



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”

Companiganj, Sylhet



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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 **Companiganj** Upazila of **Sylhet** District.

1 DESCRIPTION OF THE UPAZILA

1.1 GEOGRAPHY AND DEMOGRAPHY

The geographical area of Companiganj Upazila is 296.75 square kilometers and has 6 Unions, 71 mouzas and 138 Villages. The Upazila is 30 km away from District headquarters of Sylhet. Companiganj is covered by 15 major haors and there exists 4 rivers flowing over the Upazila that are- Dholai river, Piyain river, Monu River & Shaldighir river. The total population of the Upazila is 1,74,029 of which 89,649 are male and 84,380 female, total number of households are 28,756 and average household size is 6.1 with a population density of 586 (as per population census 2011).

1.2 EDUCATION FEATURES

According to the information of the relevant local government offices there are 32 govt. primary, 30 registered primary, 6 non-government primary, 15 NGO & 8 kindergarten schools in the Upazila. On the other hand, Companiganj has 3 lower secondary schools (upto class 8), 12 non-government with only one government high school, 4 private colleges, and 29 madrashas (1 Alim & 1 Dakhil). The literacy rate for the Upazila is 26.5% 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 Companiganj 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 Companiganj is 303.97 km and out of which, 99.74 km paved and 204.23 km earthen.

1.4 AGRICULTURE, FOOD PRODUCTION AND FISHERIES

Though the aggregate (coarse sand, stone chips & stone) business is the main source of income for the inhabitants, agriculture too has a major importance for the economy of the people of Companiganj. There are 73,330 acres of arable land in the Upazila. In the fiscal year 2010-11 the Rice production was 1599, 13030 & 35595 metric tons for Aus, Aman & Boro seasons respectively. The Upazila also produced 336 metric tons of Wheat, 422 metric tons of Potato and 960 metric tons of Oilseed in the same fiscal year 2010-11. A notable quantity of vegetable is also produced here in this Upazila.

According to the BBS (2010-11) data Companiganj has 11,559 Acre of haor, pond & dhighee that produced 3,773 metric tons of fishes. There also exists 22 poultry & 3 dairy farms.

All the agricultural products are adequate to meet the demand of the Upazila and surpluses are sold to outside of Companiganj.

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 15 hatbazar and 4 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-1*.

2 LOCATION OF THE UPAZILA

Companiganj Upazila is in the North-Eastern part of the country under Sylhet District. The location has been shown in the map. It is bounded by Meghalaya (state of India) on the north, Sylhet Sadar, Gowainghat and Chhatak Upazilas on the south, Gowainghat Upazila on the east and Chhatak Upazila on the west. The Upazila is adjacent to the Indian border at Meghalaya foothill. 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.

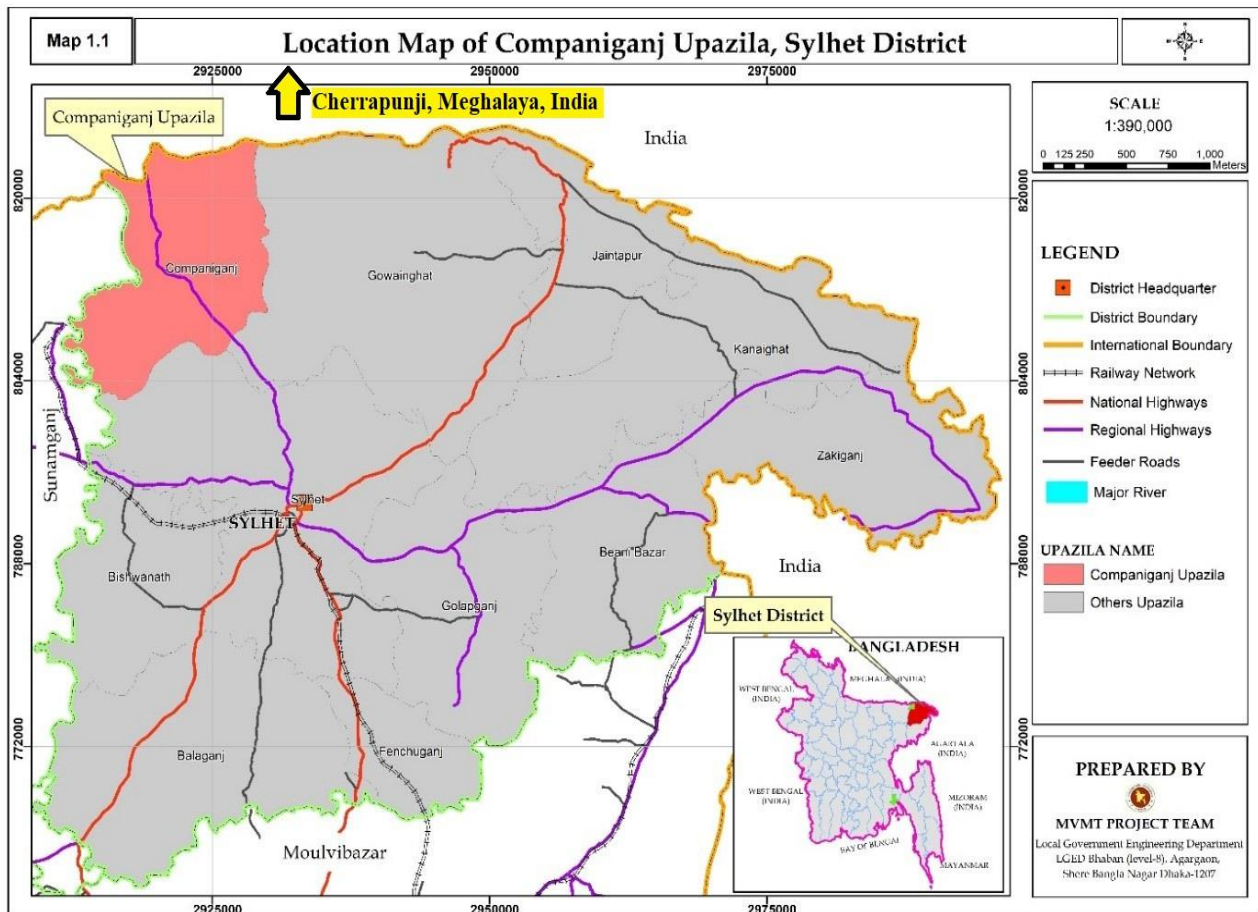


Figure 1: Upazila Location Map.

3 APPROACH & METHODOLOGY

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.

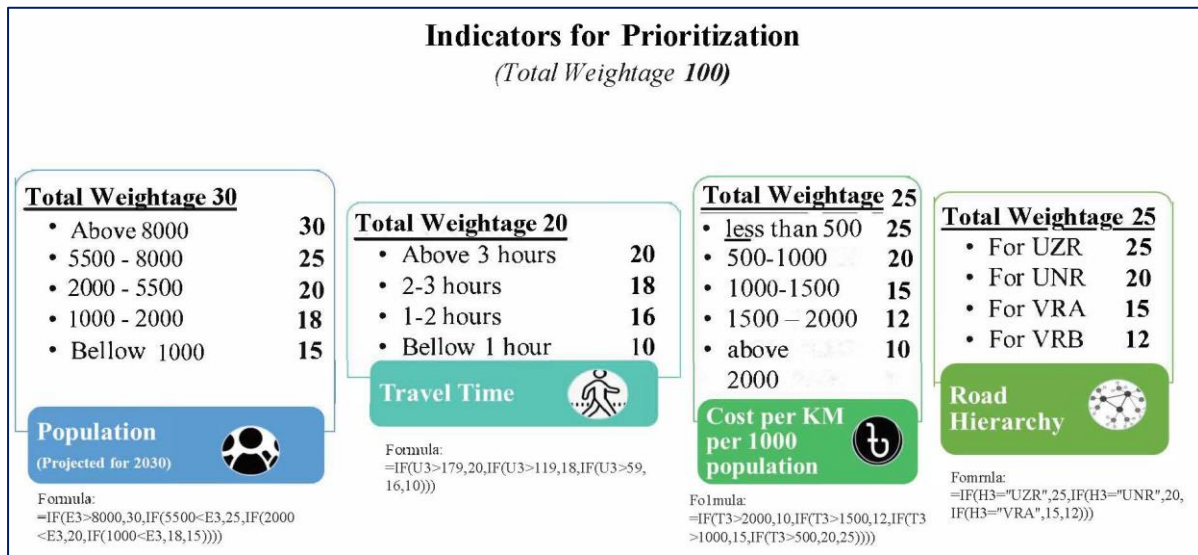


Figure 2: Prioritization indicators & their weightage values

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 90% 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.

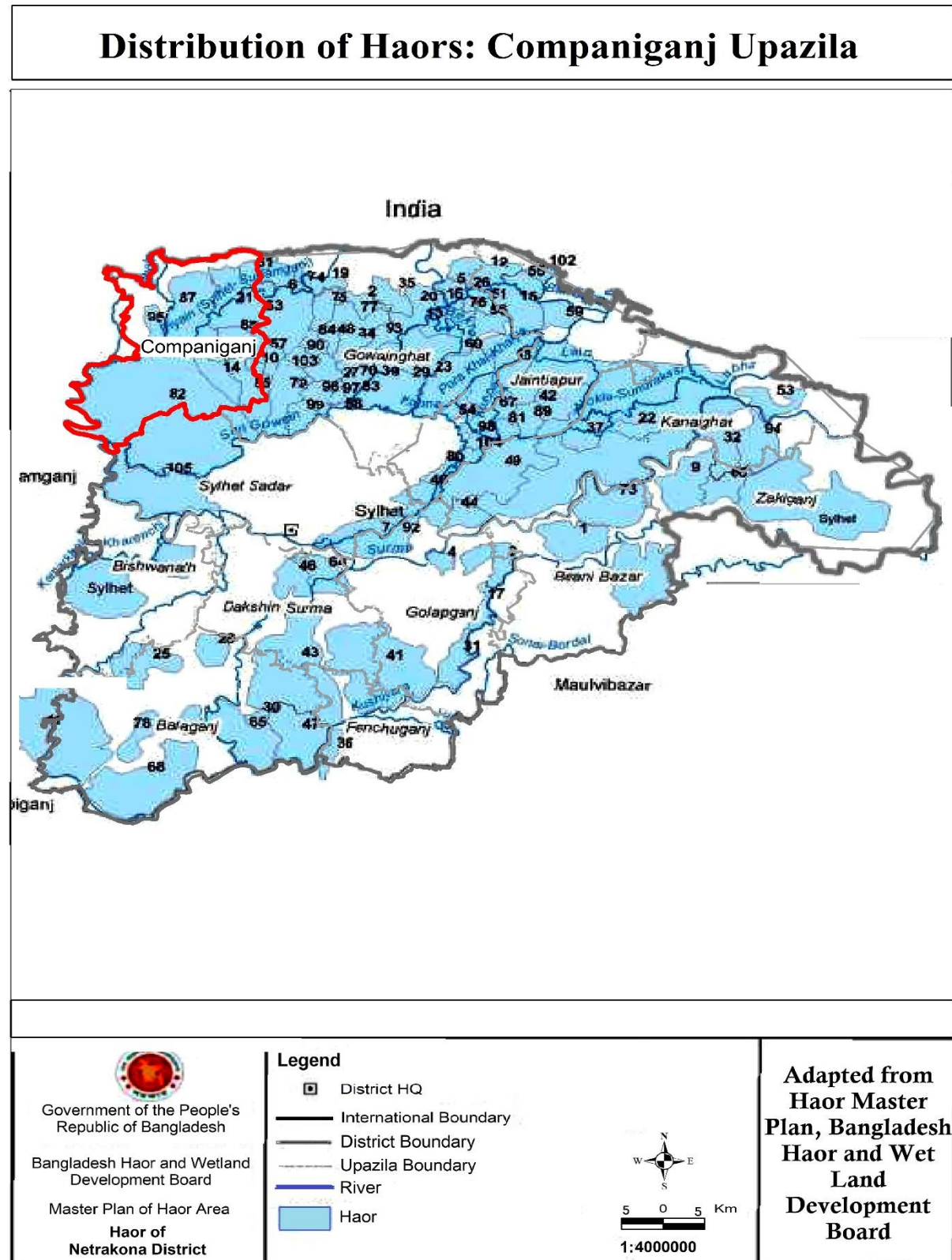


Figure 3: Haor Distribution Map

4.2 HAOR/ WETLAND CATEGORY

However, north of the Upazila is Foot Hill and rest of the Upazila is within floodplain zone. Therefore, road or other infrastructure development in this Upazila has major environmental consequences.

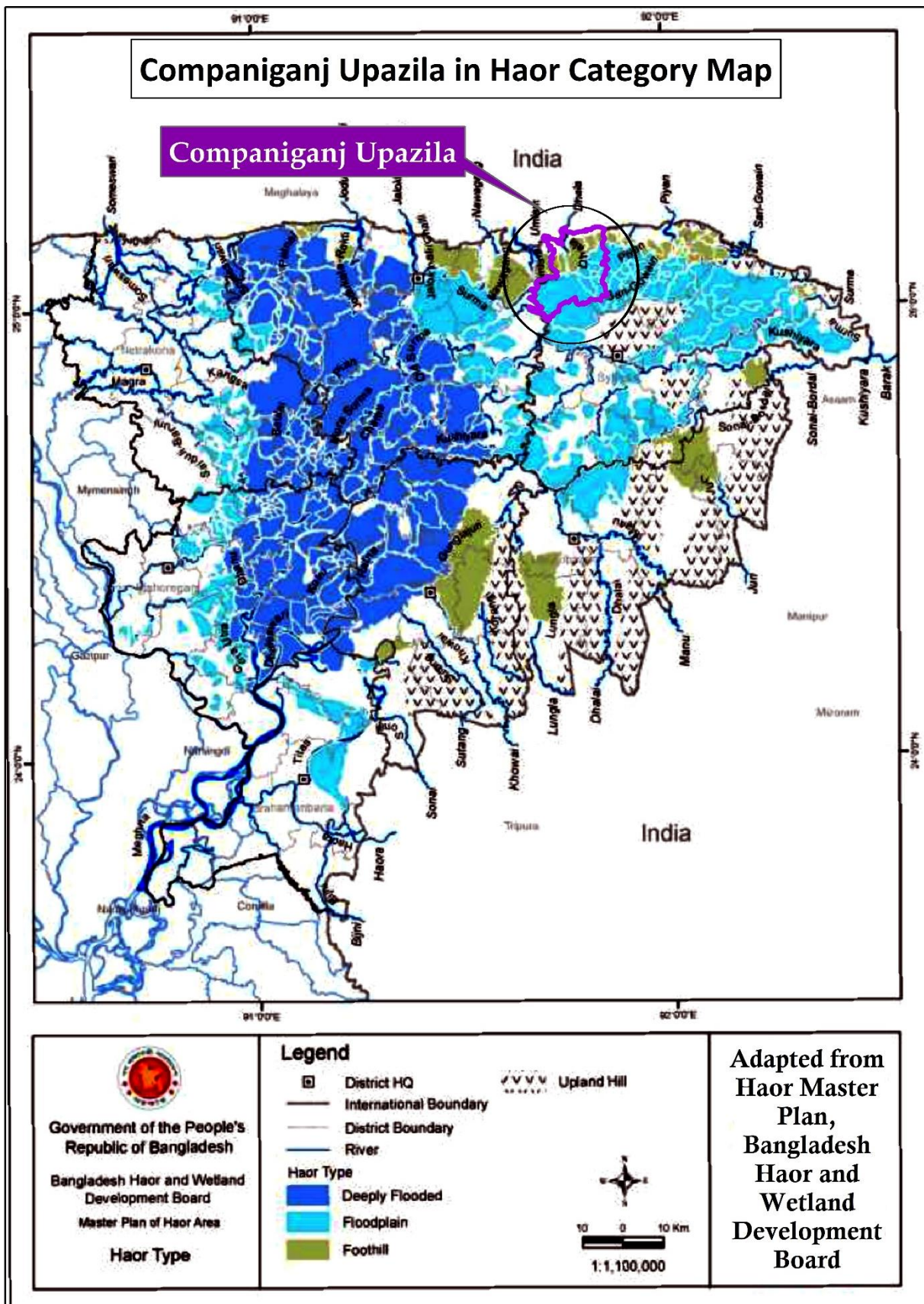


Figure 4: Haor Category Map.

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 & is partially a part of Himalayan Piedmont Plain. Therefore, adequate opening for the road and road structures should be maintained.

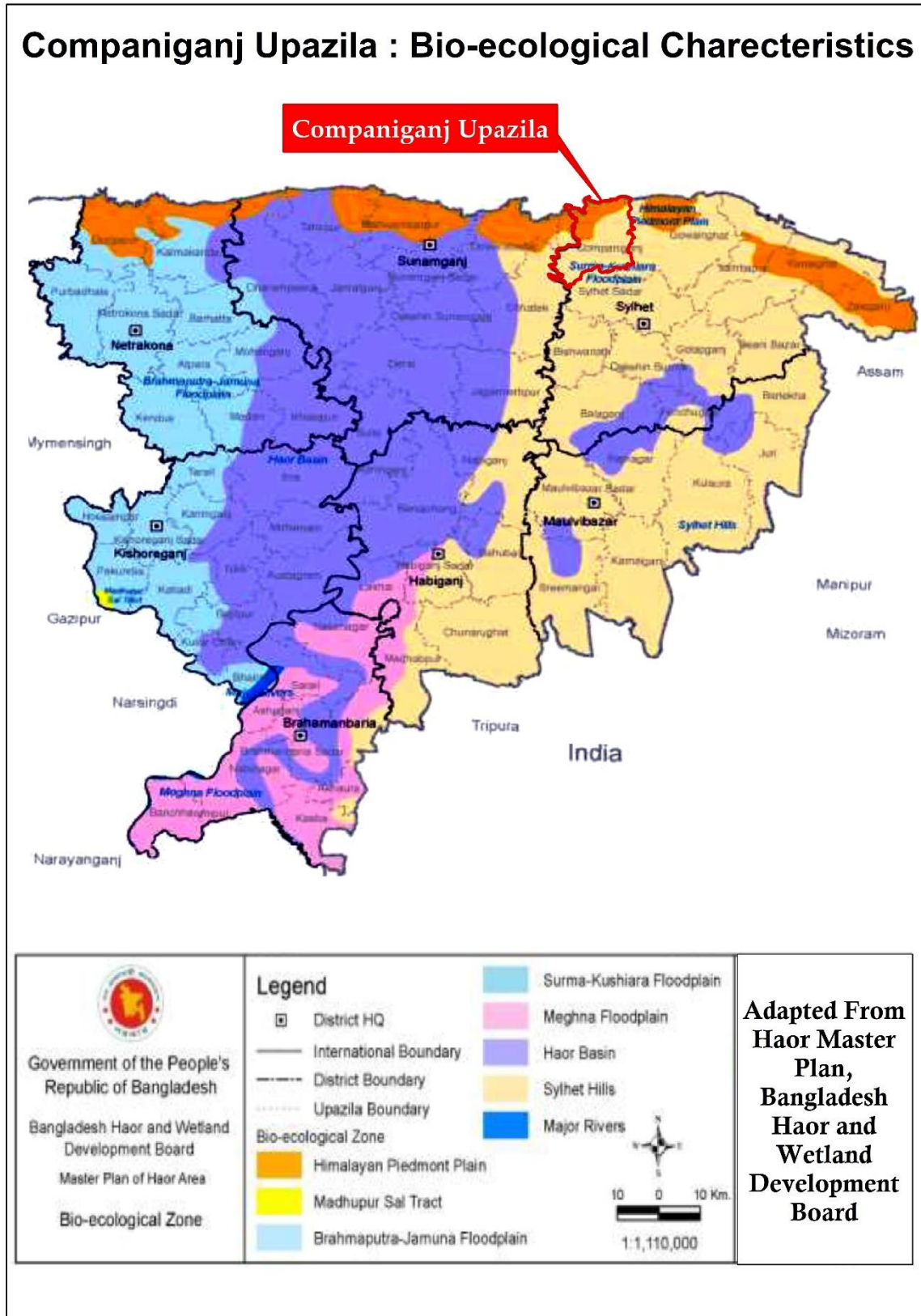


Figure 5: Bio Ecological Characteristics Map

5 RURAL ROAD CONNECTIVITY TO THE VILLAGES

5.1 SUMMARY OF THE VILLAGE CONNECTIVITY

Companiganj is an Upazila with major haors. The rural road communication is quite poor here. Out of 139 Villages, 46 are disconnected from the developed paved road network that brings huge sufferings for the people of those Villages. The total rural road network of Companiganj is of 303.97 km, out of which 99.74 km paved and 204.23 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	Islampur Paschim	29	23	6
2	Islampur Purba	35	22	13
3	Dakinronikhai	44	28	16
4	Uttorronikhai			
5	Ishakalash	31	20	11
6	Telikhal			
Total =		139	93	46

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)
Islampur Paschim (29)	1	Babulnagar	576	Bahadrpur	1799
	2	Badikona	1491	Chika Duhra	708
	3	Bardao		Jaliarpar	742
	4	Batertol	1020	Nawa Gangerpar	1507
	5	Bhagarpar	935	Poschim Nowabgi	717
	6	Chandagul	855	Purba Nowabgi	792
	7	Dakghar	967		
	8	Dholakhal	921		
	9	Kala Sadak	956		
	10	Kathalbari	2951		
	11	Lama Para	1455		
	12	Lambakandi	1525		
	13	Noa Gone (Candbari)	2179		
	14	Nowagone	1582		

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)
	15	Poschim Bhulagang/ Majhpara	4034		
	16	Purbo Bhulaganj	3614		
	17	Purbo Naraynpur	482		
	18	Rajarkhal	730		
	19	Ratanpur	339		
	20	Razendrapur	311		
	21	Rustampur	1361		
	22	Poschim Naraynpur	685		
	23	Ghoramara	493		
			Sub Total=	29462	
Islampur Purba (35)	1	Bhatia	1523	Amertal	269
	2	Burdeo	1934	Chandranagar	669
	3	Dakshin Kalabari	2926	Chanpur	1303
	4	Dakshin Rajnagar	1080	Khayergaon	2218
	5	Dhalarpar	6077	Koratibari	286
	6	Fatakuri	1124	Mostofa Nagar	2343
	7	Islampur	5416	Natun Jibanpur	2188
	8	Jibanpur	1520	Radhanagar (1)	725
	9	Kalibari	473	Radhanagar (2)	439
	10	Kalibari	2266	Rangpuri Basti	1171
	11	Larang	180	Shibnagar	682
	12	Laskhal	1689	Shimultala Nayagaon	2819
	13	Madhya Rajnagar	2049	Takergaon	9188
	14	Meghargaon	1613		
	15	Natun Baluchar	403		
	16	Paschim Meghargaon	1109		
	17	Puran Baluchar	1751		
	18	Shiler Bhanga	1119		
	19	Taimur Nagar Part	987		
	20	Taomurnagar	1318		
	21	Uttar Kalabari	1760		
	22	Uttar Rajnagar	1409		
		Sub Total=	39727		24300
Ranikhali (44)	1	Baki Murarpar	709	Andurakhandi	306
	2	Baktir Bari	706	Barni Haor	112
	3	Banapur	3795	Batmura	1143
	4	Baram Shidhirpur	1031	Daktir Bari	706
	5	Bijay Parua	3129	Dighal Bakarpar	1323
	6	Bijay Parua Haor	968	Fedar Goan	864
	7	Darakul	1621	Fultail Chhagram Haor	605

Union	Sl. No	Connected Villages	Population 2021 (Based on BBS 2011)	Hard-to-Reach Villages	Population 2021 (Based on BBS 2011)	
	8	Darni	1735	Furarpar	251	
	9	Gowrinagar	3112	Kakurial	832	
	10	Kalairag	5452	Labha Haor	194	
	11	Kayet Gram	1123	Lamagram	1734	
	12	Khagail	1946	Murarbari	474	
	13	Lali Kandi	378	Purba Barni	368	
	14	Lama Deksihari	1169	Roypur	982	
	15	Lamagon Haor	266	Turung	1044	
	16	Manurpar	391	Ranikhai	579	
	17	Najirargaon	1243			
	18	Noagoan	1491			
	19	Panichapara Haor	272			
	20	Paschim Barni	2495			
	21	Paschim Mahish Kher	767			
	22	Piprakhai Haor	284			
	23	Purba Purna Chhagram	212			
	24	Purna Chhagram	2852			
	25	Rajapur	678			
	26	Shaldigorkandi	89			
	27	Sonaura	1122			
	28	Uttar Jangail	535			
			Sub Total=	39571		10938
	Telikhal (31)	1	Ambari	174	Bishnapur	796
		2	Baghgor		Dakati Bari	346
		3	Bakhergoan	292	Futkura Tila	332
		4	Bhadershwar		Lama Parkul	2292
		5	Bilajor	681	Lamnigoan	715
		6	Burdeo	1225	Natun Parkul	6875
7		Buri Dahar	1219	Natun Parkul Kandi Para	486	
8		Chati Bahar	5001	Puran Parkul	2292	
9		Chaythanagar	747	Taiya Pagla	626	
10		Chtalpar	1656	Shilakuri	715	
11		Companigong	1559	Putamara		
12		Dalairgoan	245			
13		Gaukhal	599			
14		Jagnarpar	245			
15		Kachi Tila	456			
16		Najgoan				
17		Nawagoan	135			
18		Putamara				
19		Sherpur/ Naogaon	525			
20		Telikha	3204			
		Sub Total=	17963		14760	

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

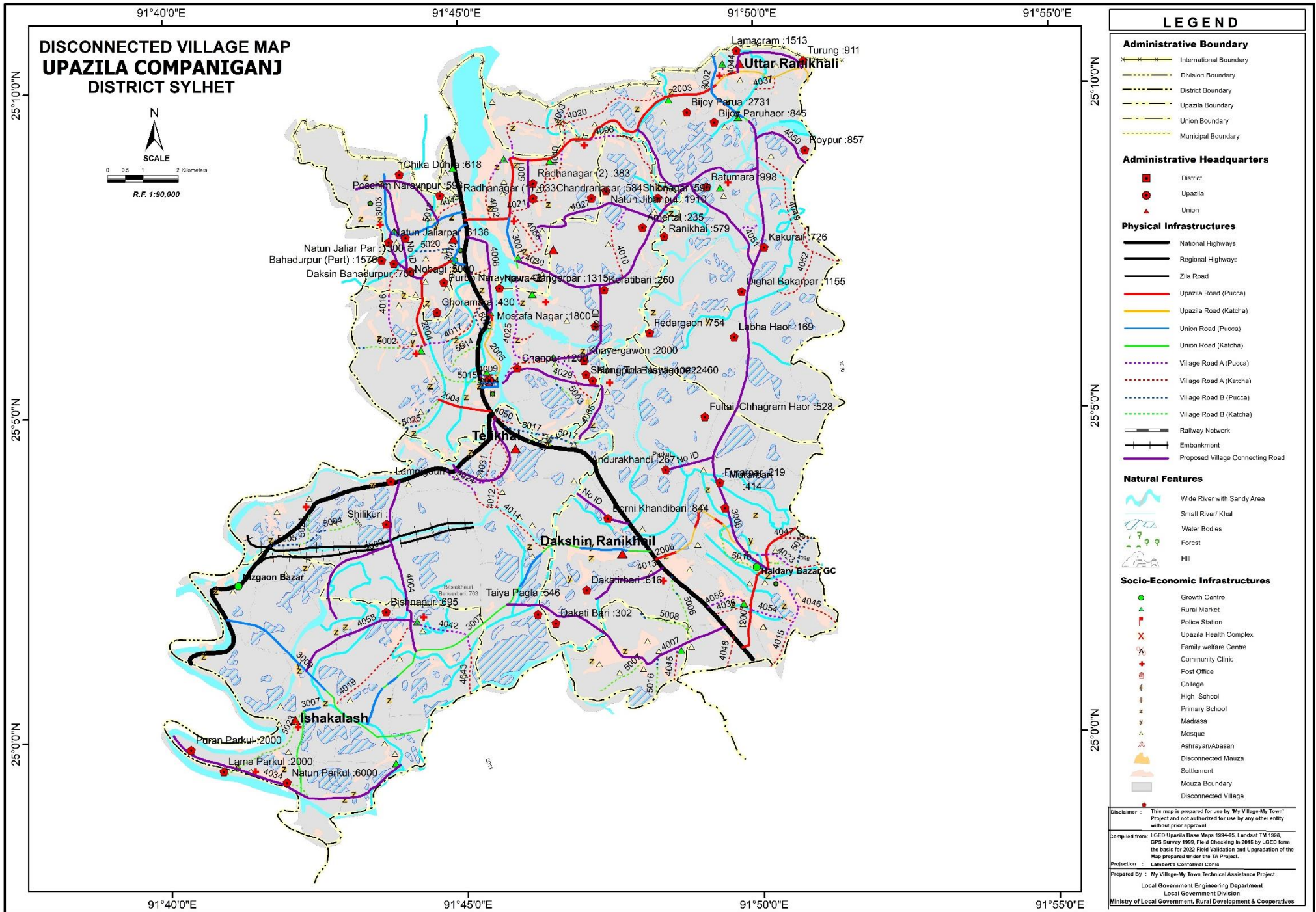


Figure 6: Upazila Map

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, Companiganj 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 two case study Unions in Companiganj Upazila, that are ‘Paschim Islampur & Purba Islampur’.

In **Purba Islampur**, the consultant visited the alignment of “Shemultola Noagoan Pri.school - Khairgoan Pri. school - Chandpur Road” having the Road ID: 691274029. 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.



Figure 8: Condition of the visited road alignment at Case Study 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 9: Condition of the visited road alignment at Case Study Union

The length of this road is 6.85km, having 1.4km paved and 5.45km earthen. The road connects 3 major Villages of the Union named Rangpuri Bashti, Chanpur & Shimultola Nayagone having the total population of approx. 5000. 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 madrasa and two Primary Schools. A bridge (Dholaighat – Chanpur Bridge) is required at the very beginning of this road on Dholai River.

As for **Paschim Islampur** Union, the consultant visited “Batherthal Mosque - Nubagi GPS - Saharpin Bazar Road” having the Road ID: 691274001. This road was visited considering the number of beneficiaries, educational institutes and the suggestions of the UE Office.



Figure 10: Condition of the visited road alignment at Case Study Union

The length of this road is 5.18km having 2.07km paved and 3.12km earthen. The road connects 2 major Villages of the Union named Nobagi & Natun Jaliarpar having the total population of

approx. 5500. People of these Villages use this road to have an access to “Upazilla H/Q-RHD-Katalbari-Paruabazar G.C.” Road (ID: 691272004) that can get them connected with Upazila HQ easily. During monsoon, the road becomes inundated. There exists two Primary Schools and a bazar along the visited road.



Figure 11: Condition of the visited road alignment at Case Study Union

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, Companigonj Upazila is not a deep haor, it is actually a flashflood zone. Around 40% of the area is highland and 60% are floodplain area. About four rivers have passed through Companigonj Upazila. That are Dholai river, Piyain river, Monu River & Shaldighir river.

At dry season, many people use these riverine routes specially for carrying their goods. Generally smaller engine boats are used in the dry seasons as the water level reduces. At monsoon large area of the Upazila gets inundated due to flash flood and heavy rainfall at the uphill. The water depth becomes 8-10 feet resulting the waterways as only mode of transport in the submerged, i.e., haor area. During this part of the year, larger boats even cargo ships are readily available to transport community & commodity

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

Table 3: Proposed riverine routes of the Upazila

Sl. No	Name of the Riverine Route	Name of the Stream	Type of the Stream	Types of Water Vehicle	Need of excavation
1	Upazila H/Q – Telikhal Bazar Ghat – Labha Haor Village – Fultali Chhagram Haor Village – Furarpar Village	Monu & Piyain river	Intermittent (April – Aug)	Small Boat, Engine Boat, Trawler	Yes (Piyain river has already been excavated)
2	Upazila H/Q – Telikhal Bazar Ghat – Shimultola Noyagaon – Fedargaon – Dighalbakerpar – Kakurial – Bakimurarpar – Raipur	Dholai, Mura Gang & Piyain river	Intermittent (April – Aug)	Small Boat, Engine Boat, Trawler & Cargo (Carrying aggregates)	Yes (Piyain river has already been excavated)
3	Bilagur Ghat – Dakatibari – Taiya Pagla	Gougra khal	Intermittent (April – Aug)	Small Boat, Engine Boat, Trawler	Yes

Sl. No	Name of the Riverine Route	Name of the Stream	Type of the Stream	Types of Water Vehicle	Need of excavation
4	Upazila H/Q – Telikhal Bazar Ghat – Shimultola Noyagaon – Fedargaon – Dighalbakerpar – Amertol – Natun Jibanpur – Shibnagar – Ranikhai – Batmura Bazar	Dholai, Nigarer khal & Piyain river	Intermittent (April – Aug)	Small Boat, Engine Boat, Trawler	Yes (Piyain river has already been excavated)

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. Yet, 8 (eight) bridges are needed to fulfil the purpose. A summary of the rural roads of Companiganj 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 Hard-to-Reach Villages (KM)
303.97	99.74	204.23	98.63

7.2.1 PROPOSED ALL WEATHER ROUTES:

There are 12 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	Uttar Ronekhi UP-Dubrirpar bazar-UZR Road.	691273008	All Weather	2.67
2	RHD & RHD (Ramail)-Lamadeski - Fedargaon BOP Road.	691274005	All Weather	3.25
3	RHD-Tuker bazar-Nayagangerpar Road.	691274006	All Weather	2
4	RHD Purba Barni-Dakati Bari Goghra Khal Potamara Bazar Road.	691274013	All Weather	1.54
5	Chanbari-Naryanpur Road.	691274022	All Weather	3
6	Notun Jibonpur Pri.School-Maticapa-Dalarpar High school Road.	691274027	All Weather	5.65
7	Vatri-Tollyer muck-Shibnagor-Notun Jibonpur Pri.Schoo Road.	691274028	All Weather	1.71
8	Shemultola noagoan Pri.school-Khairgoan Pri.school- Chandpur Road.	691274029	All Weather	5.45

Sl. No	Road Name	Road ID	Road Condition	Unpaved length (Km)
9	Notun Jibonpur Pri.School- Radanagor- Islamgonj baza Road.	691274030	All Weather	7.7
10	Bhulagonj UZR-Utma(BOP)- Lamagram-Turong-Bisnakandi Bazar(BOP)	691274044	All Weather	2.8
11	Baluchur GPS – Radhanagur Road.	691275001	All Weather	3
12	Lamaparkul – Puran Parkul Road	691275009	All Weather	1.8

7.2.2 PROPOSED SUBMERSIBLE ROUTES:

There are 14 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	Haidory bazar GC-Chatkona bazar Road.	691273006	Submersible	14.8
2	Botertol Mashjeed - Nobagi GPS - Sharpin Bazar	691274001	Submersible	3.18
3	RHD & Lamnigoun-Putmara Bazar Road.	691274004	Submersible	5.14
4	RHD-Dalairgaon-Taiyapagla- Putamara Bazar Road.	691274007	Submersible	2.71
5	Bagjur Bazar - Kolapara - Zogairgaon - Parkul Bazar - Kalaruka Ferry Ghat	691274034	Submersible	7.73
6	Chatkanabazar(UNR)-Raypur- Patlikona road.	691274050	Submersible	5.2
7	Dubrirpar bazar-Ronikhai- Digholbakerpar Ferryghat road.	691274051	Submersible	4.5
8	Bisnupur – Shibpur Road.	691274058	Submersible	3.45
9	Chatibohar Main Road – Nuagoun – Futkura Tilla GPS Road.	691275024	Submersible	1.75
10	Purba Rongpur Bossty - Shokoth Nagar via Mostafa Nagar Rd	No ID	Submersible	2
11	RHD - Khandibari village road	No ID	Submersible	2.5
12	Nobagi - Dakshin Bahadurpur Madrasa - Natun Jaliarpar Rd	No ID	Submersible	2.2
13	Haidory bazar GC-Chatkona bazar Road to Fultail Chhagram Haor	No ID	Submersible	1.7
14	Haidory bazar GC-Chatkona bazar Road to Andurakandi Village	No ID	Submersible	1.2

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

There are 5 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 Hard-to-Reach Villages having No ID

Sl. No	Road Name	Road ID	Unpaved length (Km)
1	Purba Rongpur Bossty - Shokoth Nagar via Mostafa Nagar Rd	No ID	2
2	RHD - Khandibari village road	No ID	2.5
3	Nobagi - Dakshin Bahadurpur Madrasa - Natun Jaliarpar Rd	No ID	2.2
4	Haidory bazar GC-Chatkona bazar Road to Fultail Chhagram Haor	No ID	1.7
5	Haidory bazar GC-Chatkona bazar Road to Andurakandi Village	No ID	1.2

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

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 Companiganj Upazila is foothill of Meghalaya Mountains and part of the Upazila is floodplain zone. Four rivers dominate the ecosystem, transport system of the Upazila. The rivers are Piyain, Dholai, Monu and Shaldigha. Piyain & Dholai rivers originate at Meghalaya & Tripura respectively. 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 – August. 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 46 Hard-to-Reach 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 Companiganj, Jaintapur, Goainghat in Sylhet 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		
Ishakalash	Nizgaon bazar	GC	No	0	0	0	0	0.00	0	0.00	0.00	0.00	0	0
Islampur Paschim	Tuker bazar	HB	No	General Market	Both	2	280	7.83	280	0.00	7.83	0.00	2900000	1355555
Islampur Paschim	Thana bazar	HB	Yes	General Market	Wholesale	2	0	2.50	55	0.00	0.00	2.50	425000	296150
Islampur Paschim	Bholaganj bazar	HB	No	General Market	Wholesale	1	0	0.11	5	0.00	0.00	0.11	157000	38300
Islampur Paschim	Shah Arefin bazar	HB	Yes	General Market	Wholesale	1	0	1.29	290	0.00	0.00	0.84	144000	436600
Islampur Paschim	Paruar bazar	GC	Yes	General Market	Wholesale	1	65	1.26	65	0.00	0.53	0.00	57600	176150
Islampur Purba	Shantir bazar	HB	Yes	General Market	Wholesale	1	32	1.27	32	0.00	1.27	0.00	80000	41505
Islampur Purba	Islamganj bazar	HB	Yes	General Market	Wholesale	1	0	2.07	80	0.00	0.00	2.07	1401000	1360000
Islampur Purba	Doyar bazar	HB	Yes	General Market	Wholesale	1	30	3.27	30	0.00	3.27	0.00	86400	309999
Islampur Purba	Dhalarpar bazar	HB	No	General Market	Wholesale	1	0	0.00	25	0.00	0.00	0.00	675	0
Islampur Purba	Rajnagar notun bazar	HB	No	General Market	Wholesale	1	0	2.47	24	0.00	0.00	2.46	10500	666
Ranikhali Dakshin	Khagail bazar	GC	No	0	0	0	0	0.00	0	0.00	0.00	0.00	0	0
Ranikhali Uttar	Charar bazar	HB	Yes	General Market	Wholesale	1	142	3.07	142	0.00	3.07	0.00	108000	216000

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		
Ranikhali Uttar	Mayar bazar	HB	Yes	General Market	Wholesale	1	46	1.47	46	0.00	1.47	0.00	3998	23505
Ranikhali Uttar	Dhuprirpar bazar	HB	Yes	General Market	Wholesale	1	0	0.73	19	0.00	0.00	0.59	3300	0
Ranikhali Uttar	Haidori bazar	GC	Yes	General Market	Wholesale	1	0	0.59	11	0.00	0.00	0.00	3050	0
Telikhal	Telikhal bazar	HB	Yes	General Market	Wholesale	1	0	0.00	39	0.00	2.14	0.00	16000	14287
Telikhal	Dalair gaon Bazar	HB	Yes	General Market	Wholesale	1	0	0.97	25	0.00	0.00	0.97	16000	21250
Telikhal	Dolairgaon bazar	HB	No	General Market	Wholesale	1	0	2.53	0	0.00	2.53	0.00	515	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	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
1	Ishakalash	Natun Parkul, Lama Parkul, Puran Parkul	11459	Bagjur Bazar - Kolapara - Zogaigaon - Parkul Bazar - Kalaruka Ferry Ghat	691274034	VRA	Submersible	10.03	2.3		7.73	7.73	1391.4	25	225	1616.4	1482	141	116	30	16	25	15	86
2	Islampur Paschim, Islampur Purba	Takergaon, Nawa Gangerpar	10695	RHD-Tuker bazar-Nayagangerpar Road.	691274006	VRA	All Weather	2.75	0.75		2	2	240		0	240	5347	22	30	30	10	25	15	80
3	Puran Parkul	Puran Parkul	9802	Lamaparkul – Puran Parkul Road	691275009	VRB	All Weather	1.8			1.8	1.8	216	0	0	216	5446	22	27	30	10	25	12	77
4	Islampur Purba	Shimul Tola Nayagone, Rangpuri Bashti, Chanpur	5292	Shemultola noagoan Pri.school-Khairgoan Pri.school-Chandpur Road.	691274029	VRA	All Weather	6.85	1.4		5.45	5.45	654	170	1530	2184	971	413	82	20	16	25	15	76
5	Islampur Purba	Amertal, Natun Jibanpur	2458	Notun Jibonpur Pri.School-Maticapa-Dalarpar High school Road.	691274027	VRA	All Weather	6	0.35		5.65	5.65	678	60	540	1218	435	496	85	20	16	25	15	76
6	Uttar Ranikhai	Ranikhali, Dighal Bakarpar	1987	Dubrirpar bazar-Ronikhai-Digholbakerpar Ferryghat road.	691274051	VRA	Submersible	4.5			4.5	4.5	810	1	9	819	442	412	68	18	16	25	15	74
7	Dakshin Ranikhai, Uttar Ranikhai	Kakurial, Murarbari, Furarpar, Labha Haor, Dighal Bakarpar, Fultail Chhagram Haor	3679	Haidory bazar GC-Chatkona bazar Road.	691273006	UNR	Submersible	15.8		1	14.8	15.8	2844	329	2961	5805	233	1578	222	20	20	12	20	72
8	Uttar Ranikhai	Dighal Bakarpar, Fedar Goan, Betmura	3331	RHD & RHD (Ramail)-Lamadeski -Fedargaon BOP Road.	691274005	VRA	All Weather	3.25			3.25	3.25	390		0	390	1025	117	49	20	10	25	15	70
9	Uttar Ranikhai	Lamagram, Turung	2777	Bhulagonj UZR-Utma(BOP)-Lamagram-Turong-Bisnakandi Bazar(BOP)	691274044	VRA	All Weather	3.3	0.5		2.8	2.8	336	65	585	921	992	332	42	20	10	25	15	70
10	Islampur Paschim	Nobagi, Natun Jaliar Par	2251	Botertol Mashjeed - Nobagi GPS - Sharpin Bazar	691274001	VRA	Submersible	5.18	2		3.18	3.18	572.4	55	495	1067.4	708	474	48	20	10	25	15	70
11	Uttar Ranikhai	Ranikhali, Batmura	1807	Uttar Ronekhi UP-Dubrirpar bazar-UZR Road.	691273008	UNR	All Weather	3.8	0.13	1	2.67	3.67	440.4	75	675	1115.4	492	617	40	18	10	20	20	68
12	Islampur Purba	Shibnagar	682	Vatri-Tollyer muck-Shibnagor-Notun Jibonpur Pri.Schoo Road.	691274028	VRA	All Weather	3.5	1.79		1.71	1.71	205.2		0	205.2	399	301	26	15	10	25	15	65
13	Islampur Purba	Radhanagar 1 & 2	1164	Baluchur GPS – Radhanagur Road.	691275001	VRB	All Weather	3			3	3	360		0	360	388	309	45	18	10	25	12	65
14	Uttar Ranikhai	Roypur	982	Chatkanabazar(UNR)-Raypur-Patlikona road.	691274050	VRA	Submersible	5.2			5.2	5.2	936	30	270	1206	189	1228	78	15	16	15	15	61
15	Telikhal	Taiya Pagla, Dakati Bari	972	RHD-Dalairgaon-Taiyapagla-Putamara Bazar Road.	691274007	VRA	Submersible	6.3	3.59		2.71	2.71	487.8		0	487.8	359	502	41	15	10	20	15	60
16	Dakkinronikhai	Daktir Bari	706	RHD Purba Barni-Dakati Bari Goghra Khal Potamara Bazar Road.	691274013	VRA	All Weather	3.05	1.51		1.54	1.54	184.8	25	225	409.8	458	581	23	15	10	20	15	60
17	Islampur Paschim	Chika Duhra	708	Chanbari-Naryanpur Road.	691274022	VRA	All Weather	3			3	3	360	20	180	540	236	763	45	15	10	20	15	60
18	Ishakalash	Bishnapur	796	Bisnupur – Shibpur Road.	691274058	VRA	Submersible	3.45			3.45	3.45	621	10	90	711	231	893	52	15	10	20	15	60
19	Ishakalash	Futkura Tila	332	Chatibohar Main Road – Nuagoun – Futkura Tilla GPS Road.	691275024	VRB	Submersible	1.75			1.75	1.75	315		0	315	190	948	26	15	10	20	12	57
20	Islampur Purba	Chandranagar	669	Notun Jibonpur Pri.School-Radanagor- Islamgonj baza Road.	691274030	VRA	All Weather	8	0.3		7.7	7.7	924	55	495	1419	87	2121	116	15	16	10	15	56
21	Telikhal	Shilakuri, Putamara	715	RHD & Lamnigoun-Putamara Bazar Road.	691274004	VRA	Submersible	5.14			5.14	5.14	925.2	130	1170	2095.2	139	2931	77	15	16	10	15	56
22	Islampur Purba	Koratibari, Mostafa Nagar, Khayergawon	4847	Purba Rongpur Bossty - Shokoth Nagar via Mostafa Nagar Rd	No ID	VRA	Submersible	2			2	2	360	100	900	1260	2423	260	30	20	10	25	15	70
23	Islampur Paschim	Bahadrpur	1799	Nobagi - Dakshin Bahadurpur Madrasa - Natun Jaliarpar Rd	No ID	VRA	Submersible	2.2			2.2	2.2	396	10	90	486	818	270	33	18	10	25	15	68
24	Dakkinronikhai	Fultail Chhagram Haor	605	Haidory bazar GC-Chatkona bazar Road to Fultail Chhagram Haor	No ID	VRB	Submersible	1.7			1.7	1.7	306		0	306	356	506	26	15	10	20	12	57
25	Dakkinronikhai	Barni Haor	112	RHD - Khandibari village road	No ID	VRA	Submersible	2.5			2.5	2.5	450		0	450	45	4008	38	15	10	10	15	50
26	Dakkinronikhai	Andurakhandi	306	Haidory bazar GC-Chatkona bazar Road to Andurakandi Village	No ID	VRB	Submersible	1.2			1.2	1.2	216	80	720	936	255	3060	18	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)