



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”

Barlekha, Moulvibazar



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July, 2022

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GLOSSARY

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.

ABBREVIATION

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
HTRV	– Hard-to-Reach Village
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
UE	– Upazila Engineer
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

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 **Barlekha** Upazila of **Moulvibazar** District.

1 DESCRIPTION OF THE UPAZILA

1.1 GEOGRAPHY AND DEMOGRAPHY

The geographical area of Barlekha Upazila is 448.86 square kilometers and has 10 Unions, 139 mouza and 222 villages. The Upazila is 70 km away from District headquarters of Moulvibazar. Barlekha is partly covered by a major haor i.e., *Hakaluki Haor* and there exists 2 rivers flowing over the Upazila, Sonai & Juri. The total population of the Upazila is 2,57,620 of which 1,24,377 are male and 1,33,243 female, total number of households are 44,192 and average household size is 5.83 with a population density of 574 (as per population census 2011).

1.2 EDUCATION FEATURES

According to the information of the relevant local government offices there are 96 government primary, 46 registered primary, 4 non-government primary, 72 NGO and 64 kindergarten schools in the Upazila. There also exists 28 non-government secondary schools, a school & college (operates jointly), 4 non-government colleges, and 33 madrasahs in the Upazila. The students who attend these educational institutes from remote areas face difficulty to reach school because of poor road communications especially in the rainy season. The literacy rate for the Upazila is 52.4% as per BBS 2011.

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 Barlekha Upazila is contrasted. Out of 222 villages 41 villages are disconnected from the developed paved road network that brings huge sufferings for the people of the villages. The total rural road network of Barlekha is 779.59 km and out of that, 287.48 km is paved and 492.11 km earthen.

1.4 AGRICULTURE, FOOD PRODUCTION AND FISHERIES

Agriculture has a major influence to the people of Barlekha. There 45,734 acres of arable land in the Upazila. In the fiscal year 2010-11 the Rice production was 1499, 17900 & 22340 metric tons for Aus, Aman & Boro seasons respectively. The Upazila also produced 1755 metric tons of Potato in the same fiscal year 2010-11.

According to the BBS (2010-11) data Barlekha has 48,713 acres of haor, pond & dhighee that produced 3,992 metric tons of fishes. There also exists 140 poultry & 58 dairy farms. The agricultural products are adequate to meet the demand of the Upazila and surpluses are sold to outside of Barlekha.

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 29 hatbazar and 6 growth centers 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-I](#).

2 LOCATION OF THE UPAZILA

Barlekha Upazila is in the North - Eastern part of the country under Moulvibazar District in Sylhet division. The location has been shown in the map. The Upazila is adjacent to the Indian border with Assam state. It is located within the floodplain zone of Sylhet Haor Basin. The Upazila possesses a large portion of the '*Hakaluki Haor*' that is actually a lowland under Kushiyara River Basin. There exists two river that dominates the ecosystem of the Upazila, known as Sonai & Juri. The River Juri, a trans-boundary river, rises in the '*Jampui Hills*' of the Indian state of Tripura. It falls into the Kushiyara river after flowing through the Hakaluki Haor and turning westward. The river carries particularly high volumes of water during monsoon causes flashflood and waterlogging within the haor basin for almost half the year. During monsoon, all the scattered beels are united as one large lake, or haor, making *Hakaluki Haor*. Flash floods induce severe impacts in both the built and the natural environment. The effects of floods can be catastrophic and show extensive diversity, ranging from damages in buildings and infrastructure to impacts on vegetation, human lives and livestock.

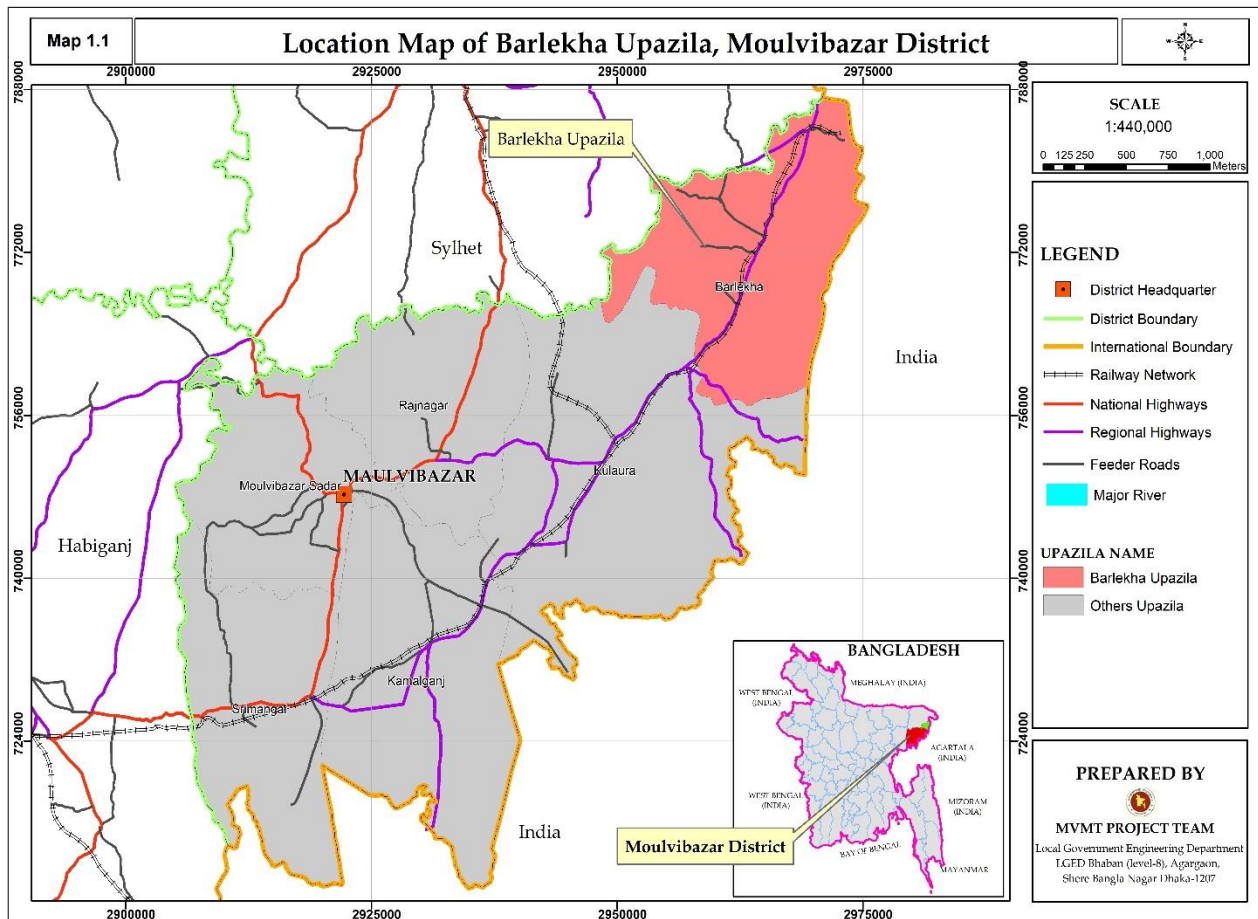


Figure 1: Upazila Location Map.

3 APPROACH & METHODOLOGY

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.

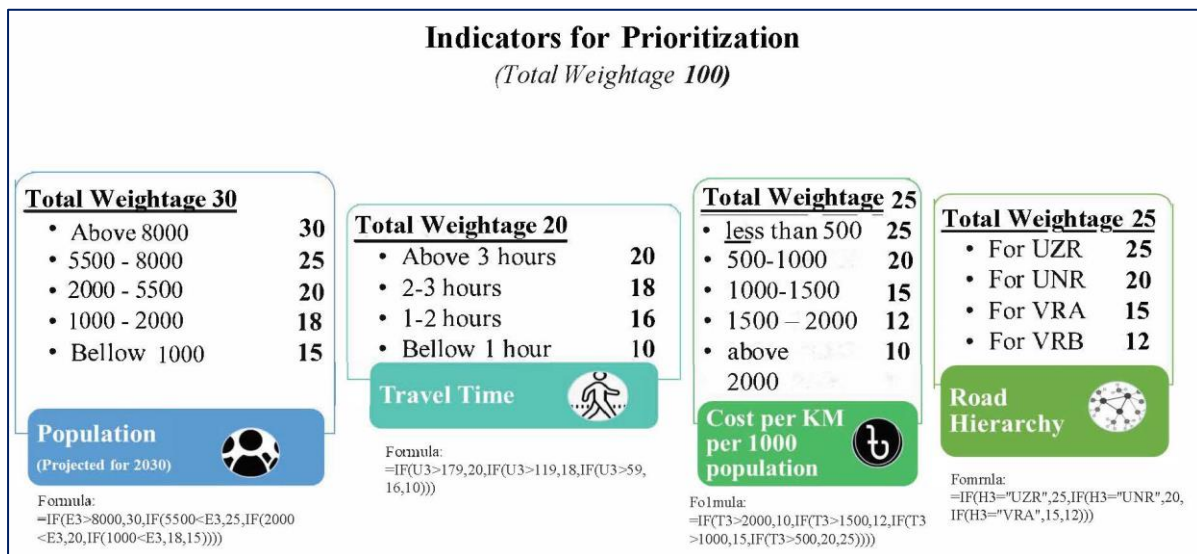


Figure 2: Prioritization indicators & their weightage values

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 flash flood zone that covers almost 25% of its total area. The roads within the flood zone becomes inundated at monsoon, that requires an attention to take relevant measures during road construction and maintenance.

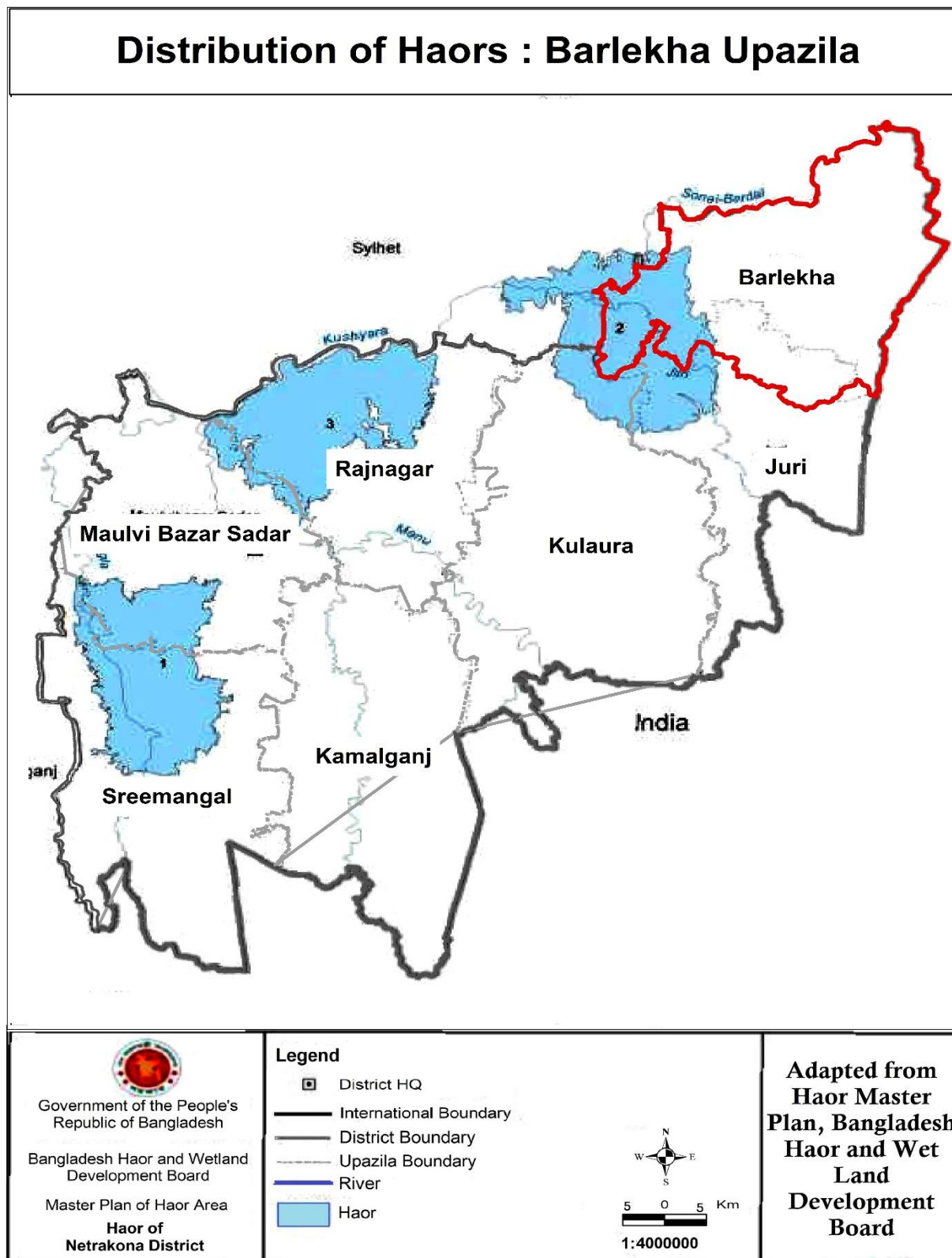


Figure 3: Haor Distribution Map

4.2 HAOR/ WETLAND CATEGORY

However, the Upazila consists of floodplain, foothill & upland hill zones. Therefore, road or other infrastructure development in this Upazila does not have any major environmental consequences.

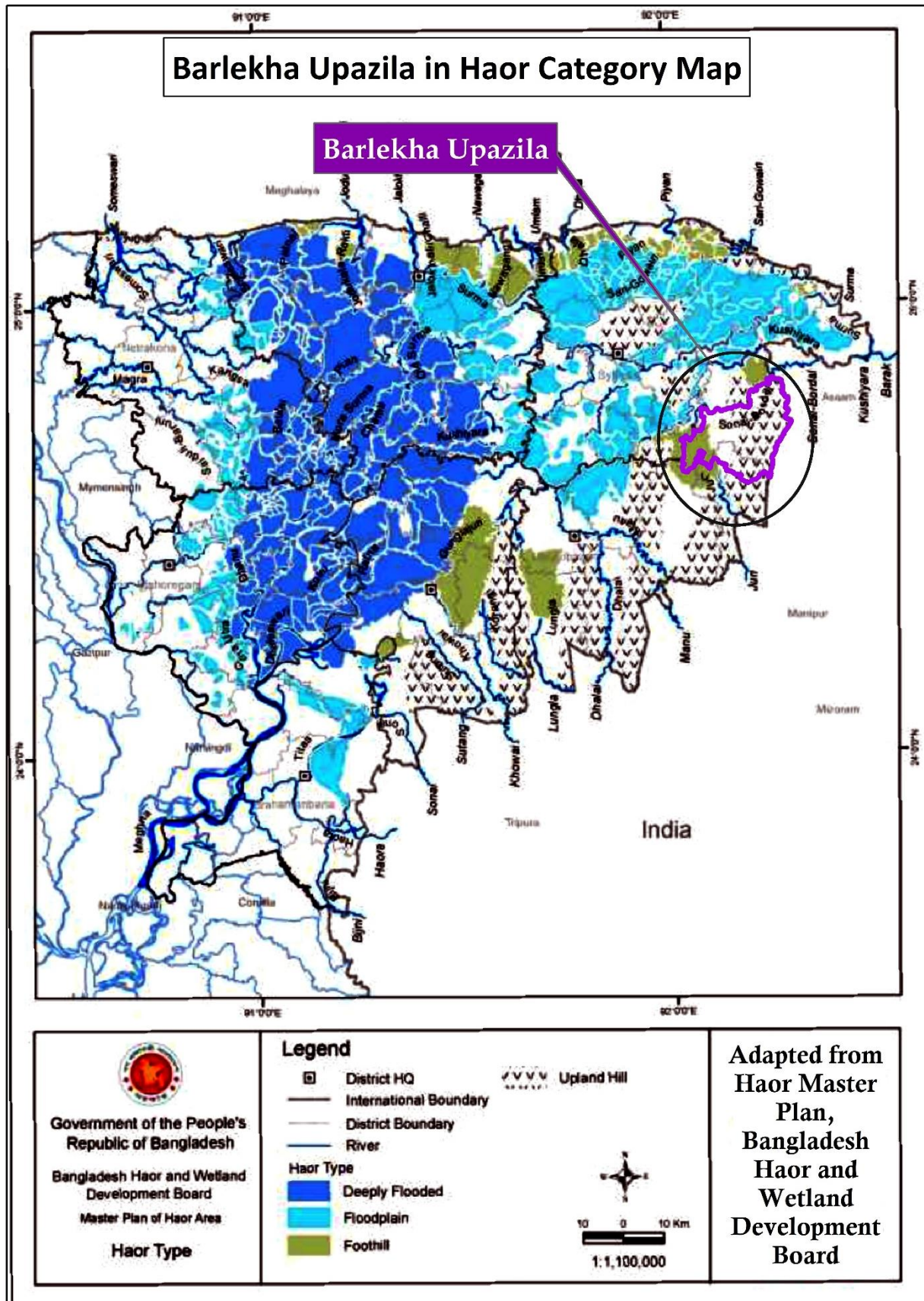


Figure 4: Haor Category Map.

4.3 BIO-ECOLOGICAL CHARACTERISTICS

The Bio-ecological characteristics map of the Upazila has been shown below. The map shows that-it is mostly Sylhet Hills and partially a Haor Basin. Therefore, adequate opening for the road and road structures should be maintained.

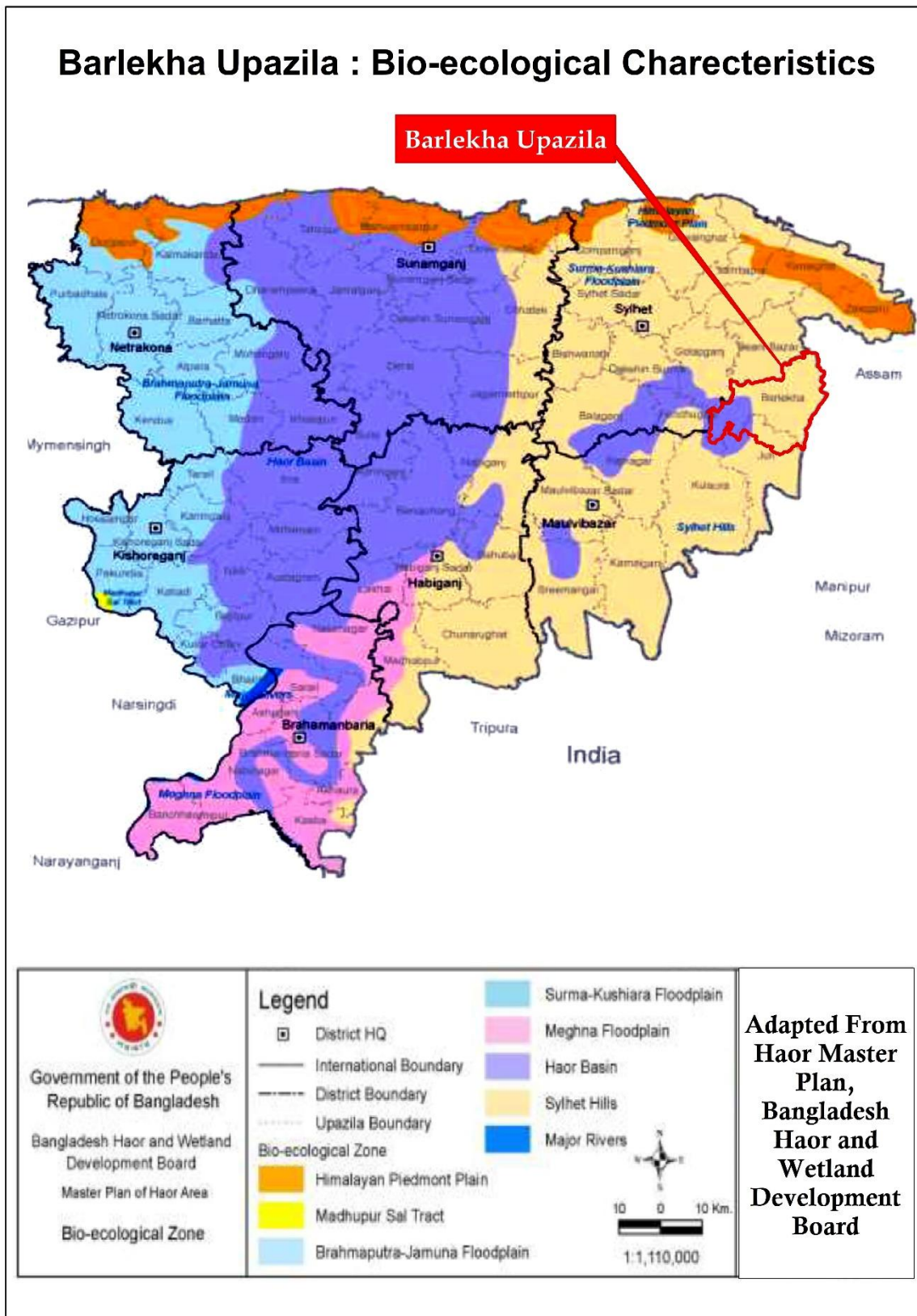


Figure 5: Bio Ecological Characteristics Map

5 RURAL ROAD CONNECTIVITY TO THE VILLAGES

5.1 SUMMARY OF THE VILLAGE CONNECTIVITY

Barlekha is an Upazila with major haors. The rural road communication is quite poor here. Out of 222 villages 41 villages are disconnected from the developed paved road network that brings huge sufferings for the people of the villages. The total rural road network of Barlekha is 779.59 km and out of that, 287.48 km is paved and 492.11 km earthen.

Table 1: Total villages in the Unions and their connectivity

SL No	Union	No of Villages	Connected Villages	Hard-to-Reach Villages
1	Barlekha	26	20	6
2	Barni	23	21	2
3	Dakshin Shahabajpur	34	33	1
4	Dasher Bazar	30	25	5
5	Nij Bahadurpur	15	13	2
6	Sujanagar	7	0	7
7	Talimpur	25	23	2
8	Uttar Dakshinbhag	21	18	3
9	Uttar Shahabajpur	41	28	13
Total=		222	181	41

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 & Hard-to-Reach Villages and their population

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
Barlekha (26)	1	Adityer Mahal	2050	Bali Char	705
	2	Ahammadpur	265	Hinainagar	785
	3	Azmir	627	Jafarpur	1818
	4	Brahmangram	455	Kechhrigul	3713
	5	Chhota Lekha Dakshinbhag	1918	Kechhrigul B O C	5856
	6	Datter Nahal	163	Shaithal	835
	7	Gangajal	1638		
	8	Hatband	1068		
	9	Jagduba	291		
	10	Karargram	917		
	11	Kataltali	873		
	12	Mahadikona	3857		
	13	Mahuband	110		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
	14	Maij Para	184		
	15	Miyar Patan	274		
	16	Muchhegul	1471		
	17	Nayagram	594		
	18	Rangauti	936		
	19	Satkarakandi	1300		
	20	Shingher Mahal	246		
	Sub Total=			19237	
Barni (23)	1	Ahammedpur	88	Barhal	614
	2	Barni	2246	Kazir Ban	1569
	3	Barni Chak	1660	Uzirpur	1305
	4	Barni Chhaga	361		
	5	Faringa	344		
	6	Faringa Bazar	188		
	7	Ganeshram Chak	778		
	8	Kandigram	149		
	9	Manarai	1169		
	10	Mehari	396		
	11	Monadi	504		
	12	Mudatpur	773		
	13	Nayagram	957		
	14	Nayagram	273		
	15	Pakshail	2266		
	16	Rangpur	231		
	17	Salia	844		
	18	Satpur	3011		
	19	Shilkura	467		
	20	Uluri Chak	294		
Sub Total=			16999		3488
Dakshin Shahabajpur (34)	1	Bagatikar Part	294	Bouler Chak	868
	2	Bahadurpur T. E.	265		
	3	Baliskuna	212		
	4	Banikona	679		
	5	Bisraband	901		
	6	Bisraband Part	406		
	7	Bobartal	459		
	8	Chandergul	834		
	9	Chandinagar	2153		
	10	Chhota Lekha T. E.	544		
	11	Deoul	448		
	12	Gandai	1858		
	13	Garua	487		
	14	Gramtala	740		
	15	Gulsar	3477		
	16	Islamnagar	1441		
	17	Karia Chhara	340		
	18	Kayesthaman	120		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
	19	Mamudnagar	3367		
	20	Muraul	1597		
	21	Nalikhai Panpungi	614		
	22	Paku	603		
	23	Panch Para	747		
	24	Rahmania T. E.	54		
	25	Ramchandrapur	110		
	26	Shabajpur T.e.	1271		
	27	Sharisha	419		
	28	Shatghari	501		
	29	Sikaruni	132		
	30	Suarartal	1001		
	31	Sujaul	1580		
	32	Tajpur	230		
	33	Teradarang	1997		
		Sub Total=	29881		868
Dasher Bazar (30)	1	Bangaon	172	Chandpur	449
	2	Chularkuri	323	Maharani	862
	3	Dakshin Bagirpar	607	Maizamjuri	327
	4	Dakshin Lamatia	486	Panishaoya	683
	5	Dasher Bazar	321	Tuka	783
	6	Dhalirpar	204		
	7	Dharmadehi	904		
	8	Gabindapur	731		
	9	Gaula	1220		
	10	Kudali	286		
	11	Maizgram	239		
	12	Malisree	466		
	13	Narakandi	129		
	14	Nij Jangal Nij	1004		
	15	Ohikinchi	832		
	16	Panishail	422		
	17	Pashchim Shankarpur	1417		
	18	Purba Lamatia	713		
	19	Purba Shankarpur	1418		
	20	Rasagram	2076		
	21	Sunampur	629		
	22	Surikandi	1651		
	23	Talukdar Para	179		
	24	Uttar Bagirpar	471		
	25	Uttar Lamatia	1462		
		Sub Total=	18362		3104

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
Nij Bahadurpur (15)	1	Adampur	1501	Nij Bahadurpur	3414
	2	Bhagadahar	565	Pakua	1931
	3	Bihaidahar	906		
	4	Changram	6145		
	5	Charia	1292		
	6	Galla Shangal	2979		
	7	Itauri	1687		
	8	Kandigram	1037		
	9	Kulaura	820		
	10	Maijgram	2642		
	11	Pashim Daulatpur	677		
	12	Safinagar	1156		
	13	Wahedpur	810		
			Sub Total=	22217	
Sujanagar (7)	1			Patna	4984
	2			Tanguartoli	2521
	3			Chandpur	
	4			Hasimpur	802
	5			Jhogri	1547
	6			Charkona	
	7			Bagher kona	
		Sub Total=	0		9854
Talimpur (25)	1	Ahmadpur	437	Dwitiar Dehi 1st Part	482
	2	Akhalimura	227	Sreerampur	780
	3	Athnikandi (Part1)	213	Vadda Badarmal	1432
	4	Bara Maidan	3953		
	5	Choiarkandi	33		
	6	Datter Mahal (Part)	1542		
	7	Dwitiar Dehi 2nd Part	514		
	8	Galgaja	960		
	9	Ghagra	1808		
	10	Gopalpur	788		
	11	Halla	728		
	12	Islampur	676		
	13	Kagartagi	437		
	14	Kanchanpur	1059		
	15	Kmtaura	854		
	16	Murshidabad Kura	4889		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
	17	Nonua	298		
	18	Pabijuri	426		
	19	Sarua Majhi	281		
	20	Sarua Majhi	281		
	21	Tekahalia	1406		
	22	Telimeli	649		
	Sub Total=			22459	
Uttar Dakshinbhag (21)	1	B & C Kechhrigul	1259	Barkhola	1203
	2	Barkhola Panpungi	261	Barkhola (2nd Part)	1300
	3	Chhota Lekha S. Bhag	616	Gaurnagar	1926
	4	Chukarpungi	2089		
	5	Kanthaltali dakshin	2434		
	6	Kanthaltali uttar	2286		
	7	Kathajangal	416		
	8	Kathajangal Panpungi	72		
	9	Keramatnagar Basti	269		
	10	Keramatnagar T.g.	608		
	11	Lakshmichhara	387		
	12	Lakshmichhara Panpungi	134		
	13	Madhabgul	785		
	14	Muchhegul	1290		
	15	Natgodan	426		
	16	Rakunmpur	2061		
	17	Sheola Digha	168		
	18	Shimulia	786		
Sub Total=			16347		4429
Uttar Shahabajpur (43)	1	Aladad T.g.	257	Alampur	258
	2	Alapur	144	Alladad	257
	3	Bhabanipur	679	Auta	946
	4	Bhatauchi	1033	Bade Pukaria	659
	5	Boali	878	Barail	2227
	6	Chargram	333	Barail	477
	7	Charkandi	94	Bhoga	775
	8	Elamjanpur	343	Chandpur	1072
	9	Hafiz T.E.	72	Fatehbhag T.e.	176
	10	Islampur	628	Karampur	1349
	11	Kalikabari T.g.	215	Kumarshail	2051
	12	Khalpar	298	Mukarrabari	184
	13	Kumarshail T.g.	363	Nandua	1367
	14	Mahanpur	206	Purba Daulatpur	1501
	15	Napitkhai	294		
	16	Noagaon	87		
	17	Pabania	379		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
	18	Pabijuripar	694		
	19	Pallapunji	158		
	20	Pallathal T.g.	599		
	21	Panpunji	299		
	22	Panpunji	341		
	23	Patna	707		
	24	Pukuria	449		
	25	Rajpur	626		
	26	Satarkhli	325		
	27	Shaipur	2781		
	28	Sreedharpur	842		
	29	Ujanpara	336		
	Sub Total=			14460	

5.3 MAP OF HARD-TO-REACH VILLAGES & PROPOSED ROADS

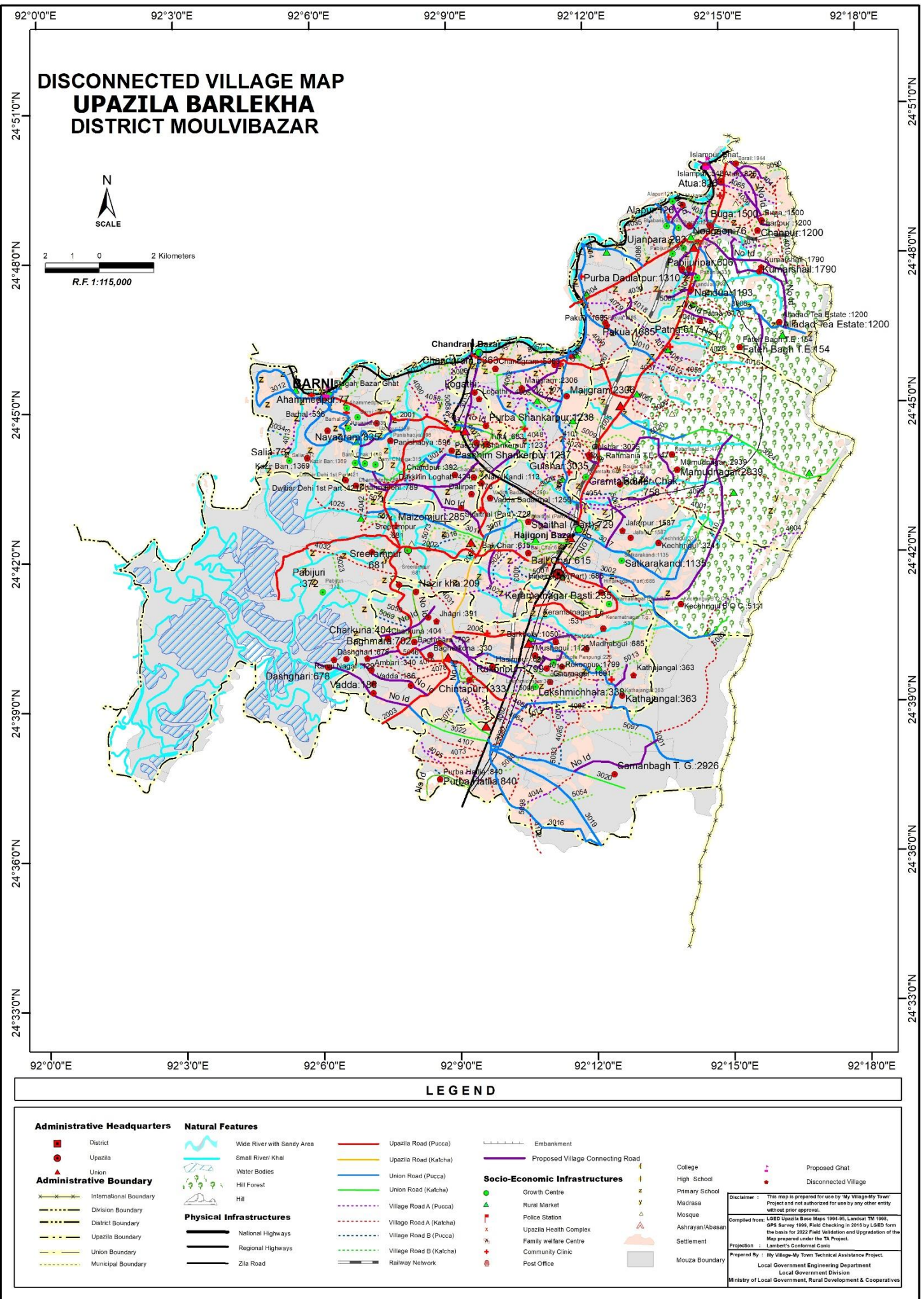


Figure 6: Upazila Map

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, Barlekha 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 team visited ‘Daser Bazar’, the case study Union in Barlekha Upazila, through the alignment of “RHD Uttar Logati Dighir Par - Tuka Jame Mosque” having the Road ID: 658145032. The road was selected for the site visit considering the beneficiary population, educational institutes along the road and the recommendations of the UE Office as the road has a priority within the Union.

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.



Figure 8: Condition of the visited road alignment at case study Union

The length of this road is 3 km, completely earthen. The road connects 2 major villages of the Union named Moharani and Tuka having the total population of approx. 1700. People living here doesn't have any good road network with the Upazila HQ due to having unpaved road communication. During monsoon, the road becomes partially inundated. There exists, one Community Clinic and one Primary School.

7 DATA COLLECTION & ANALYSIS

The consultant collected data from the field on hard to reach/ Hard-to-Reach 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 Hard-to-Reach 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, Barlekha Upazila is not a deep haor zone. The Upazila comprises of partially foothill, upland hill & floodplain zone. There exists 2 (two) rivers known as Sonai & Juri rivers. According to the UE, Barlekha these rivers cannot be used as multi-modal transport system due to inadequate navigation depth. That's why the UE, Barlekha reported there are no potential riverine routes to be proposed.

7.2 PROPOSED ROADWAY FOR HARD-TO-REACH 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. No additional bridges are needed to fulfil the purpose.

Table 3: 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 Hard-to-Reach Villages (KM)
779.59	287.48	492.11	74.87

7.2.1 PROPOSED ALL WEATHER ROUTES:

There are 30 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 4: Proposed all weather roads in the Upazila

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
1	Barlekha school tilla road at Bothaura to chutalekha road via Elsarin GPS	658144110	All Weather	5.3
2	Maizpara-Kesrigul high schhol road	658144108	All Weather	1.51
3	RHD-Uttor Chowmohina - Balichora road	658144054	All Weather	1.3
4	Borkhola Ramjangonj Bazar to Hatizalai road	658144055	All Weather	3.2
5	Borail tetli bazar to Borail ebtedai madrasha via Borail GPS road.	658145092	All Weather	2
6	School tilla road-Hinainagar	658144022	All Weather	0.7

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
7	Nawagram-salia road	658145044	All Weather	1
8	Gaurinagar Tower-Barkhola madrasha road via Foiju mia sha road.	658145101	All Weather	2
9	Sufinagar-Pakua road	658145014	All Weather	2.35
10	RHD Uzirpur - Eidgha Bazar via Barni cholk - Barni chaga	658145036	All Weather	1.65
11	Barlekha-shahbazpur road at nandua to pabnia village road.	658145051	All Weather	1.8
12	RHD Uttar Logati Dighir Par - Tuka Jame Mosque	658145032	All Weather	3
13	Gaziteka sat hal mouza to sarua mazi road	658145078	All Weather	0.5
14	Panisaowa Godown road-Sunampur road	658145096	All Weather	0.75
15	Mohammadnagar - Bowlerchock road	658145012	All Weather	2.15
16	Balichora GPS- Gucshogram road	658145062	All Weather	2.4
17	Bottosree road to mugia Bari village road	658145087	All Weather	0.55
18	Dasherbazar -Fakirbazar to Chandpur road	658145026	All Weather	2
19	Patna Primary School - Talimpur UP Border	No ID	All Weather	2
20	Lalmatia Mosque - Borail UP Road	No ID	All Weather	1
21	Nij Bahadur pur (Moraul Candgram GC Road) - Gollasangon Via Holdipar Hafizia Madrasha	No ID	All Weather	2
22	Kumarshail Kakripul - Atua Barail Road Via Abdul Khalek Mia's House	No ID	All Weather	1.5
23	Korompur H/E Moktar Mia - Shonai River	No ID	All Weather	1
24	H/E Abdur Rup C&B - Baya Rail Line	No ID	All Weather	2
25	Musegull moiju mia's Shop - Keramotnagar Kol ghar via Musegull Govt. Primary School	No ID	All Weather	10
26	H/E Majir Member CNB - Bade Pukuria Mosque	No ID	All Weather	1
27	Chintapur Jame Msoque - Hashimpur Abdus sattar Road	No ID	All Weather	1
28	Maizomjuri bridge - Malishiri Govt. Pry. School	No ID	All Weather	1.51
29	Kumarshail Road near H/E Abdur Rob - H/E Enam Kumarshail Pucca Road	No ID	All Weather	2.5
30	Kumarshail Kakripul - Alladad Tea Estate	No ID	All Weather	2

7.2.2 PROPOSED SUBMERSIBLE ROUTES:

There are only 4 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 5: Proposed submersible roads in the Upazila

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
1	Badda BC - Dasgori chandmiah road	658145059	Submersible	4.5
2	Banglabazar Ditiyerdehi via Dhormodehi road	658145071	Submersible	2.7
3	Ajimganj Road - Chintapur Tangortoli via Sujanagar Pathalia College	No ID	Submersible	2.5
4	Jhogri - Chorkona via Terakuri Pucca Road	No ID	Submersible	3.5

7.2.3 PROPOSED ROADS FOR HARD-TO-REACH VILLAGES HAVING NO ID:

There are 14 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 6: Proposed roads for Hard-to-Reach Villages having No ID

Sl. No	Road Name	Road ID	Unpaved length (Km)
1	Patna Primary School - Talimpur UP Border	No ID	2
2	Lalmatia Mosque - Borail UP Road	No ID	1
3	Nij Bahadur pur (Moraul Candgram GC Road) - Gollasangon Via Holdipar Hafizia Madrasha	No ID	2
4	Kumarshail Kakripul - Atua Barail Road Via Abdul Khalek Mia's House	No ID	1.5
5	Korompur H/E Moktar Mia - Shonai River	No ID	1
6	H/E Abdur Rup C&B - Baya Rail Line	No ID	2
7	Musegull moiju mia's Shop - Keramotnagar Kol ghar via Musegull Govt. Primary School	No ID	10
8	H/E Majir Member CNB - Bade Pukuria Mosque	No ID	1
9	Chintapur Jame Msoque - Hashimpur Abdus sattar Road	No ID	1
10	Maizomjuri bridge - Malishiri Govt. Pry. School	No ID	1.51
11	Kumarshail Road near H/E Abdur Rob - H/E Enam Kumarshail Pucca Road	No ID	2.5
12	Kumarshail Kakripul - Alladad Tea Estate	No ID	2
13	Ajimganj Road - Chintapur Tangortoli via Sujanagar Pathalia College	No ID	2.5
14	Jhogri - Chorkona via Terakuri Pucca Road	No ID	3.5

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 7: Considered weightage values for the prioritization

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

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

- Part of Barlekha Upazila is foothill and part of it is upland hill areas. The Upazila is partly covered by a major haor i.e., *Hakaluki Haor* and 2 rivers dominate the ecosystem of the Upazila. That are Sonai & Juri rivers. The River Juri, a trans-boundary river, rises in the '*Jampui Hills*' of the Indian state of Tripura carries huge volume of flood water during monsoon. Though the Upazila has a number of rivers, riverine transport is not available in this Upazila.
- 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 41 Hard-to-Reach Villages. To develop rural connectivity, there are proposals for both the all weather and 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 Barlekha in Moulvibazar 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)	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		
Baralekha	Hajiganj Bazar	HB	Yes	General Market	Both	7	0	0.00	0	0.00	0.52	0.00	0	0
Baralekha	Hajiganj bazar (h.q)	GC	No	General Market	Both	7	0	0.52	0	0.00	0.52	12.00	0	0
Baralekha	Barleka puran bazar	HB	Yes	General Market	Wholesale	2	21	0.00	21	0.00	0.72	8.00	51000	48600
Baralekha	Demai bazar	HB	Yes	General Market	Wholesale	2	0	0.32	0	0.00	0.32	2.00	38500	0
Baralekha	Bisrabazar hat	HB	Yes	General Market	Wholesale	1	44	0.21	44	0.48	0.69	15.00	0	0
Barni	Fakirer bazar	GC	Yes	General Market	Wholesale	2	16	0.73	16	0.00	0.73	4.00	41381	0
Barni	Godown bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.20	0.00	0	0
Barni	Paksail Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.40	6.00	0	0
Dakshin Dakshinbhangh	Yousufgong Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	0.00	0	0
Dakshin Dakshinbhangh	Dakshinbag Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.17	5.00	38000	0
Dakshin Dakshinbhangh	Kalajura Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	1.00	0	0
Dakshin Dakshinbhangh	Rathuli Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	3.00	0	0
Dakshin Dakshinbhangh	Tilar Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.66	2.30	0	0
Dakshin Shahabajpur	Office Bazar	HB	Yes	General Market	Wholesale	1	23	0.00	23	0.39	0.10	3.00	49700	106600
Dakshin Shahabajpur	Mohammadnagar	HB	Yes	General Market	Wholesale	1	4	0.00	4	0.00	0.69	2.00	20000	0
Dakshin Shahabajpur	Ghandai Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	1.00	0	0

Union	Market Name	Market Category (GC=Growth Center, HB=Hat Bazar)	Market Listed? (Yes/ No)	Market Category/ (General/ Special/ Collection)	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		
Dakshin Shahabajpur	Muraul Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.20	5.00	0	0
Dasher Bazar	Dasher bazar	GC	Yes	General Market	Wholesale	2	37	0.61	37	0.98	0.61	15.00	391000	271500
Dasher Bazar	Edgah bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	1.00	0	0
Nij Bahadurpur	Chandgram bazar	GC	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.80	9.00	0	0
Nij Bahadurpur	Behaidohor bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	2.00	0	0
Nij Bahadurpur	Daulatpur bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.20	0.65	2.00	0	0
Nij Bahadurpur	Maizgram bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	3.00	0	0
Nij Bahadurpur	Munshi bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	1.00	0	0
Nij Bahadurpur	Munshi bazar	HB	Yes	General Market	Wholesale	1	2	0.00	2	0.21	0.02	2.00	0	0
Nij Bahadurpur	Saturpar bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	2.00	0	0
Sujanagar	Azimganj bazar	GC	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.00	5.00	0	0
Talimpur	Kanongo bazar	GC	Yes	General Market	Wholesale	1	53	0.00	53	0.00	0.85	7.00	666666	490500
Talimpur	Bangla Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	2.00	0	0
Uttar Dakshinbhag	Kataltoli Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.30	9.00	4000	19500
Uttar Dakshinbhag	Mammodtki Bazar	HB	Yes	General Market	Wholesale	1	4	0.00	4	0.00	0.00	3.00	20000	5120
Uttar Dakshinbhag	Ramjangonj Bazar	HB	No	General Market	Wholesale	1	0	0.00	0	0.00	0.00	3.00	0	0
Uttar Shahabajpur	Shahabazpur Bazar	HB	Yes	General Market	Wholesale	1	52	0.00	52	0.00	2.83	6.00	2323000	1616000
Uttar Shahabajpur	Mural Bazar	HB	Yes	General Market	Wholesale	1	0	0.00	0	0.00	0.20	4.00	500	0
Uttar Shahabajpur	Pallathal Bazar	HB	No	0	0	0	0	0.00	0	0.00	0.00	11.00	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	Barlekha	Kechhrigul B O C	5856	Barlekha school tilla road at Bothaura to chutalekha road via Elsarín GPS	658144110	VRA	All Weather	5.3			5.3	5.3	636	20	180	816	1105	139	80	25	16	25	15	81
2	Barlekha	Kechhrigul	3713	Maizpara-Kesrigul high schhol road	658144108	VRA	All Weather	1.51			1.51	1.51	181.2	15	135	316.2	2459	85	23	20	10	25	15	70
3	Barlekha	Jafarpur	1818	RHD-Uttor Chowmohina - Balichora road	658144054	VRA	All Weather	3.5	2.2		1.3	1.3	156	15	135	291	1399	160	20	18	10	25	15	68
4	Uttar Dakshinbhag	Barkhola	1203	Borkhola Ramjangonj Bazar to Hatizalai road	658144055	VRA	All Weather	3.2			3.2	3.2	384	15	135	519	376	431	48	18	10	25	15	68
5	Uttar Shahabajpur	Barail	2227	Borail tetli bazar to Borail ebtedai madrasha via Borail GPS road.	658145092	VRB	All Weather	2			2	2	240	15	135	375	1114	168	30	20	10	25	12	67
6	Talimpur	Vadda Badarmal	1432	Badda BC - Dasgori chandmiah road	658145059	VRB	Submersible	4.5			4.5	4.5	810	30	270	1080	318	754	68	18	16	20	12	66
7	Barlekha	Hinainagar	785	School tilla road-Hinainagar	658144022	VRA	All Weather	0.7			0.7	0.7	84	5	45	129	1121	164	11	15	10	25	15	65
8	Barni	Kazir Ban	1569	Nawagram-salia road	658145044	VRB	All Weather	2	1		1	1	120	20	180	300	1569	191	15	18	10	25	12	65
9	Uttar Dakshinbhag	Gaurinagar	1926	Gaurinagar Tower-Barkhola madrasha road via Foiju mia sha road.	658145101	VRB	All Weather	2			2	2	240	15	135	375	963	195	30	18	10	25	12	65
10	Nij Bahadurpur	Pakua	1931	Sufinagar-Pakua road	658145014	VRB	All Weather	2.35			2.35	2.35	282	15	135	417	822	216	35	18	10	25	12	65
11	Barni	Uzirpur	1305	RHD Uzirpur - Eidgha Bazar via Barni cholk - Barni chaga	658145036	VRB	All Weather	1.65			1.65	1.65	198	20	180	378	791	290	25	18	10	25	12	65
12	Uttar Shahabajpur	Nandua	1367	Barlekha-shahbazpur road at nandua to pabnia village road.	658145051	VRB	All Weather	1.8			1.8	1.8	216	20	180	396	759	290	27	18	10	25	12	65
13	Dasher Bazar	Moharani,Tuka	1621	RHD Uttar Logati Dighir Par - Tuka Jame Mosque	658145032	VRB	All Weather	3			3	3	360	15	135	495	540	305	45	18	10	25	12	65
14	Barlekha	Shaithal	835	Gaziteka sat hal mouza to sarua mazi road	658145078	VRB	All Weather	1	0.5		0.5	0.5	60	5	45	105	1671	126	8	15	10	25	12	62
15	Dasher Bazar	Panishaoya	683	Panisaowa Godown road-Sunampur road	658145096	VRB	All Weather	0.75			0.75	0.75	90	5	45	135	910	198	11	15	10	25	12	62
16	Dakshin Shahabajpur	Bouler Chak	868	Mohammadnagar - Bowlerchock road	658145012	VRB	All Weather	2.15			2.15	2.15	258	15	135	393	404	453	32	15	10	25	12	62
17	Barlekha	Bali Char	705	Balichora GPS- Gucshogran road	658145062	VRB	All Weather	2.4			2.4	2.4	288	15	135	423	294	600	36	15	10	20	12	57
18	Uttar Shahabajpur	Mukarrabari	184	Bottosree road to mugia Bari village road	658145087	VRB	All Weather	0.55			0.55	0.55	66	5	45	111	335	602	8	15	10	20	12	57
19	Dasher Bazar	Chandpur	449	Dasherbazar -Fakirbazar to Chandpur road	658145026	VRB	All Weather	2			2	2	240	15	135	375	225	835	30	15	10	20	12	57
20	Talimpur	Dwitiar Dehi 1st Part	482	Banglabazar Ditiyerdehi via Dhormodehi road	658145071	VRB	Submersible	2.7			2.7	2.7	486	20	180	666	179	1381	41	15	10	15	12	52
21	Sujanagar	Patna	4984	Patna Primary School - Talimpur UP Border	No ID	VRB	All Weather	2			2	2	240	20	180	420	2492	84	30	20	10	25	12	67
22	Uttar Shahabajpur	Buga, Chandpur, Atua	2793	Lalmatia Mosque - Borail UP Road	No ID	VRB	All Weather	1			1	1	120	15	135	255	2793	91	15	20	10	25	12	67
23	Nij Bahadurpur	Nij Bahadur Pur	3414	Nij Bahadur pur (Moraul Candgram GC Road) - Gollasangan Via Holdipar Hafizia Madrasha	No ID	VRB	All Weather	2			2	2	240	30	270	510	1707	149	30	20	10	25	12	67
24	Uttar Shahabajpur	Kumarshail	2051	Kumarshail Kakripul - Atua Barail Road Via Abdul Khalek Mia's House	No ID	VRB	All Weather	1.5			1.5	1.5	180	15	135	315	1367	154	23	20	10	25	12	67
25	Sujanagar	Tanguartoli,Chandpur	2521	Ajimganj Road - Chintapur Tangortoli via Sujanagar Pathalia College	No ID	VRB	Submersible	2.5			2.5	2.5	450	30	270	720	1008	286	38	20	10	25	12	67
26	Uttar Shahabajpur	Korompur	1349	Korompur H/E Moktar Mia - Shonai River	No ID	VRB	All Weather	1			1	1	120	15	135	255	1349	189	15	18	10	25	12	65
27	Uttar Shahabajpur	Purba Doulatpur	1501	H/E Abdur Rup C&B - Baya Rail Line	No ID	VRB	All Weather	2			2	2	240	15	135	375	750	250	30	18	10	25	12	65
28	Uttar Dakshinbhag	Barkhola (2nd Part)	1300	Musegull moiju mia's Shop - Keramotnagar Kol ghar via Musegull Govt. Primary School	No ID	VRB	All Weather	10			10	10	1200	15	135	1335	130	1027	150	18	18	15	12	63
29	Uttar Shahabajpur	Bade Pukuria	659	H/E Majir Member CNB - Bade Pukuria Mosque	No ID	VRB	All Weather	1			1	1	120	15	135	255	659	387	15	15	10	25	12	62
30	Sujanagar	Hasimpur	802	Chintapur Jame Msoque - Hashimpur Abdus sattar Road	No ID	VRB	All Weather	1			1	1	120	30	270	390	802	486	15	15	10	25	12	62
31	Sujanagar	Jhogri, Charkona, Bagher kona	1547	Jhogri - Chorkona via Terakuri Pucca Road	No ID	VRB	Submersible	3.5			3.5	3.5	630	30	270	900	442	582	53	18	10	20	12	60
32	Dasher Bazar	Maizomjuri	327	Maizomjuri bridge - Malishiri Govt. Pry. School	No ID	VRB	All Weather	1.51			1.51	1.51	181.2	15	135	316.2	216	968	23	15	10	20	12	57
33	Uttar Shahabajpur	Alimpur, Fateh Bagh TE	434	Kumarshail Road near H/E Abdur Rob - H/E Enam Kumarshail Pucca Road	No ID	VRB	All Weather	2.5			2.5	2.5	300	30	270	570	174	1313	38	15	10	15	12	52
34	Uttar Shahabajpur	Alladad	257	Kumarshail Kakripul - Alladad Tea Estate	No ID	VRB	All Weather	2			2	2	240	20	180	420	128	1636	30	15	10	12	12	49

*** 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)