective government agencies (APSACS and Transport Department).

15. BUDGET

The budget for this Social Management Plan (including land acquisition and R&R activities) works out to Rs. **5.89 crore**. The budget provides for compensating land and other assets required for the project, R&R assistance, and development of resettlement sites. This also provides for capacity building and training, cost of engaging Package NGO and administrative expenses at the Package level. Budget required for HIV/AIDS and Road Safety measures will come from the respective plans prepared at the project level.

TableA.1 : Economic Status of Vulnerable PAFs

Sl.No.	Category	Below Poverty Line (BPL)	Above Poverty Line (APL)	Total
1	SC	71(79.77)*	18(20.23)	89(100)
2	ST	19(90.40)	2(9.60)	21(100)
3	WHH	70(77.77)	20(22.23)	90(100)
4	Others	280	121	301
	Total	440	161	601

Fig in bracket are parentheses.

Table Table A.2: Existing and proposed RoW

Sl No	Chainage (km)		Existing RoW (m)	Proposed RoW (m)	Improvement Proposals
	From	To			
1	3.450	14.850	12-20	25	4 laning with Divided Carriageway
2	15.100	36.0350	20-35	25	Curve improvement
3	36.350	42.500	14-18	25	Widening
4	42.500	45.875	20-22	18	Widening
5	52.040	53.980	---	45	Bypass
6	54.050	55.400	20	25	Widening
7	60.100	60.450	24	25	Widening