



GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH  
MINISTRY OF LOCAL GOVERNMENT, RURAL DEVELOPMENT AND CO-OPERATIVES  
**Local Government Engineering Department (LGED)**  
Agargaon, Sher-E-Bangla Nagar, Dhaka-1207

**Final Report on Study-03**  
**‘My Village -My Town’ -Technical Assistance Project**  
“Feasibility Study for Rural Connectivity including Multi-Modal Transport  
System in Char and Haor Areas”

**Dakshin Sunamganj (Shantiganj), Sunamganj**



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## GLOSSARY

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**Hard-to-reach Villages** mean in the Study those villages that are not connected by any paved road with the respective Upazila HQ and/or Union Parishad, and to the nearest economic activity hub and social service centres. The following explanations is important for the concept of hard-to-reach villages.

- In haor areas, Village connected with submersible roads dry season and connected with riverine/haor routes in monsoon season has been considered as accessible and excluded from hard-to-reach villages.
- Within Upazila, Villages that needs a bridge to connect has not considered as hard-to-reach villages.
- In case of island Upazilas, villages that are accessible with paved roads from Upazila HQ has been considered as accessible and excluded from hard-to-reach villages.
- In case of villages that are connected with HBB (Herring-Bone-Bond) or Brick flat soling routes has been considered as hard-to-reach villages

**Mauza** is normally the geographical expression of a unit of landmass for revenue settlement and revenue collection, whereas, the village is a human settlement within a Mauza with strong social bond. Within a Mauza there could be more than one village.

**Union** Bangladesh has 3-tiers local government system: District, Upazila and Union. Union is the lowest level of local government below Upazila Parishad

**Upazila** Sub-district; the third level of government administration below division and district.

**Hat** Synonym of bazar or market

**Walking Trail** mean in the Study the village pathway or access used for walking by commuters, in the most cases do not have gazetted or established or commonly used alignment, and to the most, passable by bi-cycle or motor bike. These village trails are not passable by motorized jeep or mini truck or emergency service vehicle or not even by any three wheelers.

**Unpaved Roads** have no pavement or surface material. They are usually the earthen roads.

**Vulnerability** is the human dimension of risk that is defined as conditions determined by physical, social, economic, environmental, political, cultural and institutional factors or processes which increases the likelihood of an individual or a community to the impacts of shocks and hazards.

**Climate-Resilience** is expressed as the ability of a community to resist, absorb, adapt to and recover better from the impacts of disaster like flood and landslides in a sustainable way.



## ABBREVIATIONS

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ADB	– Asian Development Bank
BBS	– Bangladesh Bureau of Statistics
BC	– Bitumen Carpeting
DatEx	– Data Expert (Pvt.) Limited
DECL	– Delight Engineers and Construction Ltd.
DoE	– Department of Environment
DPHE	– Department of Public Health Engineering
DPP	– Development Project Proposal
FGD	– Focus Group Discussion
GIS	– Geographic Information System
GOB	– Government of Bangladesh
HBB	– Herring-Bone-Bond
HQ	– Headquarter
JV	– Joint Venture
KII	– Key Informant Interview
LGD	– Local Government Division
LGED	– Local Government Engineering Department
LGI	– Local Government Institute
MVMT	– My Village My Town
NGO	– Non-Government Organization
PD	– Project Director
PMO	– Project Management Office
RCC	– Reinforced Concrete
RHD	– Roads & Highways Department
SDGs	– Sustainable Development Goals
TA	– Technical Assistance Project
UNDP	– United Nations Development Programme
UNO	– Upazila Nirbahi Officer
UNR	– Union Road
UP	– Union Parishad
UPZ	– Upazila Road
VRA	– Village Road A
VRB	– Village Road B





## BACKGROUND

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### Context of the Project

The Government of Bangladesh made massive plans to ensure equitable development around the country. Under this development philosophy, the GoB requirements are to reduce rural-urban divide to foster developmental benefits for all citizens. As part of this, the government declared an election manifesto on the eve of the national parliament election 2018 uniting the theme **Bangladesh on the March Towards Prosperity** aiming at transforming Bangladesh into a developed nation by 2041. Under this, villages have been considered the basic unit of prosperity for building a developed nation.

This firm commitment was declared following the light of the philosophy of the Father of Nation Bangabandhu Sheikh Mujibur Rahman to build ‘Sonar Bangla’ (Golden Bangla) through inclusiveness, balanced and development for all.

Following the philosophy of the Father of the Nation, the government declared election manifesto 2018 titled ‘My Village-My Town’- Extension of Modern Civic Amenities in Every Villages. The Local Government Division under the Ministry of Local Government, Rural Development and Cooperatives has prepared a comprehensive work plan to make this election commitment a reality. The Local Government Division with its two agencies, Local Government Engineering Department (LGED) and Department of Public Health Engineering (DPHE) has undertaken a technical assistance project named ‘My Village-My Town’- Technical Assistance Project. Under this project, 36 studies and 30 guidelines are being developed on eight thematic components related to mandate of Local Government Division. The eight thematic components are Rural Communications, Growth Centre and Hat bazar, Rural Water Supply and Sanitation, Rural Waste Management, Community Space and Recreation Facilities, Upazila Masterplan, Rural Housing and Capacity building of Upazila and Union Parishad. Besides this, a coordination framework is being developed among the other ministries involved in implementation of My Village-My Town election manifesto. It is notable to mention that a coordination committee has been formed comprising 21 ministries to implement the program in a coordinated way under the leadership of the Minister of Local Government, Rural Development and Co-operatives.

### Context of the Report

This report is a part of study of the component ‘Rural Connectivity’. Rural connectivity is the basic of all amenities in the villages. Rural connectivity works as the conduit that can supply a number of bare necessities such as access to market, health, education, employment etc. In general Bangladesh has remarkable progress in rural connectivity. Instead of this, a number of regions of the country are geographically sensitive where rural connectivity is not easy and has lot of challenges. These regions are -Haor, Beel, Hills, Chars, islands etc. The people residing in these regions has considerably low access to civic amenities compared to other villages of the country. Therefore, study and plan development of improvement of rural connectivity is one of the important assignments of the technical assistance project. The project undertook Upazila based special study on the villages of these geographically sensitive regions that are mentioned before.

This report contains rural connectivity status and priority plan of the **Dakshin Sunamganj (Shantiganj)** Upazila of **Sunamganj** District.



# 1 DESCRIPTION OF THE UPAZILA

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## 1.1 GEOGRAPHY AND DEMOGRAPHY

The geographical area of Dakshin Sunamganj upazila is 303.17 sq.km of land with 10 sq.km of riverine area. It has 8 unions, 102 mouzas and 171 villages. Dakshin Sunamganj is 10 km far from district headquarters of Sunamganj. According to the UE office, Dakshin Sunamganj, the upazila is covered by 10 major haors and there exists 4 rivers flowing over the upazila. The total population of the upazila is 1,83,881 of which 90,897 are male and 92,884 female, total number of households are 32,033, average household size is 5.74 and population density is 629 (*as per population census 2011*).

## 1.2 EDUCATION FEATURES

According to the information availed from relevant local government offices, there are 69 govt. primary, 26 registered primary, 1 non-government primary, 15 NGO & 5 kindergarten schools, On the other hand, Dakshin Sunamganj has 13 non-government high schools with an only privet college, and 18 madrashas. The literacy rate for the upazila is 32.3%.

## 1.3 RURAL ROAD COMMUNICATIONS

Bangladesh scored in the rural accessibility index at around 87 per cent among South Asian and some other Africa countries. Generally, the people of Bangladesh get all weather within 2 kilometers adjacent to their living places. But the feature of rural roads communications in Dakshin Sunamganj upazila is contrasted. There are many villages, disconnected from the developed paved road network that brings huge sufferings for the people of the villages. The total rural road network of Dakshin Sunamganj is 332.89 km and out of which, 148.40 km paved and 184.49 km earthen.

## 1.4 AGRICULTURE, FOOD PRODUCTION AND FISHERIES

Both the Agriculture & Pisciculture have a major importance for the economy of the people of Dakshin Sunamganj though the remittance from people living abroad is notable in the upazila. There are 75,940 acres of arable land in the upazila. In the fiscal year 2010-11 the rice production was 6,807 & 73,314 metric tons for Aman & Boro seasons respectively. The upazila also produced 1060 metric tons of potato in the same fiscal year 2010-11. A notable quantity of vegetable is also produced here in this upazila.

## 1.5 GROWTH CENTRE AND HATBAZAR

Growth Centre and Rural Hatbazar is one of the main centres of the rural economy. Hatbazar is like the heart for the development of the rural economy. Rural hatbazar plays a role in increasing production and creating employment impacting on the supply chain of agriculture and non-agriculture products. There are 10 hatbazars with 3 growth centres in the upazila. The structural development of hatbazar and growth is pivotal to boosting up the rural economy. A details of the growth center & hatbazar of the Upazila has been attached in the *Annexure-1*.

## 2 LOCATION OF THE UPAZILA

Dakshin Sunamganj (Shantiganj) upazila is in the North-Eastern part of the country under Sunamganj district in Sylhet division. The location has been shown in the map. It is surrounded by Sunamganj Sadar and Dowarabazar upazilas on the north, Jagannathpur and Derai upazilas on the south, Dowarabazar and Chhatak upazilas on the east, Jamalganj upazila on the west. The upazila is mostly deep haor region within ‘Sylhet Haor Basin’. The hilly rivers coming down from the ‘Khasi and Jaintia hills’ in Meghalaya, India carry particularly high volumes of water during monsoon as they come from some of the rainiest places in the world, resulting flash flood at the foothills inside Bangladesh. Flood coming from uphill Meghalaya (*where there is Cherrapunji, the wettest place on earth*) during monsoon causes waterlogging within the haor basin for almost half the year. Flash floods induce severe impacts in both the built and the natural environment. The effects of flash floods can be catastrophic and show extensive diversity, ranging from damages in buildings and infrastructure to impacts on vegetation, human lives and livestock.

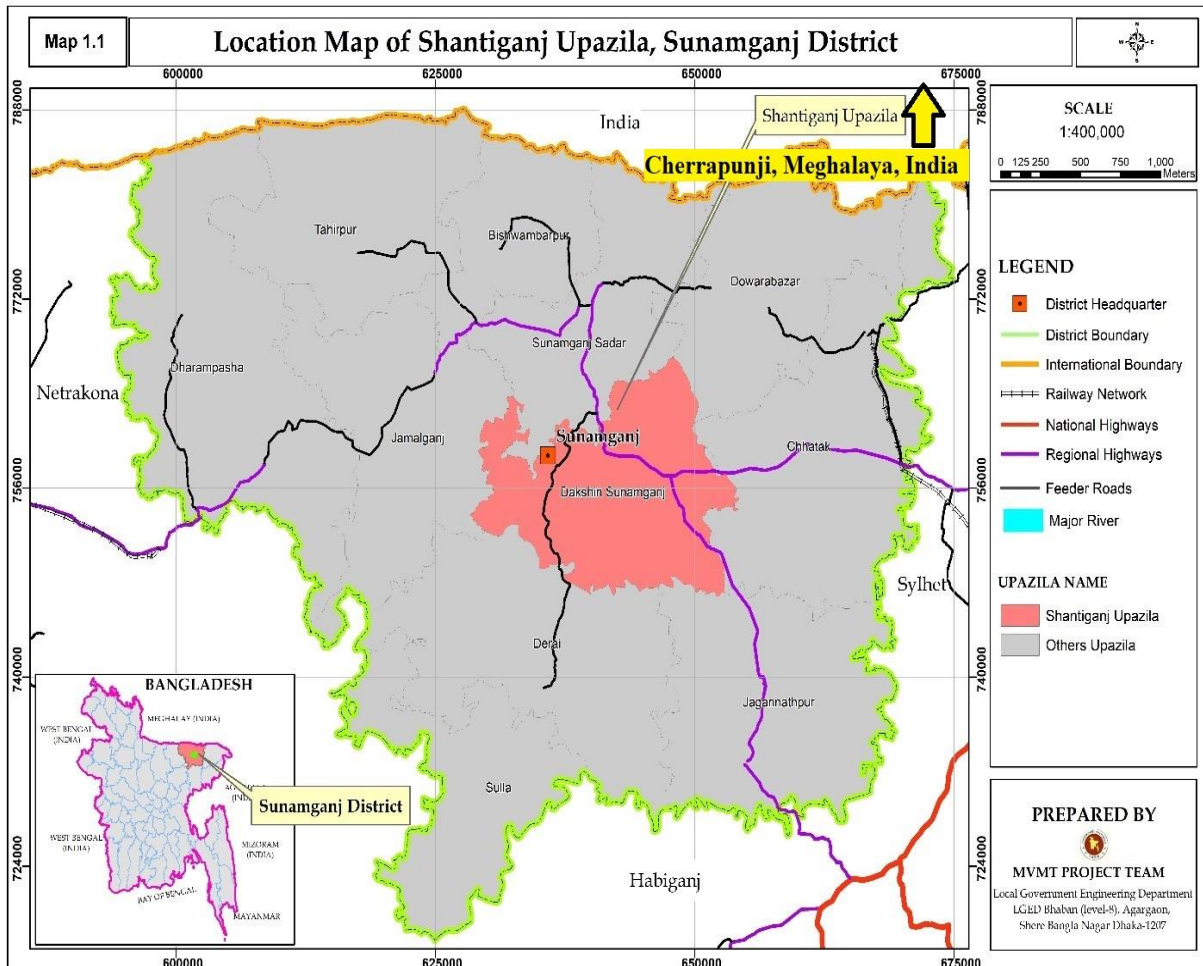


Figure 1: Upazila Location Map.

### 3 APPROACH & METHODOLOGY

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#### 3.1 STUDY TEAM COMPOSITION

A team consisting of Senior Rural Road Infrastructure Specialist, Associate Rural Infrastructure Specialist, Assistant Engineer engaged by Project Management Office (PMO) conducted the study. On the other hand, A team consisting of Deputy Team Leader cum Rural Infrastructure Engineer, Junior GIS expert and Junior Engineer engaged by consulting firm (datEx & DECL JV) conducted the study. Participatory approach to review the database and identify priority transport infrastructure needs ('sub-projects') was instrumental. At the stakeholder consultation meeting held in each district, the database was reviewed, priority needs identified and mapped working together with the LGI representatives and LGED technical team. LGED and LGI representatives were surveyed each Upazila for collection of detailed observations and validations of the proposed priority needs.

#### **Stakeholder Consultation Meeting**

- Hard-to-reach Village Database and database of sub-projects reviewed
- Prioritization of sub-projects for each Upazila with LGI and LGED representatives
- Hard-to-reach villages and priority sub-projects mapped in the LGED GIS Map

#### 3.2 STUDY AREA

The Study was conducted in 72 Upazilas of haor areas, 3 Upazilas of Beel areas, 8 Upazilas of Char areas, and 4 Upazilas of Island areas during the period from December 2021 to June 2022. Apart from this, PMO team conducted the study in 50 Upazilas of Haor areas and rest of the Upazilas of Haor, Beel, Char and Island areas are conducted by consulting firm team. The upazila technical staff of LGED supported in organizing stakeholder consultation meetings and in database review and mapping the Hard-to-reach villages and population during this study period. They also supported in the field work and authentication check by visits to the sub-projects in their respective Upazila, and looking at the feasibility of some proposed sub-projects from technical, social and environmental perspectives.

#### 3.3 DATABASE REVIEW AND ANALYSIS

The Study applied both qualitative (e.g., focused group discussions and in-depth case study field work) and quantitative (structured and semi structured interviews) approach and methods in reviewing and conducting field work in all the haor areas to understand the need and impact of rural accessibility in remote village contexts. The most applied methods in the reviewing and conducting field work were:

- Key Informants Interview (KII)
- Focus Group Discussion (FGD)
- Case Study for authentication check and individual sub-project feasibility study.

- ❖ Review Hard-to-reach village database at the ‘Stakeholder consultation meeting’ participating by local government representatives such as UP chairman and members, upazila chairman, vice-chairman, and UNO.
- ❖ FGD and KII were conducted using a checklist. Composition in the FGD included local community people: male and female, teacher, local farmer, trader, and student depending on the availability.
- ❖ KIIs of Union Chairman, Upazila chairman, UNO male and female, and teacher depending on availability.
- ❖ Authentication and feasibility check by visits to the sub-projects reviewed and listed for the 40 selected case study unions under MVMT project.
- ❖ Survey with GPS machine and Google apps in collecting Hard-to-reach village location, landmark, chainage at gaps, village road at section vulnerable to land erosion damage, narrow existing width or sharp slope location.

### **3.4 PRIORITIZATION CRITERIA OF SUB-PROJECTS**

Prepare a priority list of sub-projects by Upazilas that includes gazette ID roads and non-gazette roads (No ID) with attributes like name and number of villages and population. The criteria used in the prioritization are described below.

- Population, travel time needed from the remotest villages to the Upazila HQ, road type and cost per km per 1000 population are the indicators weighted giving a value in a formula.
- Priority is given to single connection with no alternative transport road and multi-modal transport route to connecting the villages with Upazila HQ and Union Parishad, growth centre and important markets and social service centres; villages with higher number of population and travel time get higher weightage;
- Priority is given to roads, ghats and collection points that will facilitate agricultural diversification, reduce transportation cost, ensure fair price and create farm and non-farm employment and income;
- Priority is given to roads’ development and inland waterways dredging that will enable year-round mobility of general public and villagers in particular, health workers, teachers and students, and tourists to facilitate tourism development, quality education and better health service in the district and region;
- Special priority is given to sub-projects of roads, riverine routes/inland waterways that will mainstream deprived communities living in the hard-to-reach villages;
- Identified sub-projects more cost-effectiveness than others using per km per 1000 population cost for each sub-project;
- Every sub-project(s) is to be climate-resilient, sustainable and cost-effective.

### **3.5 WEIGHTAGE DISTRIBUTION FOR PRIORITIZATION**

The approaches and methodologies of the Study for reviewing database and prioritization are synthesized in the diagrams below, noting that the proposed sub-projects of roads in the databases are prioritized based on weightage calculated on the set criteria (as shown in the diagram). People’s demand and local need are reflected in the prioritization which were



determined by the Study, working together with LGI representatives and LGED field level technical staff at the stakeholder consultation meetings held in each upazila.

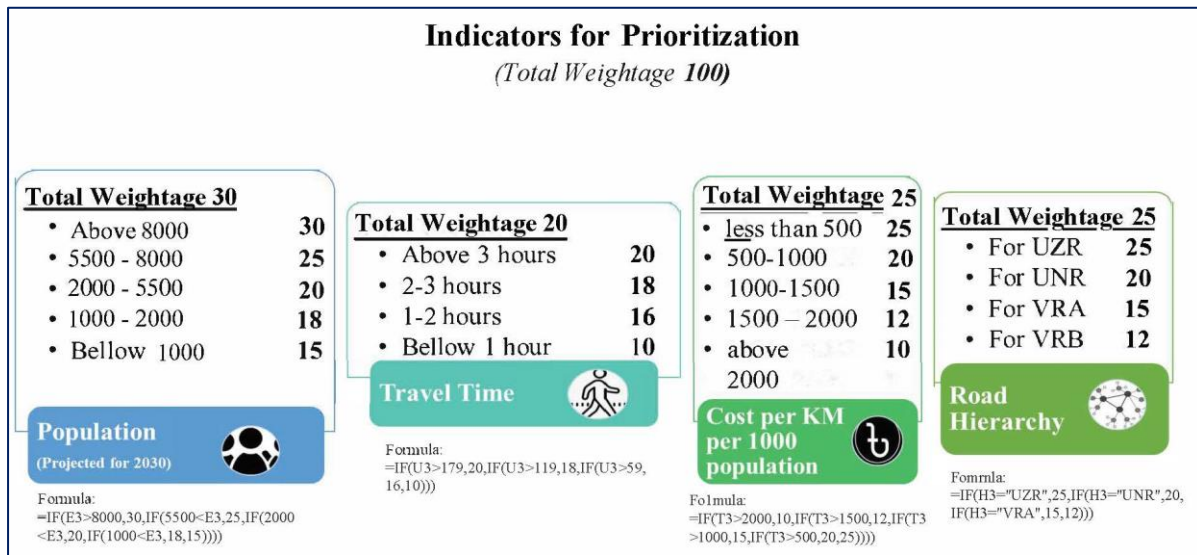


Figure 2: Prioritization indicators & their weightage values

### 3.6 MAPPING HARD-TO-REACH VILLAGES & POPULATION

- With the active support of LGED technical staff, first, draw every priority listed MVMT roads and Hard-to-reach villages on the LGED GIS map in presence of union Chairman and members who knows the sub-project and area the best. This was not in scale but approximation was reached by triangulation. Then digitized on screen using GIS, and validate with Google map and checked with data and information on important features and points collected using GPS during field visits.
- There were challenges in deciding on starting node and/or zero chainage of the non-gazette (No ID) road, because not all non-gazette sub-projects were visited and surveyed by the Study team.

### 3.7 WRAP UP MEETING

Wrap up the field work progress at each district holding a meeting chaired by the Executive Engineer, LGED and participated by all upazila engineers of the respective district. On completion of the fieldwork, this was conducted to share issues and updates to the district Executive Engineer for feedback and action, as necessary.

### 3.8 VALIDATION WORKSHOP

On completion of data analysis and drafting of the database and mapping, the Study outputs were shared with the respective districts and upazilas for final review. Later validation workshop was held at the respective district on the Draft Report to share and validate the findings. This was participated by the LGED Division, District and Upazila officials and technical staffs.

### **3.9 NATIONAL WORKSHOP**

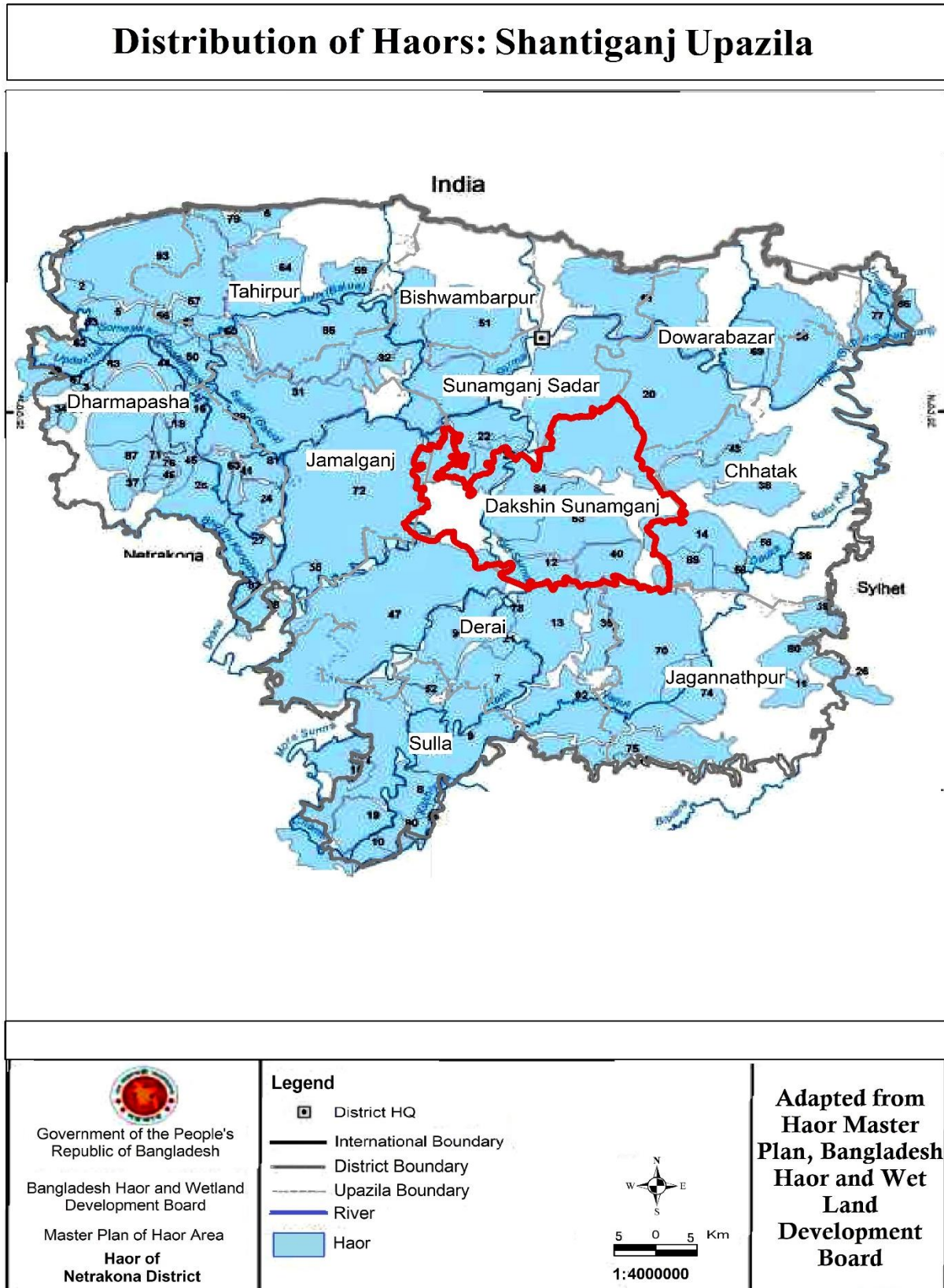
The Draft Report is finalized, incorporating comments received from the validation workshop, LGED head office staff and PMO office. A National Level workshop was held at LGED HQ for sharing and disseminating the results of the Study.



## 4 DESCRIPTION OF WETLANDS

### 4.1 DISTRIBUTION OF THE HAORS/ WETLANDS

The Upazila has a large portion of flood plain zone that covers almost 80% of its land area. Rest of the area is highlands that doesn't submerged.



*Figure 3: Haor Distribution Map*

## 4.2 HAOR/ WETLAND CATEGORY

However, most of the area is haor zone, covers almost 70% of the upazila. Therefore, road or other infrastructure development in this Upazila have major environmental consequences.

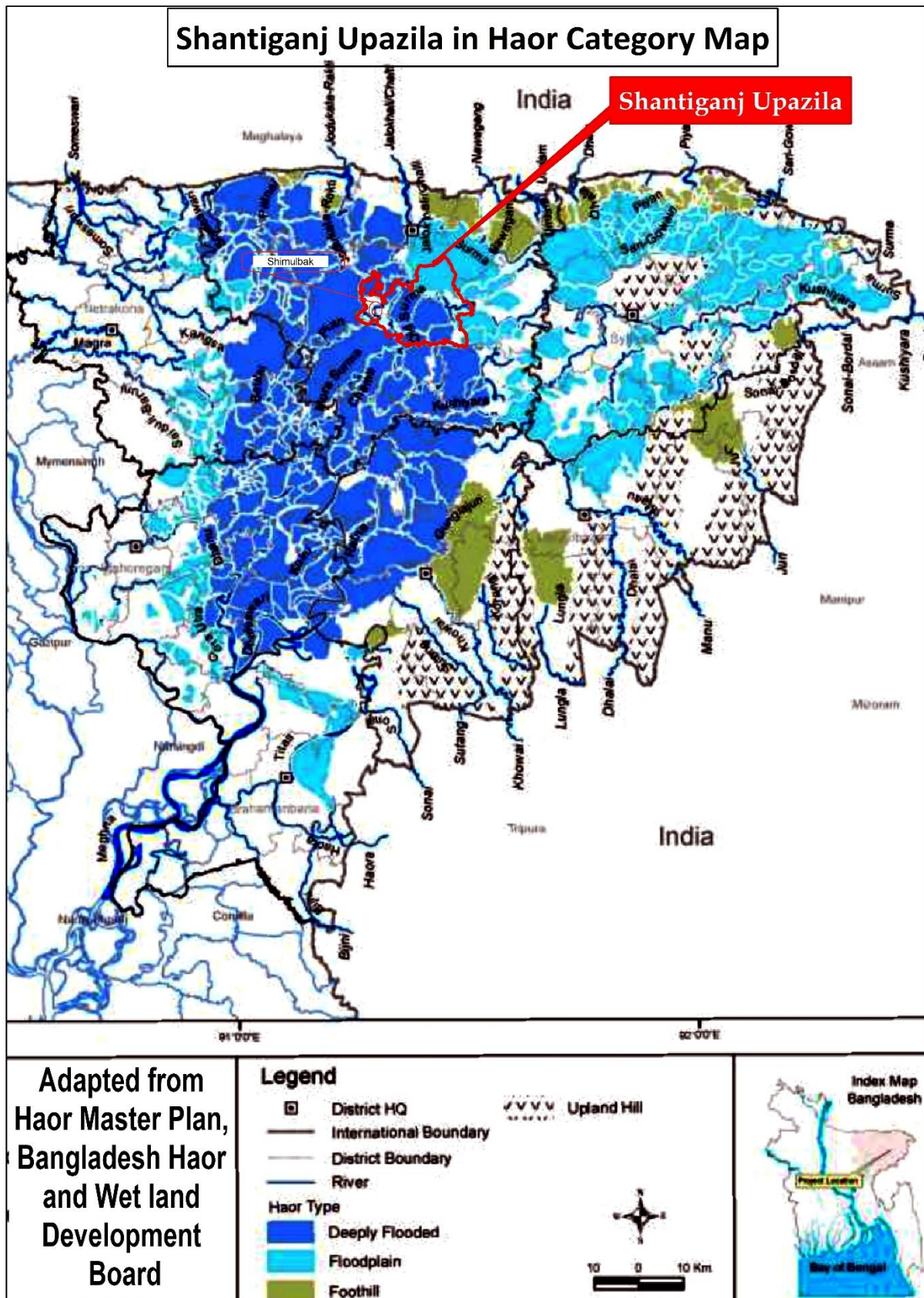


Figure 4: Haor Category Map.



### 4.3 BIO-ECOLOGICAL CHARACTERISTICS

The Bio-ecological characteristics map of the Upazila has been shown below. The map shows that-it is completely a haor basin area. Therefore, adequate opening for the road and road structures should be maintained.

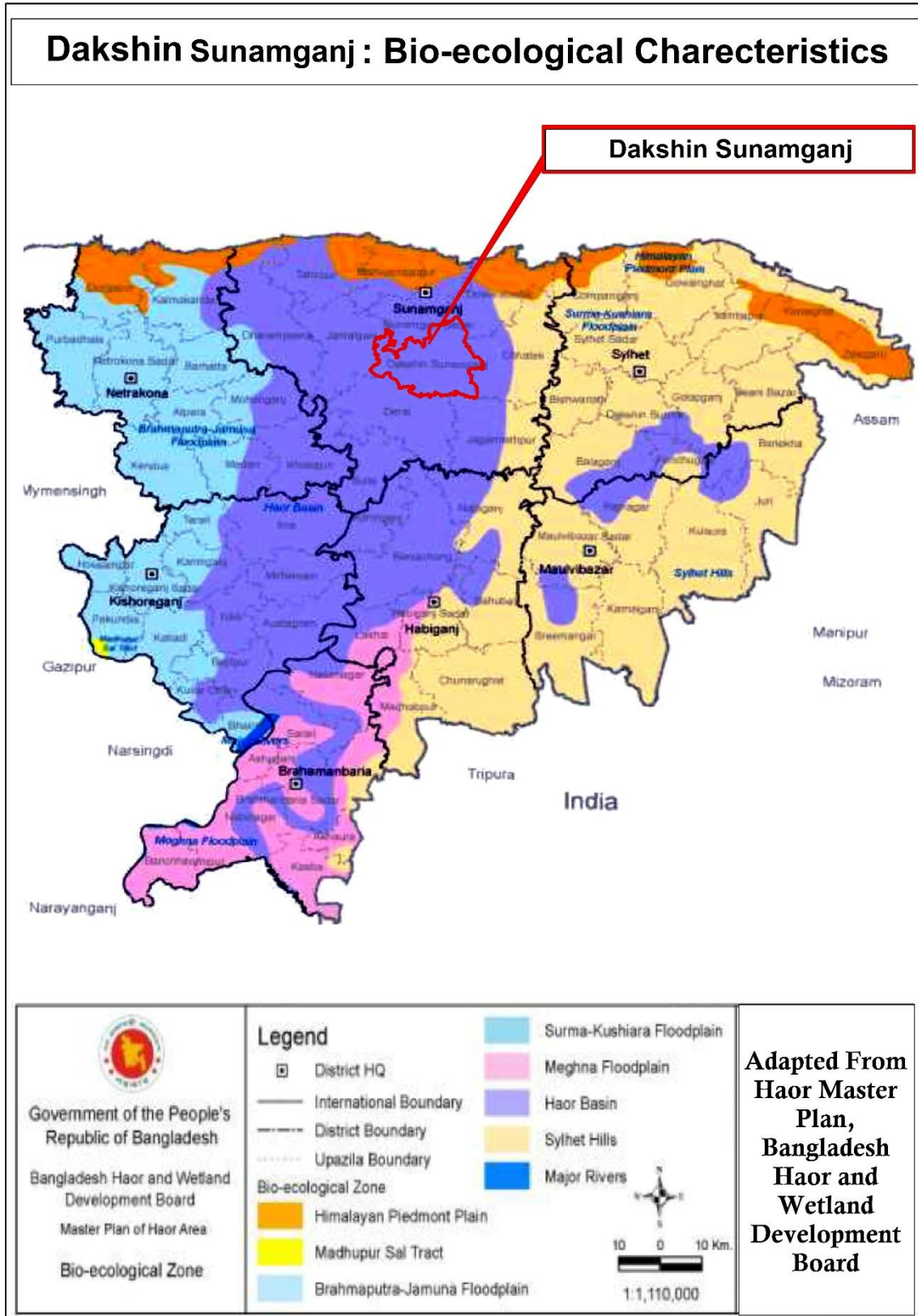


Figure 5: Bio Ecological Characteristics Map

## 5 RURAL ROAD CONNECTIVITY TO THE VILLAGES

### 5.1 SUMMARY OF THE VILLAGE CONNECTIVITY

Dakshin Sunamganj is an upazila with major haors. The rural road communication is quite poor here. Out of 169 villages, 51 are disconnected from the developed paved road network that brings huge sufferings for the people of those villages. The total rural road network of Dakshin Sunamganj is of 332.89 km and out of which, 148.40 km paved and 184.49 km earthen.

*Table 1: Total villages in the unions and their connectivity*

SL No	Union	No of Villages	Connected Villages	Disconnected Villages
1	Durgapasha	34	28	6
2	Joykalas	25	18	7
3	Paschim Birgaon	16	11	5
4	Paschim Pagla	12	9	3
5	Patharia	24	14	10
6	Purba Birgoan	7	2	5
7	Purba Pagla	25	19	6
8	Shimulbak	26	16	10
<b>Total =</b>		<b>169</b>	<b>118</b>	<b>51</b>

### 5.2 VILLAGES AND THEIR CONNECTIVITY – UNION LEVEL

The consultant arranged a meeting at upazila conference room with and all the UP Chairmen & their secretaries. The team interviewed representative of each the union and collected data about the HTRV.

*Table 2: Union wise connected & disconnected villages and their population*

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Disconnected Villages	Population 2021 (Based on BBS 2011)
Durgapasha (34)	1	Alujinai	371	Akterpara	2312
	2	Amria	1994	Dharadharpur	438
	3	Birkalash	544	Nurpur	550
	4	Buranpur	1588	Paikapan	2335
	5	Chauka	100	Saidpur	572
	6	Chayara	1275	Sichni	1603
	7	Dakshin Bausi	771		
	8	Dakshin Bausi Chak	534		
	9	Dakshin Sartumardan Chak	792		
	10	Durgapasha	2065		
	11	Durgapur	0		
	12	Gandidoar	281		
	13	Gongirgaon	164		
	14	Goshinpur	144		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Disconnected Villages	Population 2021 (Based on BBS 2011)
	15	Harinagar	1076		
	16	Hasanpur	560		
	17	Iliaspur	818		
	18	Jamkhala	855		
	19	Maugaon	701		
	20	Noagaon	1087		
	21	Paschim Bausi	881		
	22	Rasulpur	313		
	23	Sarishpur	0		
	24	Satrumardan	1341		
	25	Sitaharan	0		
	26	Sitaharan Chak	536		
	27	Sreerampur	288		
	28	Sriramgagan Sri	112		
		<b>Sub Total=</b>	<b>19191</b>		<b>7810</b>
Joykalas (25)	1	Astama	3450	Asampur	2334
	2	Bagarkara	1848	Dumria	3752
	3	Dabagram	441	Hashkuri	1752
	4	Dakshin Alampur	1731	Hasnabaj	1334
	5	Dakshin Sreenathpur Chak	2396	Jamlabaj	4581
	6	Fatepur	607	Noyagaon	639
	7	Imamnagar	796	Ahamodabad	2292
	8	Joykalash	2788		
	9	Kamrup Dalang Chak	1469		
	10	Manikpur	313		
	11	Mirjapur	1258		
	12	Noyakhali	1197		
	13	Parbatipur	1887		
	14	Sadarpur	1298		
	15	Tegharia	788		
	16	Ujanigaon	2509		
	17	Uttar Kamrup Dalaong	2762		
	18	Uttar Narayanpur	261		
		<b>Sub Total=</b>	<b>27799</b>		<b>16684</b>
Paschim Birgaon (16)	1	Bamangaon	112	Baramuha	1943
	2	Durbarkanda	1123	Basiakhauri Banuarbari	874
	3	Durgapur	1182	Taila	2337
	4	Hular Bhita	221	Thakurbhog	1567
	5	Jojsiddi Basiakhauri	1992	Ukhtipar	1019
	6	Kauajuri	579		
	7	Maukhala	685		
	8	Sapararkona	1140		
	9	Shantipur	525		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Disconnected Villages	Population 2021 (Based on BBS 2011)
	10	Shyamnagar	1393		
	11	Umednagar	852		
	<b>Sub Total=</b>		<b>9804</b>		<b>7740</b>
Paschim Pagla (12)	1	Birgaon Chak (Kandirgaon)	1053	Enayetnagar	1571
	2	Checharkona (Part)	503	Uttor Purbo Khadipur	2589
	3	Chandapur	1616	Shariatpur	
	4	Kadipur	2017		
	5	Roypur	1516		
	6	Panchahal (Part)	556		
	7	Satrumardan	6965		
	8	Uttar Haskuri Chak	167		
	9	Uttar Satrumardan Chak	123		
	<b>Sub Total=</b>		<b>14516</b>		<b>4160</b>
Patharia (24)	1	Asamura	1403	Amdabad	648
	2	Babania	536	Dakshin Haripur	787
	3	Dakshin Bagarkara	718	Gaginagar	5025
	4	Dakshin Sreenathpur	1272	Ganiganj	2509
	5	Kandargaon	221	Hachar Char	1856
	6	Kandigaon	770	Kamrail	754
	7	Kashipur	440	Narayangar	679
	8	Nagar (Hindu Para)	777	Narayanpuri	336
	9	Natun Jahanpur	900	Patharia	2749
	10	Puran kandigaon	323	Bulenagar	1719
	11	Puran Jahanpur	1039		
	12	Saidabad	563		
	13	Talukgaon	703		
	14	Tehakia	420		
<b>Sub Total=</b>		<b>10085</b>		<b>17062</b>	
Purba Birgoan (7)	1	Dhalmaisha Karergaon	789	Bhabangaon	1927
	2	Karergaon	167	Birgaon	7633
	3			Dharampur	1794
	4			Salap	3638
	5			Madhya Hashkuri Chak	1397
	<b>Sub Total=</b>		<b>956</b>		<b>16389</b>
Purba Pagla (25)	1	Digarkandi	1151	Alampur	863
	2	Nazimpur	514	Chikarkandi	2410
	3	Bade Kaibartan	0	Ghoradumbur	1894
	4	Brahmangaon	2247	Manbeg (Rajapur)	987
	5	Badulapur	606	Shantibag	1375
	6	Churkair	332	Betkuna	
	7	Dabar	0		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Disconnected Villages	Population 2021 (Based on BBS 2011)
	8	Dakshin Alampur Chak (Part)	0		
	9	Damodartupi	1713		
	10	Dekhar Haor (Gazinagar)	825		
	11	Noagaon	838		
	12	Pithapai	1562		
	13	Pithapai Chak (Betkona)	917		
	14	Kararai	133		
	15	Mamadpur	1790		
	16	Ranshi	2436		
	17	Ransi Kittekararai	0		
	18	Shikhan	64		
	19	Uttar Bausichak	498		
			<b>Sub Total=</b>	<b>15626</b>	
Shimulbak (24)	1	Dakshin Kutubpur	2156	Dakshin Gobindapur	285
	2	Dakshin Mallikpur (Lalukk)	659	Dakshin Muradpur	4257
	3	Dhanpur	2586	Raghunathpur	543
	4	Sardarpur	661	Shimulbagh	2399
	5	Madhurapur Chak (Bahadurpur)	636	Jibdara	2627
	6	Kasabpur	384	Akta Para	1055
	7	Muktakai	1932	Kathalia	1477
	8	Nurpur	1290	Tularband	1575
	9	Amria	1638	Bahadurpur	
	10	Chandpur	1061	Lalukhal	
	11	Dalagaon	1382		
	12	Kandargaon	697		
	13	Khidirpur	827		
	14	Rameshwarpur	485		
	15	Terahal	1668		
	16	Ukargaon	1115		
			<b>Sub Total=</b>	<b>19177</b>	



### 5.3 MAP OF DISCONNECTED VILLAGES & PROPOSED ROADS

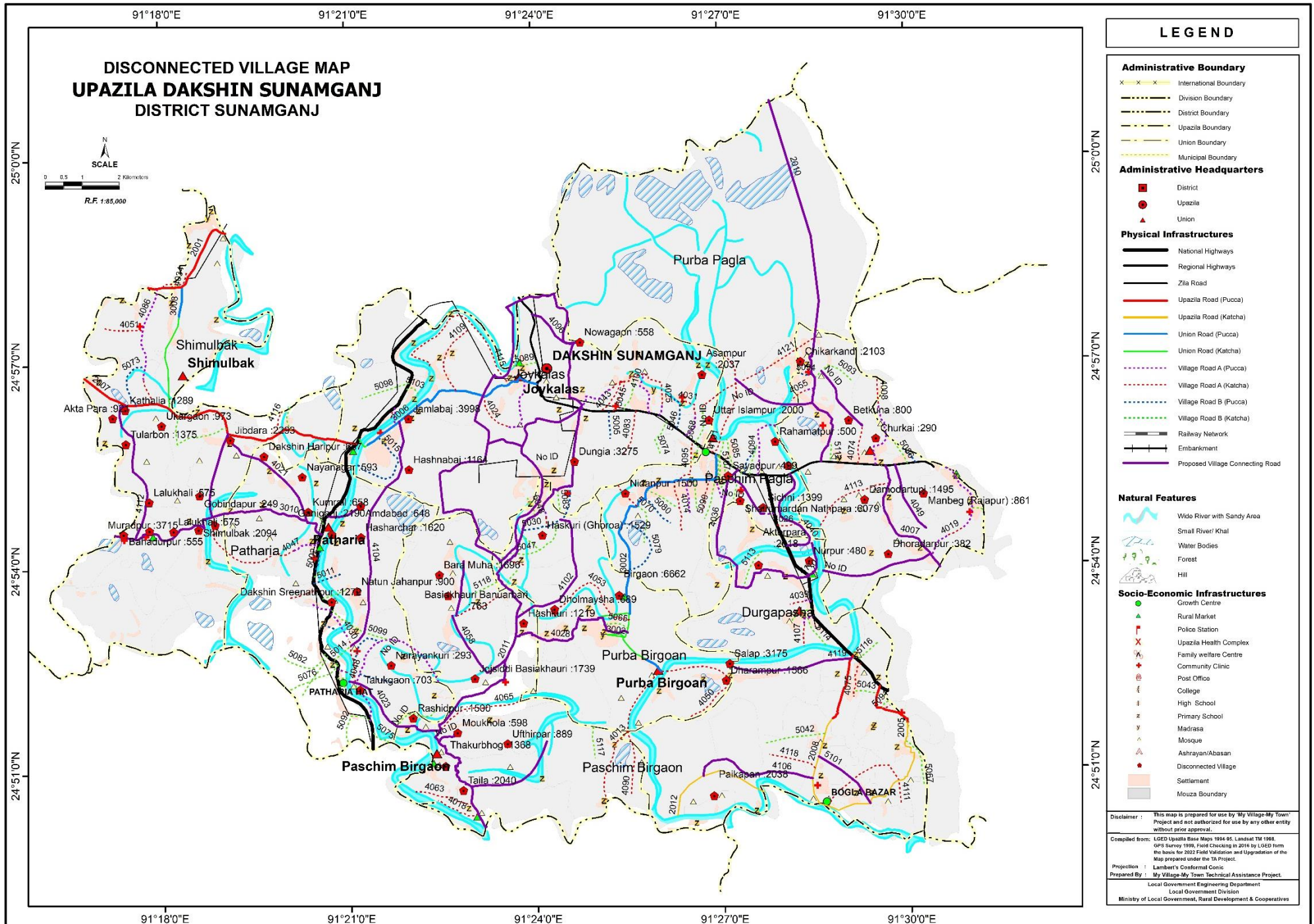


Figure 6: Upazila Map



## 6 CONSULTATION MEETING & FIELD VISIT

### 6.1 UPAZILA LEVEL MEETING

The consultant arranged a meeting at upazila conference room with the support of the UE office, that was participated by UNO, UE and all the UP Chairmen & their secretaries.



*Figure 7: Upazila level Consultation Meeting*

During the meeting, consultant team briefly discussed about the project and instructed the UP Chairmen and UE office for the database correction along with mapping procedure. The team worked on both the database and upazila map and obtained the necessary outputs subsequently.

### 6.2 VISIT TO CASE STUDY UNION

The consultant visited “Patharia UP(Ganiganj) – Muradpur Bazar via Tehkia bazar Road.” (ID: 690933010) in Shimulbagh union and observed the alignment of case study union there. As a union road, the condition of this road is quite poor. It’s an all-weather road and was selected considering the beneficiary population, educational institutes along the road

The consultant observed and collected necessary information for the study discussing inhabitants and UE office. Team recorded GPS data, interviewed road users and took photos of the alignment condition.

The length of this road in accordance with LGED is 9.83km of which 2.1km is paved and rest of the 7.73km is earthen. During the case study union visit, the condition of this union road is observed. GPS data has been recorded along the alignment, photos have been taken subsequently and some of it are attached here that can demonstrate the alignment condition clearly. The road connects villages of the union named Ganiganj, Shimulbak, Roghunathpur, Bahadurpur, Lalukhali, Muradpur having the total population of approx. 12000. Condition of this road at present allows the road users to use mostly two-wheelers & electro powered/ CNG auto rickshaws on the earthen part. It is noted, the road condition of the earthen does not meet the standard for four-wheelers. There are three educational institutes, two community clinic and a small bazar along the road.





*Figure 8: Condition of the visited road alignment (paved part, 690933010)*



*Figure 9: Condition of the visited road alignment (unpaved part 690933010)*

## 7 DATA COLLECTION & ANALYSIS

The consultant collected data from the field on hard to reach/ disconnected villages. Data were collected of those villages including population, road alignment information (*type, length, condition*), travel time, structure required on the alignment, potential riverine routes that can be used for multi-modal transport system etc. The data then analyzed, categorized and finally used to obtain a priority list along with a map (*Figure:6*) showing prioritized roads and disconnected villages. The proposed riverine & road connectivity by the UE office have been discussed in this section.

### 7.1 PROPOSED RIVERINE ROUTES

As per actual field visit and data analysis from haor development board, Dhakhin Sunamgonj upazila is partially floodplain and partially deep haor area. Around 30% of the area is highland and other 70% is flash flood zone. In highlands roadways are the main mode of transportation. About 4 (four) rivers have passed through Dhakhin Sunamgonj upazila, that are Nainda, Mohasin, Lauwa & Lenin. At monsoon large area of the upazila gets inundated due to flash flood and heavy rainfall at the uphill. The water level rises resulting the 70% of the upazila submerged. Almost half the year waterways become the only mode of transport in the haor area. During this part of the year, larger boats and trawlers are readily available to transport community & commodity. During fieldwork, it has been known that, there are 4 riverine routes that can be used as multi-modal transport for part of the year.

The name of the riverine routes & the associated streams with types of water vehicle are as follows;

*Table 3: Proposed riverine routes*

Sl. No	Name of the Riverine Route	Name of the Stream	Type of the Stream	Types of Water Vehicle	Need of excavation
1	Upazila HQ – Fatehpur – Astoma village via Ujanigaon – Sultanpur – Kamrupdolong – Parbatipur Village	Nainda River	Intermittent (April – Sept)	Small boat, Engine boat, Trawler	Yes
2	Birgaon Bazar – Ashampur via Sholof – Soyhara – Mina Bazar – Enatnagar – Pagla Bazar – Kadipur Village	Mohasin River	Intermittent (April – Sept)	Small boat, Engine boat, Trawler	Yes
3	Birgaon Bazar – Shyamnagar via Moukhola – Durbakanda – Saperkona Village	Lauwa River	Intermittent (April – Sept)	Small boat, Engine boat, Trawler	Yes
4	Chanpur – Jibdara via Muktakhai - Ukargaon	Lenin River	Intermittent (April – Sept)	Small boat, Engine boat, Trawler	Yes

## 7.2 PROPOSED ROADWAY FOR DISCONNECTED VILLAGES:

At present, roads are the most dominant mode of transportation. Most of the structures were built on the rivers to make the road communication effective. Yet, 7 (seven) bridges are needed to fulfil the purpose. A summary of the rural roads of Dakshin Sunamganj (Shantiganj) Upazila is given below:

*Table 4: Summary of the rural roads in the upazila*

Total Road Length of the Upazila (KM)	Paved Length (KM)	Unpaved Length (KM)	Length of unpaved roads of disconnected villages (KM)
332.89	148.40	184.49	148.20

### 7.2.1 PROPOSED ALL WEATHER ROUTES:

There are 18 all weather roads proposed to connect the HTRV within the upazila. The road name, ID, road condition and the length of the unpaved roads are as bellow;

*Table 5: Proposed all weather roads in the upazila*

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
1	RHD (Dabar) - Bitgonj GC via Lalpur Chikarkandi bazar Road.(Dakhin Sunamganj Part)	690932010	All Weather	8.55
2	Upazila HQ(Dakhin Sunamganj) - Rajaniganj bazar GC via Dungria - Joysiddy - Thakurbhog bazar Road.	690932011	All Weather	11
3	Patharia UP (Ganiganj) - Muradpur Bazar via Thkia Bazar Rd.	690933010	All Weather	7.73
4	Damadurtupi-Ghuradumbur Rd.(Purba pagla)	690934007	All Weather	6
5	RHD (Sichni) - RHD (Minabazar) - Pagla UZR	690934020	All Weather	2
6	RHD (Goniganj Bazar) - Jibdara Bazar Rd.	690934021	All Weather	2.65
7	Pagla - Birgawon Rd To Hashkuri - Kalibari Rd (Purba Birgawon)	690934028	All Weather	3
8	RHD Ahsanmara - Nowagaon FIVDB	690934096	All Weather	2.17
9	RHD (Pagla) - Ashampur Fery Ghat Road.	690934101	All Weather	5
10	Jamlabaj UNR - Ahamodabad	690934104	All Weather	4.13
11	Jamlabaj UNR - Shrinathpur Madrasa via Ahmadabad Village Rd.	690934104	All Weather	4.13



Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
12	Jamlabaj (UNR) - Sreenathpur Madrasha via Ahamodabad village Road.	690934104	All Weather	4.07
13	Minabazar - nurpur Rd	690934110	All Weather	2.51
14	Noakhali-Beamkhali rd Khatalia to Moradpur Bazar via thaler bond Road.(Shimolbak)	690934112	All Weather	6.79
15	RHD - Ghoradombur - Digarkandi Rd	690935101	All Weather	2.5
16	Dhirai RHD - Bulenagar Natun Hati	No ID	All Weather	1.8
17	Ashampur Rd - Uttor Purbo Khadipur	No ID	All Weather	2
18	Chikarkhandi Bazar - Betkuna via Shantibag	No ID	All Weather	5

#### 7.2.2 PROPOSED SUBMERSIBLE ROUTES:

There are 17 submersible roads proposed to connect the HTRV within the upazila. The road name, ID, road condition and the length of the unpaved roads are as bellow;

*Table 6: Proposed submersible roads in the upazila*

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
1	Patharia UP(Ganiganj) - Muradpur Bazar via Tehkia bazar Road.	690933010	Submersible	7.73
2	RHD(Ganiganj) - Jibdar Bazar Road.	690934021	Submersible	2.65
3	Patharia GC - Tila Bazar Road.	690934023	Submersible	2.76
4	Minabazar - Paglabazar RHD via Islampur-Piprakandi Road.	690934036	Submersible	4.72
5	Dabar RHD - Aktapara via Innath nagar Road.	690934040	Submersible	3.12
6	Monbeg-Ghuradumbur Rd.(Purba pagla	690934049	Submersible	3.05
7	Shantigonj-Rajanigonj rd to Bashia Khawri via Bormoha Road.(Parchim Birgoan)	690934058	Submersible	2.05
8	Banua Village-Baishakhaury GPS Via Bhaishakhaury Jonior High School Road.(Parchim Birgoan)	690934064	Submersible	2

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
9	Dungria Goruabazar - Haskuri Dhalmaisa village Road.	690934102	Submersible	3.7
10	Soyhara - Banglabazar UZR - Hassainpur Bazar via Pikapon GPS Road.	690934106	Submersible	3.26
11	Noakhali-Beamkhali rd Khatalia to Moradpur Bazar via thaler bond Road.(Shimolbak)	690934112	Submersible	6.79
12	Tuker Bazar-Lalpur-Shalap Road.(Dorgapasha)	690934119	Submersible	3.3
13	Dungia - Hashnabaj	No ID	Submersible	6
14	Jibdara Bazar - Shimulbak Bazar	No ID	Submersible	5
15	Taila bazar - Ufthirpar	No ID	Submersible	4
16	Patharia GC - Ashamura GPS Rd - Narayankuri	No ID	Submersible	4
17	Minabazar - Doradorpur - Nazimpur	No ID	Submersible	3

### 7.2.3 PROPOSED ROADS FOR DISCONNECTED VILLAGES HAVING NO ID:

There are 15 roads proposed to connect the HTRV within the upazila that have no ID yet. The road name, ID and the length of the unpaved part are as bellow;

*Table 7: Proposed roads for disconnected villages having No ID*

Sl. No	Road Name	Road ID	Unpaved length (Km)
1	Dhirai RHD - Bulenagar Natun Hati	No ID	1.8
2	Ashampur Rd - Uttor Purbo Khadipur	No ID	2
3	Chikarkhandi Bazar - Betkuna via Shantibag	No ID	5
4	Dungia - Hashnabaj	No ID	6
5	Jibdara Bazar - Shimulbak Bazar	No ID	5
6	Taila bazar - Ufthirpar	No ID	4
7	Patharia GC - Ashamura GPS Rd - Narayankuri	No ID	4
8	Minabazar - Doradorpur - Nazimpur	No ID	3

#### 7.2.4 PRIORITY FOR ROAD DEVELOPMENT

Considering resources constraint, benefited group of people, time required to travel & road hierarchy, a priority list has been developed (*Annexure-2*) for the HTRV (Hard to Reach Villages). The priority score has been determined according to following

*Table 8: Considered weightage values for the prioritization*

<b>Criteria</b>	<b>Weightage</b>
Population	30
Travel Time	20
Cost per 1000 Population	25
Road Type	25
<b>Total=</b>	<b>100</b>

It has been observed that, there are a number of roads that bear same score. At these cases, the minimum budget required for providing connectivity to thousand people- will get more priority compared to more budget required roads. The roads bearing ID will have the higher priority than the roads without ID.

## 8 CONCLUSION & RECOMMENDATIONS

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- Dakshin Sunamganj (Shantiganj) Upazila is a deeply flooded zone. Four rivers dominate the ecosystem, transport system of the Upazila. The rivers are Nainda, Mohasin, Lauwa & Lenin rivers. During monsoon, these rivers carry huge volume of flood water from Khasi & Jainta hills. Though the Upazila has a number of rivers, riverine transport is available in this Upazila during April – September. Heavy trawlers carrying stones, sand and other agricultural products are carried during monsoon. The rivers can supply irrigation water throughout the year but it does not have enough water for riverine transportation except monsoon.
- As the Upazila is heavily flooded during monsoon, rural roads and structures are highly vulnerable in this Upazila.
- The Upazila has a total number of 51 disconnected villages. To develop rural connectivity, there are proposals for all weather as well as submersible roads. This report contains a list of roads with their priority. The priority has been determined based on Population, Travel Time, Cost per KM/1000 people & Road Hierarchy.
- This Upazila is highly vulnerable to disasters. Due to climate change, the vulnerability is getting intense. The year 2022 has shown catastrophic flood that was not seen over the last 18years (*last in 2004 similar to 1998 & 1988*). Therefore, it is highly recommended to study the road alignments before going for investment.
- Case by case design of roads in this Upazila considering different aspects such as exposure to floods, erosion etc. is highly recommended. A special study regarding the road and structure design of the Upazila Dakshin Sunamganj (Shantiganj) in Sunamganj district is highly recommended.



## ANNEXURE - 1

### DETAILS OF GROWTH CENTER & HATBAZAR

Union	Market Name	Market Category (GC=Growth Center, HB=Hat Bazar)	Market Listed? (Yes/No)	Market Category (General/ Special/ Collection center)	Market Category (Wholesale/ Retail/both)	Hat Day	Chandina Viti (Number)	Chandina Viti (Land)	Chandina Viti (Shop)	Land Area (Acre)			Lease/ Khas Collection BDT (2020)	Lease/ Khas Collection BDT (2019)
										Toha	Khas	Private		
Dorgapasha	Mina bazar	HB	Yes	General Market	Retail	2	175	0.95	190	0.35	0.90	0.35	805000	500000
Dorgapasha	Banglabazar hat	GC	Yes	General Market	Retail	2	179	0.90	72	1.19	2.09	0.00	0	17500
Joykalas	Noakhali bazar	HB	Yes	General Market	Retail	2	38	0.19	35	0.59	1.38	0.60	270000	259000
Joykalas	Santigonj bazar	HB	Yes	General Market	Retail	1	205	1.03	235	0.00	0.00	1.83	0	0
Joykalas	Joykalash bazar	HB	Yes	General Market	Retail	1	0	0.00	0	0.00	0.35	0.00	0	0
Paschim Birgaon	Birgaon bazar	HB	Yes	General Market	Retail	2	15	0.05	79	0.07	1.81	0.44	3000	25000
Paschim Birgaon	Tahkur bhog bazar	HB	Yes	General Market	Retail	1	0	0.00	0	0.00	0.00	0.00	0	0
Paschim Pagla	Pagla bazar	GC	Yes	General Market	Both	2	345	1.73	415	0.00	1.55	2.50	272500	150000
Patharia	Patharia bazar	GC	Yes	General Market	Both	2	57	1.50	310	0.07	1.58	1.50	2591700	2450000
Patharia	Goni gonj bazar	HB	Yes	General Market	Retail	2	25	1.60	113	0.20	0.10	1.60	2550	2500
Patharia	Tehakia bazar	HB	No	General Market	Retail	1	0	0.00	0	0.00	0.00	0.00	0	0
Purba Birgoan	Taila bazar	HB	Yes	General Market	Retail	1	0	0.00	0	0.00	0.00	0.00	0	0
Purba Pagla	Damodratopi bazar	HB	Yes	General Market	Retail	1	0	0.00	0	0.00	0.21	0.00	0	0

# ANNEXURE - 2

## PRIORITY LIST FOR ROAD DEVELOPMENT

Priority	Connecting Union	Connecting Village	Population 2021 (Based on BBS 2011)	Road Name	Road ID	Road Type	Road Type by Surface Condition	Total Road Length (10+11+12)	Paved length (km)	HBB Length (km)	Unpaved length (km)	HBB + Unpaved (11+12) in (km)	Approx. Cost of Road (lac)	Structure/ Gap (meter)	Cost of Structure (in Lac)	Total Cost (in lac) (Roads + Structures)	Population /KM (4-13)	Tentative Budget/1000 Population (in lac)	Travel Time (in min)	Weightage for Population	Weightage for Travel Time	Weightage for Cost per 1000 Population	Weightage for Road Type	Total Weightage (21+22+23+24)
1	Shimulbak, Patharia	Shimulbak, Roghunathpur, Bahadurpur, Lalukhali, Muradpur, Ganiganj	11003	Patharia UP (Ganiganj) - Muradpur Bazar via Thkia Bazar Rd.	690933010	UNR	All Weather	9.83	2.1		7.73	7.73	927.6	215	1935	2862.6	1423	260	116	30	16	25	20	91
2	Purba Pagla	Chikarkandi	2410	RHD (Dabar) - Bitgonj GC via Lalpur Chikarkandi bazar Road.(Dakhin Sunamganj Part)	690932010	UZR	All Weather	12	3.45		8.55	8.55	1026		0	1026	282	426	128	20	18	25	25	88
3	Joykalas	Jamlabaj, Ahamodabad, Hasharchar	8728	Jamlabaj UNR - Ahamodabad	690934104	VRA	All Weather	4.13			4.13	4.13	495.6	170	1530	2025.6	2113	232	62	30	16	25	15	86
4	Purba Birgoan	Hashkuri, Dharampur, Natun Babongawon, Birgawon	12751	Pagla - Birgawon Rd To Hashkuri - Kalibari Rd (Purba Birgawon)	690934028	VRA	All Weather	3.5		0.5	3	3.5	420	34.3	308.7	728.7	3643	57	45	30	10	25	15	80
5	Shimulbak	Kathalia, Aktapara, Tularbon, Lalukhali	4766	Noakhali-Beamkhali rd Khatalia to Moradpur Bazar via thaler bond Road.(Shimolbak)	690934112	VRA	All Weather	6.79			6.79	6.79	814.8		0	814.8	702	171	102	20	16	25	15	76
6	Durgapasha	Akterpara	2312	Minabazar - Paglabazar RHD via Islampur-Piprakandi Road.	690934036	VRA	Submersible	6.71	1.99		4.72	4.72	849.6		0	849.6	490	367	71	20	16	25	15	76
7	Paschim Birgaon	Thakurbhog	1567	Upazila HQ(Dakhin Sunamganj) -Rajaniganj bazar GC via Dungria - Joysiddy - Thakurbhog bazar Road.	690932011	UZR	All Weather	17.53	6	0.53	11	11.53	1383.6	90	810	2193.6	136	1400	165	18	18	15	25	76
8	Joykalas	Asampur	2334	RHD (Pagla) - Ashampur Fery Ghat Road.	690934101	VRA	All Weather	7.15	2.15		5	5	600	170	1530	2130	467	913	75	20	16	20	15	71
9	Purba Birgoan	Salap	3638	Tuker Bazar-Lalpur-Shalap Road.(Dorgapasha)	690934119	VRA	Submersible	6.8	3.5		3.3	3.3	594		0	594	1102	163	50	20	10	25	15	70
10	Paschim Birgaon	Taila	2337	Patharia GC - Tila Bazar Road.	690934023	VRA	Submersible	2.76			2.76	2.76	496.8		0	496.8	847	213	41	20	10	25	15	70
11	Durgapasha	Paikapan	2335	Soyhara - Banglabazar UZR - Hassainpur Bazar via Pikapon GPS Road.	690934106	VRA	Submersible	3.26			3.26	3.26	586.8		0	586.8	716	251	49	20	10	25	15	70
12	Durgapasha	Sichni, Sayadpur	2175	RHD (Sichni) - RHD (Minabazar) - Pagla UZR	690934020	VRA	All Weather	3	1		2	2	240	50	450	690	1087	317	30	20	10	25	15	70
13	Patharia	Dakshin Haripur, Nayanagar, Kumrail	2220	RHD (Goniganj Bazar) - Jibdara Bazar Rd.	690934021	VRA	All Weather	4.7	2.05		2.65	2.65	318	60	540	858	838	386	40	20	10	25	15	70
14	Paschim Birgaon	Baramuha	1943	Shantigonj-Rajanigonj rd to Bashia Khawri via Bormoha Road.(Parchim Birgoan)	690934058	VRA	Submersible	3.05	1		2.05	2.05	369		0	369	948	190	31	18	10	25	15	68
15	Paschim Pagla	Enayetnagar	1571	Dabar RHD - Aktapara via Innath nagar Road.	690934040	VRA	Submersible	3.12			3.12	3.12	561.6		0	561.6	503	358	47	18	10	25	15	68
16	Joykalas	Hashkuri	1752	Dungria Goruabazar - Haskuri Dhalmaisa village Road.	690934102	VRA	Submersible	4.2	0.5		3.7	3.7	666		0	666	473	380	56	18	10	25	15	68
17	Purba Pagla	Ghoradombur	1894	RHD - Ghoradombur - Digarkandi Rd	690935101	VRB	All Weather	2.5			2.5	2.5	300	10	90	390	758	206	38	18	10	25	12	65
18	Paschim Birgaon	Basiakhauri Banuarbari	874	Banua Village-Baishakhaury GPS Via Bhaishakhaury Junior High School Road.(Parchim Birgoan)	690934064	VRA	Submersible	2			2	2	360		0	360	437	412	30	15	10	25	15	65
19	Purba Pagla	Manbeg (Rajapur)	987	Monbeg-Ghuradumbur Rd.(Purba pagla)	690934049	VRA	Submersible	3.05			3.05	3.05	549		0	549	323	557	46	15	10	20	15	60
20	Joykalas	Nowagaon	639	RHD Ahsanmara - Nowagaon FIVDB	690934096	VRA	All Weather	2.17			2.17	2.17	260.4	40	360	620.4	295	970	33	15	10	20	15	60
21	Patharia	Amdabad	742	Jamlabaj (UNR) - Sreenathpur Madrasha via Ahamodabad village Road.	690934104	VRA	All Weather	4.13	0.06		4.07	4.07	488.4	120	1080	1568.4	182	2112	61	15	16	10	15	56
22	Purba Pagla	Alampur	863	Damadurtupi-Ghuradumbur Rd.(Purba pagla)	690934007	VRA	All Weather	8.93	1.65	1.28	6	7.28	873.6	120	1080	1953.6	119	2264	90	15	16	10	15	56
23	Durgapasha	Nurpur	550	Minabazar - nurpur Rd	690934110	VRA	All Weather	2.51			2.51	2.51	301.2	60	540	841.2	219	1530	38	15	10	12	15	52
24	Patharia	Gazinagar, Bulenagar, Patharia	9493	Dhirai RHD - Bulenagar Natun Hati	No ID	VRB	All Weather	2		0.2	1.8	2	240	40	360	600	4746	63	27	30	10	25	12	77
25	Joykalas	Dumria, Hashnabaj	5086	Dungia - Hashnabaj	No ID	VRB	Submersible	6			6	6	1080	120	1080	2160	848	425	90	20	16	25	12	73
26	Shimulbak	Jibdara, Gobindapur	2913	Jibdara Bazar - Shimulbak Bazar	No ID	VRB	Submersible	5			5	5	900	180	1620	2520	583	865	75	20	16	20	12	68
27	Paschim Pagla	Uttor Purbo Khadipur, Shariatpur	2589	Ashampur Rd - Uttor Purbo Khadipur	No ID	VRB	All Weather	2			2	2	240	30	270	510	1295	197	30	20	10	25	12	67
28	Purba Pagla	Shantibag, Betkuna	1375	Chikarkhandi Bazar - Betkuna via Shantibag	No ID	VRB	All Weather	5			5	5	600	15	135	735	275	535	75	18	16	20	12	66
29	Paschim Birgaon	Ufthirpar	1019	Taila bazar - Ufthirpar	No ID	VRB	Submersible	4			4	4	720	80	720	1440	255	1414	60	18	16	15	12	61
30	Patharia	Narayankuri	336	Patharia GC - Ashamura GPS Rd - Narayankuri	No ID	VRB	Submersible	4			4	4	720	120	1080	1800	84	5362	60	15	16	10	12	53
31	Durgapasha	Dhoradarapur	438	Minabazar - Doradorpur - Nazimpur	No ID	VRB	Submersible	3			3	3	540	200	1800	2340	146	5346	45	15	10	10	12	47

\*\*\* Cost for Roads & Structures; (All Weather Rd= 120 lac/km, Submersible= 180 lac/km, Structure= 9 lac/m)  
 \*\*\* Weightage Values; (Population = 30, Travel Time= 20, Cost per1000 people= 25, Road Hierarchy= 25)