

Social Monitoring Report

6 Annual Report
January 2019

Bhutan: SASEC Road Connectivity Project

Pasakha Access Road (Addendum)

Prepared by Department of Works, Ministry of Works and Human Settlements for the Royal Government of Bhutan and the Asian Development Bank.

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Construction, Supervision and Capacity Development for SASEC Road Connectivity

**Asian Development Bank Grant No. 0400-BHU(SF)
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(SASEC) Road Connectivity Project**

ADDENDUM

SOCIAL MONITORING REPORT (6)

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Introduction

1. A proposal to increase the width of the carriage-way of the Pasakha Access Road under the ADB SASEC Road Connectivity Project was put up to the Departmental Coordination Committee on 17/08/2018. The following changes have been proposed:

	Original Design	Proposed changes	Remarks
Formation width			In the original design, the paved shoulder was only on one side of the road for cut section. The proposed changes include paved shoulders on both sides of the road.
Cut Section	8 meters	10 meters	
Embankment Section	8 meters	9 meters	
Carriageway	6 meters	7.5 meters	
Paved Shoulder	1 meter on valley side of the road for cut section and 1 meter on either side for embankment section.	0.75 meters on either side of the road for both cut and embankment sections.	
Drainage	1 meter	1 meter	

2. With the improvement of the Pasakha Access Road and the concrete bridges at Bhalujhara and Bhawanijhora, traffic is expected to increase. In addition, a large majority of the vehicles will be heavy duty vehicle such as trucks and trailers. The increase in the width of the road has been proposed to allow a smooth flow of traffic.

3. Certain sections of the hillside will be cut in order to increase the road to the proposed width. The slope cutting will not affect any private land or structures. Instead the project proposes to build gabion walls with appropriate heights along these cut sections to retain the soil and reduce further soil erosion. On the valley side, the increase in the width will not affect any private land or structures.

4. The existing access roads to the factories, settlements or fuel stations will remain as it is with no obstructions. acknowledge

Affected structure

5. The house of Ap Nala is the only affected structure. It is a semi-permanent structure located at the end of the Bhalujhara Bridge. The house serves both commercial and residential purposes for Ap Nala and his family. A number of options were considered to ensure that the relocation would have minimum impact on the affected family. The DOR

then decided that building a retaining wall on northern side of the house would serve dual purpose in retaining a road embankment and protecting the affected structure. This would mean the affected family would not need to relocate and it would also not affect their daily lives. The construction of the retaining wall has started and is expected to be complete by October 2018.



The retention wall outside Ap Nala's is nearing completion

Accessibility to the Bhalujhora settlement

6. Once the new Bhalujhora Bridge is complete, road accessibility to the Bhalujhora settlement (located at the end of the bridge) will be closed. According to the Phuentsholing Thromde, the entire land belongs to the Government and the people occupying this area are all illegal. The Thromde says that the settlement will be cleared by December 2018 for further development works. However, road accessibility will still be provided by the Pasakha Access Road project so that no person is affected by this project. Accessibility to this settlement also means that residents will not park their vehicles on the road causing inconvenience to big trucks plying that road.

Recommendation

7. There is one settlement below the road (at the starting point of the Pasakha Access Road). Although it is far below the reach of the road construction, the site engineers have still been advised to work with caution in order and avoid any mishaps so that the road construction works do not affect the settlement.