



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”

Dharmapasha, Sunamganj



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CONTENTS

| | |
|--|------------|
| GLOSSARY | i |
| ABBREVIATIONS | ii |
| Background | iii |
| 1 Description of the Upazila | 1 |
| 1.1 Geography and Demography | 1 |
| 1.2 Education Features..... | 1 |
| 1.3 Rural Road Communications..... | 1 |
| 1.4 Agriculture, Food Production and Fisheries..... | 1 |
| 1.5 Growth Centre and Hatbazar..... | 1 |
| 2 Location of the Upazila | 2 |
| 3 Approach & Methodology | 3 |
| 3.1 Study Team Composition..... | 3 |
| 3.2 Study Area..... | 3 |
| 3.3 Database Review and Analysis | 3 |
| 3.4 Prioritization Criteria of Sub-projects | 4 |
| 3.5 Weightage Distribution for Prioritization..... | 4 |
| 3.6 Mapping Hard-to-reach Villages & Population..... | 5 |
| 3.7 Wrap Up Meeting..... | 5 |
| 3.8 Validation Workshop..... | 5 |
| 3.9 National Workshop..... | 6 |
| 4 Description of Wetlands | 7 |
| 4.1 Distribution of the Haors/ Wetlands..... | 7 |
| 4.2 Haor/ Wetland Category..... | 8 |
| 4.3 Bio-Ecological Characteristics | 9 |
| 5 Rural Road Connectivity to the Villages | 10 |
| 5.1 Summary of the Village Connectivity..... | 10 |
| 5.2 Villages and their connectivity – Union level..... | 10 |
| 5.3 Map of Disconnected Villages & Proposed Roads..... | 17 |
| 6 Consultation Meeting & Field Visit | 18 |
| 6.1 Upazila Level Meeting | 18 |
| 6.2 Visit to Case Study Union | 18 |
| 7 Data Collection & Analysis | 21 |
| 7.1 Proposed Riverine Routes..... | 21 |
| 7.2 Proposed Roadway for Disconnected Villages:..... | 22 |
| 7.2.1 Proposed All Weather Routes: | 22 |
| 7.2.2 Proposed Submersible Routes:..... | 23 |
| 7.2.3 Proposed Roads for Disconnected Villages Having No ID: | 24 |
| 7.2.4 Priority for Road Development | 24 |

| | |
|---|-----------|
| 8 Conclusion & Recommendations | 25 |
| Annexure - 1..... | 26 |
| Annexure - 2..... | 28 |

List of Figures

| | |
|--|----|
| Figure 1: Upazila Location Map | 2 |
| Figure 2: Prioritization indicators & their weightage values | 5 |
| Figure 3: Haor Distribution Map | 7 |
| Figure 4: Haor Catagory Map. | 8 |
| Figure 5: Bio Ecological Characteristics Map..... | 9 |
| Figure 6: Upazila Map | 17 |
| Figure 7: Condition of the visited road alignment at Case Study union | 18 |
| Figure 8: Condition of the visited road alignment at Case Study union | 18 |
| Figure 9: Condition of the visited road alignment at Case Study union | 19 |
| Figure 10: Condition of the visited road alignment at Case Study union | 19 |
| Figure 11: Condition of the visited road alignment at Case Study union | 19 |
| Figure 12: Condition of the visited road alignment at Case Study union | 20 |

List of Tables

| | |
|--|----|
| Table 1: Total villages in the unions and their connectivity..... | 10 |
| Table 2: Union wise connected & disconnected villages and their population | 10 |
| Table 3: Proposed Riverine Routes..... | 21 |
| Table 4: Summary of the rural roads in the upazila..... | 22 |
| Table 5: Proposed all weather roads in the upazila | 22 |
| Table 6: Proposed submersible roads in the upazila | 23 |
| Table 7: Considered weightage values for the prioritization..... | 24 |

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.

ABBREVIATIONS

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

BACKGROUND

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 **Dharmapasha** Upazila of **Sunamganj** District.

1 DESCRIPTION OF THE UPAZILA

1.1 GEOGRAPHY AND DEMOGRAPHY

The geographical area of Dharmapasha upazila is 531 sq.km. It has 10 unions, 174 mouzas and 324 villages. Dharmapasha is 95 km far from district headquarters of Sunamganj. It is covered by 36 major haors and there exists 11 rivers flowing over the upazila. The total population of the upazila is 2,43,464 of which 1,22,300 are male and 1,21,164 female, total number of households is 47,965 and average household size is 5.08 and density of population is 888 (as per population census 2011).

1.2 EDUCATION FEATURES

According to the information availed from relevant local government offices, there are 98 govt. primary, 87 registered primary, 2 non-government primary, 72 NGO schools & 11 kindergarten schools. On the other hand, Dharmapasha has 17 non-government high schools with 3 privet college, and 27 madrasahs. The literacy rate for the upazila is 29.2%.

1.3 RURAL ROAD COMMUNICATIONS

Bangladesh scored in the rural accessibility index at around 87% 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 Dharmapasha 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 Dharmapasha is of 483.84 km, out of which, 220.30 km is paved and 263.55 km earthen.

1.4 AGRICULTURE, FOOD PRODUCTION AND FISHERIES

Agriculture has a major importance for the economy of the people of Dharmapasha. There are 91,390 acres of arable land in the upazila. In the fiscal year 2010-11 the Rice production was 135, 4958 & 81710 metric tons for Aus, Aman & Boro seasons respectively. The upazila also produced 440 metric tons of Potatos and 141 metric tons of Oilseed in the same fiscal year 2010-11.

According to the BBS (2010-11) data Dharmapasha has 41,378 Acres of haor, pond & dhighee that produces abundant fishes. There also exists 8 dairy farms & 161 poultry farms in the upazila.

All the agricultural products are adequate to meet the demand of the upazila and surpluses are sold to outside of Dharmapasha.

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 16 hatbazars with 3 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

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

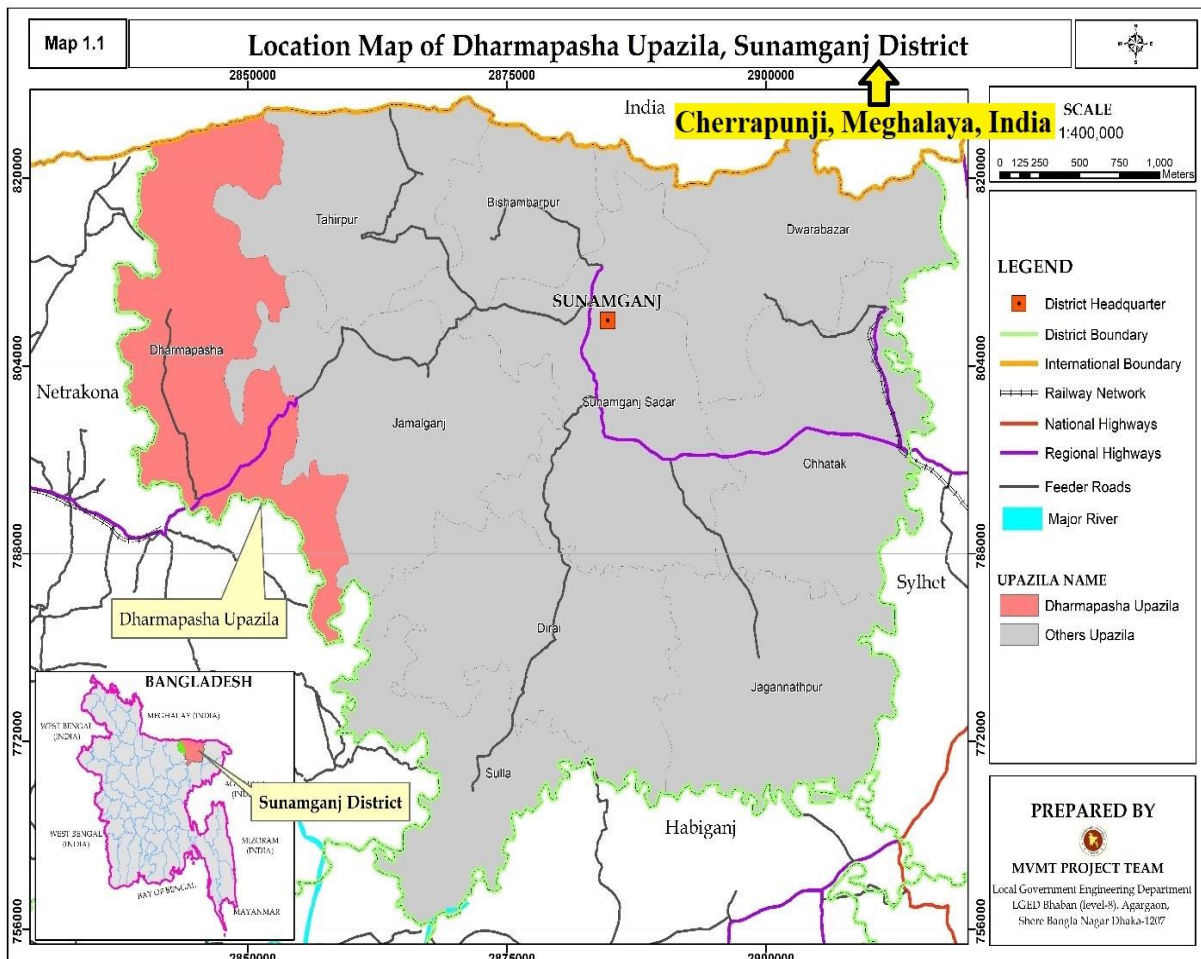


Figure 1: Upazila Location Map.

3 APPROACH & METHODOLOGY

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.

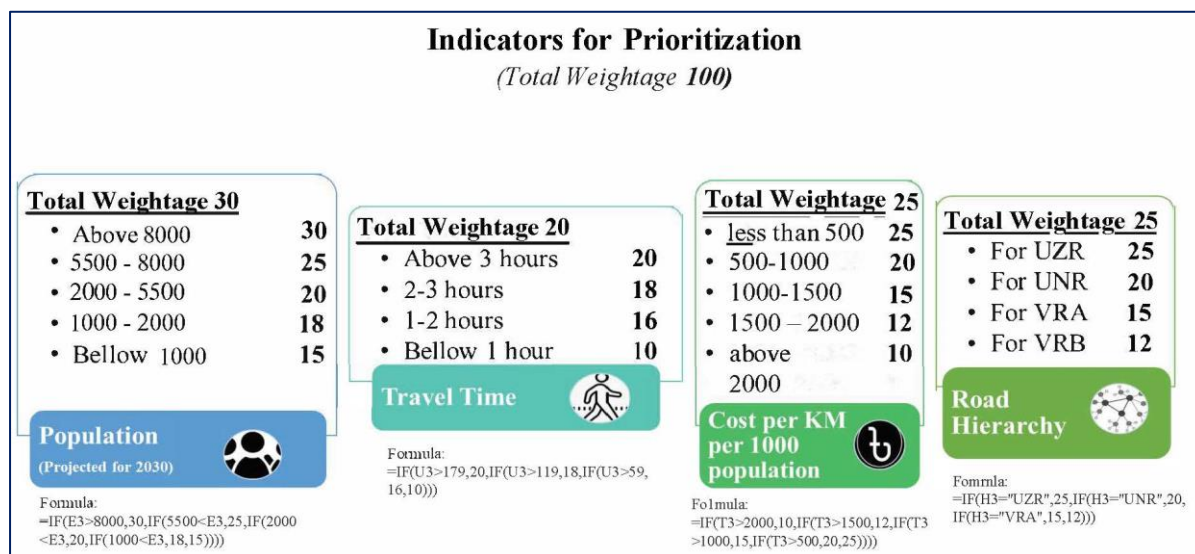


Figure 2: Prioritization indicators & their weightage values

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.

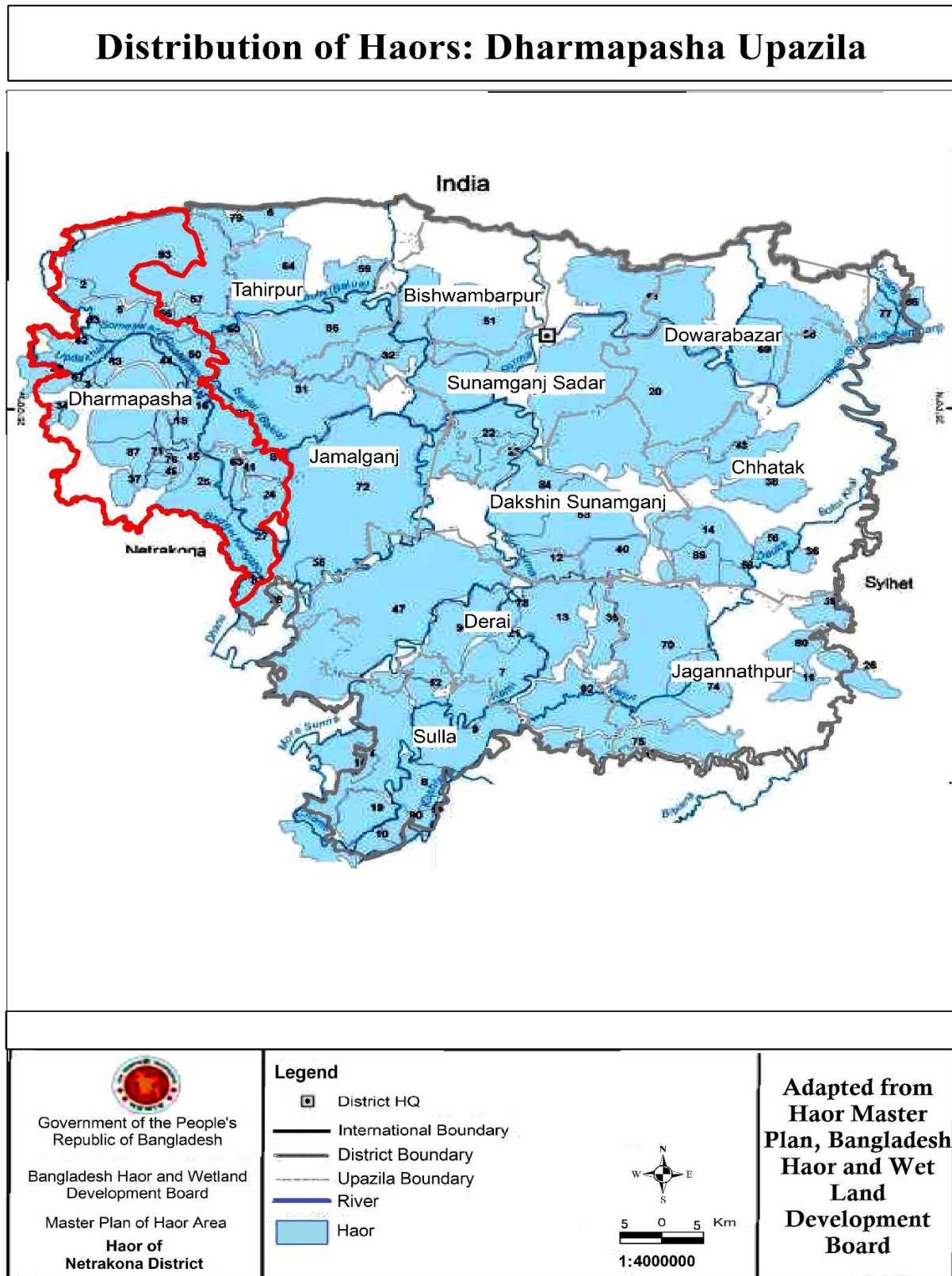


Figure 3: Haor Distribution Map

4.2 HAOR/ WETLAND CATEGORY

However, most of the portion of the upazila is within deeply flooded zone. Therefore, road or other infrastructure development in this Upazila has major environmental consequences.

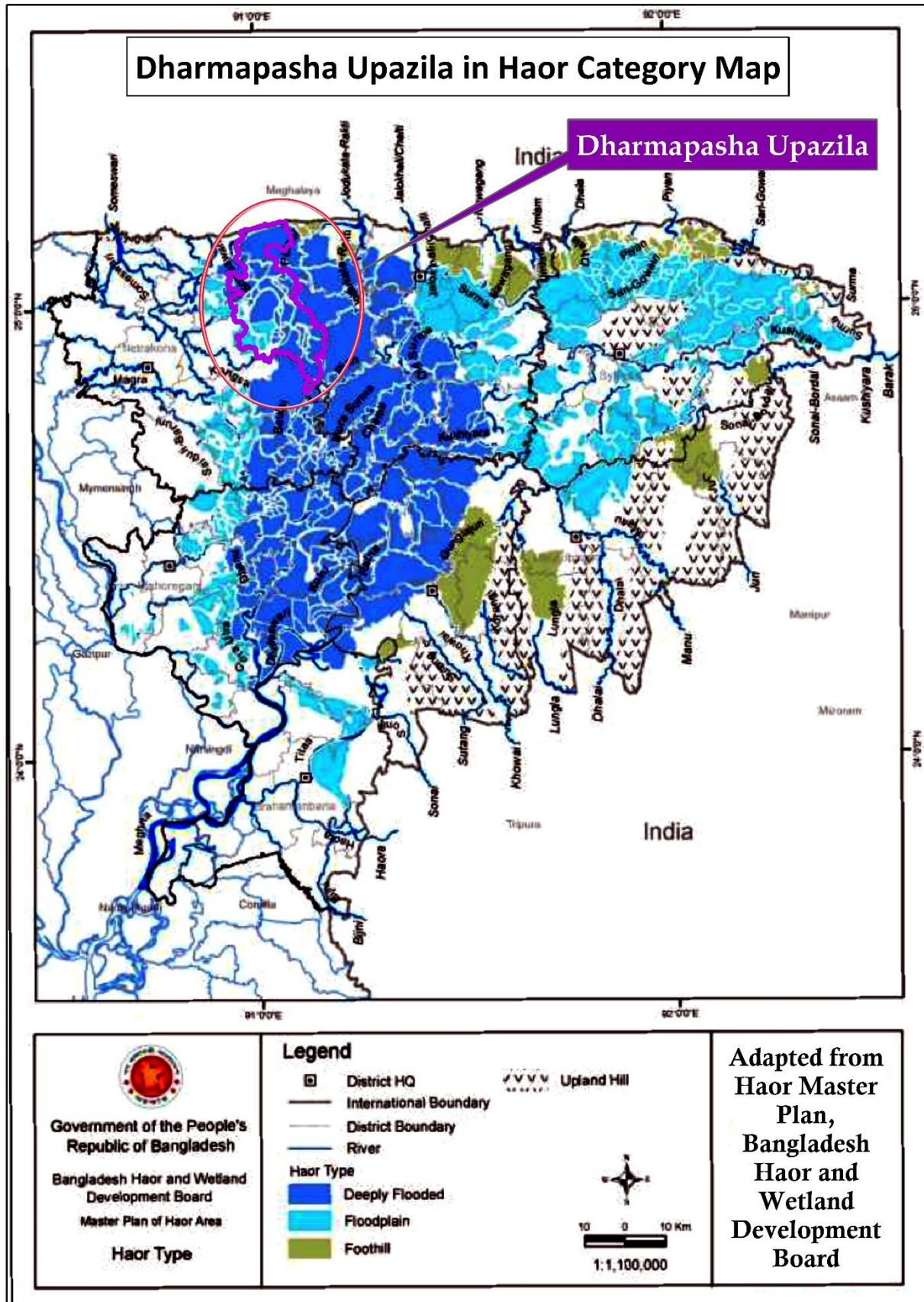


Figure 4: Haor Category Map.

4.3 BIO-ECOLOGICAL CHARACTERISTICS

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

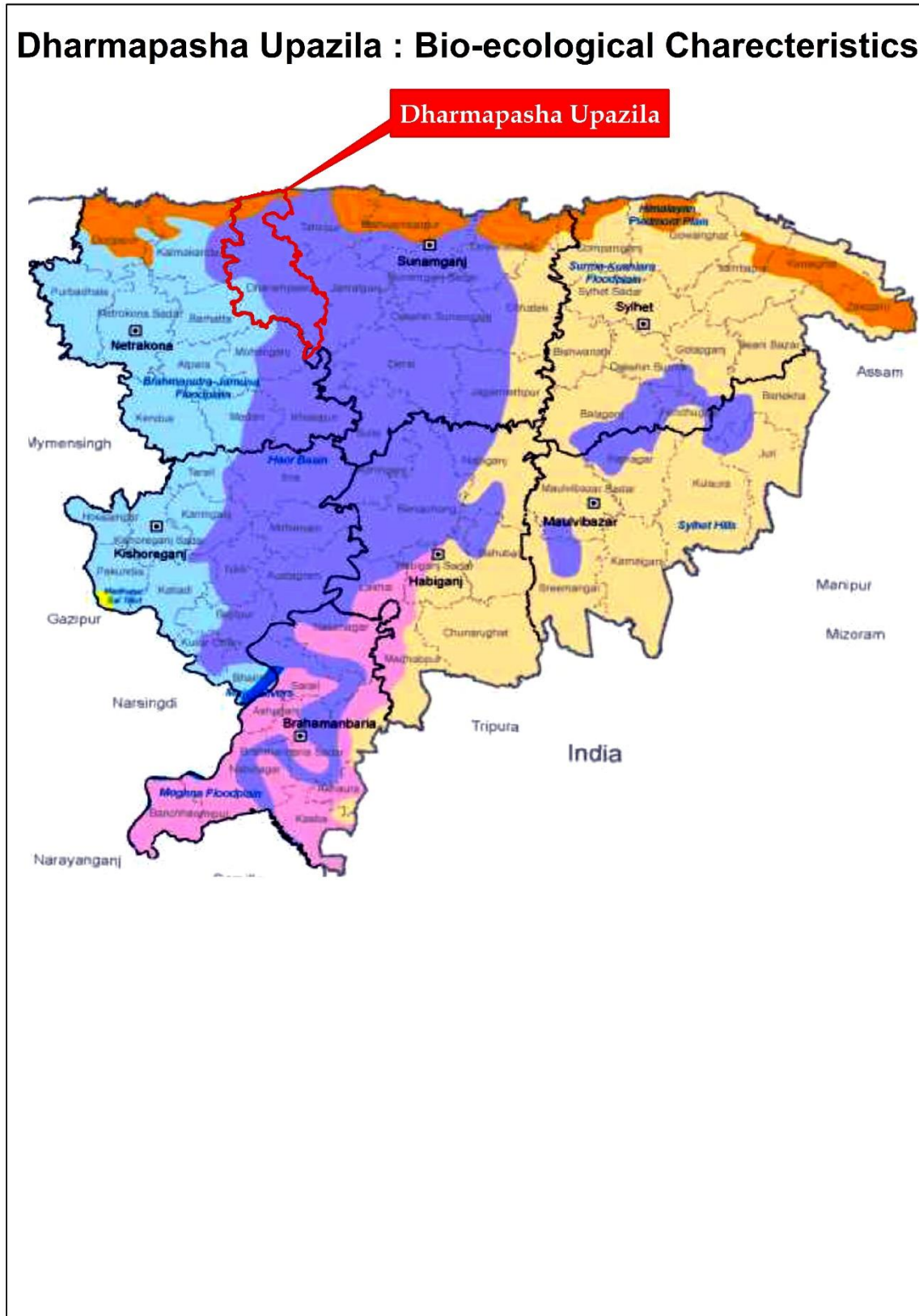


Figure 5: Bio Ecological Characteristics Map

5 RURAL ROAD CONNECTIVITY TO THE VILLAGES

5.1 SUMMARY OF THE VILLAGE CONNECTIVITY

Dharmapasha is an upazila with major haors. The rural road communication is quite poor here. Out of 322 villages, 65 are disconnected from the developed paved road network that brings huge sufferings for the people of those villages. The total rural road network of Dharmapasha is of 483.84 km, out of which, 220.30 km is paved and 263.55 km earthen.

Table 1: Total villages in the unions and their connectivity

| SL No | Union | No of Villages | Connected Villages | Disconnected Villages |
|----------------|------------------------|----------------|--------------------|-----------------------|
| 1 | Chamardani | 36 | 25 | 11 |
| 2 | Dakshin Bongshikunda | 47 | 32 | 15 |
| 3 | Dakshin Sukhairrajapur | 18 | 14 | 4 |
| 4 | Dharmapasha | 31 | 27 | 4 |
| 5 | Joysree | 23 | 21 | 2 |
| 6 | Madhyanagar | 38 | 29 | 9 |
| 7 | Paikurati | 41 | 32 | 9 |
| 8 | Selborash | 32 | 31 | 1 |
| 9 | Uttar Bangshikunda | 29 | 22 | 7 |
| 10 | Uttar Sukhair Rajapur | 27 | 24 | 3 |
| Total = | | 322 | 257 | 65 |

5.2 VILLAGES AND THEIR CONNECTIVITY – UNION LEVEL

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

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

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|-----------------|--------|-----------------------|--|-----------------------|--|
| Chamardani (36) | 1 | Belakipur | 646 | Bishara | 542 |
| | 2 | Chamardani | 2990 | Darappur | 344 |
| | 3 | Chholemanpur | 1017 | Dugnai | 2049 |
| | 4 | Dattapara | 238 | Jalusha | 1794 |
| | 5 | Irabad | 576 | Kadirpur | 556 |
| | 6 | Dakshin ramjura | 406 | Kahala | 484 |
| | 7 | Dakshin Nagda Para | 264 | Muzaffarpur | 1359 |
| | 8 | Uttar Nagda Para | 189 | Nandipur | 467 |
| | 9 | Uttar Ramjura | 1064 | Shapur | |
| | 10 | Kamargaon | 396 | Sidlhi | |
| | 11 | Karabad (Abidnagar) | 490 | Balarampur | 1125 |
| | 12 | Kayatkanda | 913 | | |
| | 13 | Laudugnai | 1344 | | |
| | 14 | Madhabpur (Tapirkona) | 606 | | |
| | 15 | Madhya Naogaon | 890 | | |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|---------------------------|-------------------|--------------------|--|-----------------------|--|
| | 16 | Majishpur | 176 | | |
| | 17 | Makchhudpur | 190 | | |
| | 18 | Nayagaon | 365 | | |
| | 19 | Purba Sahapur | 1335 | | |
| | 20 | Ramdigha | 574 | | |
| | 21 | Sabaripara | 296 | | |
| | 22 | Sahabadpur | 213 | | |
| | 23 | Saripur | 563 | | |
| | 24 | Uttar Daulatpur | 1574 | | |
| | 25 | Uttar Noagaon | 194 | | |
| | | Sub Total= | | 17509 | |
| Dakshin Bongshikunda (47) | 1 | Baghar Para | 288 | Alampur | 730 |
| | 2 | Harinakanda | 596 | Roha | 1365 |
| | 3 | Joypur | 566 | Birsing Para | 521 |
| | 4 | Bangshikunda | 1371 | Buripatni | 699 |
| | 5 | Noagaon | 684 | Chandal Para | 875 |
| | 6 | Chandpur | 585 | Rangsi | 1975 |
| | 7 | Chapaiti | 999 | Hatpatan | 496 |
| | 8 | Batta | 640 | Kauahani | 685 |
| | 9 | Dakshinura | 666 | Khagarhati | 308 |
| | 10 | Dhulpushi | 473 | Mirzapur | 662 |
| | 11 | Dhobaghatpur | 345 | Nichintapur | 1477 |
| | 12 | Dulanania | 456 | Palamati | 857 |
| | 13 | Amanipur | 673 | Patkura | 1437 |
| | 14 | Datia Para | 1574 | Nianagar | 401 |
| | 15 | Khidirpur | 464 | Shapur | 723 |
| | 16 | Hamidpur | 1586 | | |
| | 17 | Basaura | 0 | | |
| | 18 | Noabanda | 464 | | |
| | 19 | Makandi | 194 | | |
| | 20 | Keshabpur (Ghashi) | 472 | | |
| | 21 | Mahammad Alipur | 824 | | |
| | 22 | Garakata | 1349 | | |
| | 23 | Panarkuri | 760 | | |
| | 24 | Masimpur (Atasia) | 584 | | |
| | 25 | Rangamatia | 503 | | |
| | 26 | Sahapur | 723 | | |
| | 27 | Sanuakitta | 558 | | |
| | 28 | Jagannathpur | 471 | | |
| | 29 | Satur | 706 | | |
| | 30 | Shishua | 412 | | |
| | 31 | Tangur Hao | 0 | | |
| | 32 | Teligaon | 473 | | |
| | Sub Total= | | 20459 | | 13211 |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|-----------------------------|--------|---------------------------|--|----------------------------|--|
| Dakshin Sukhairrajapur (18) | 1 | Binodpur | 305 | Dakshin Daulatpur | 1286 |
| | 2 | Ghulua | 1250 | Dayalpur | 587 |
| | 3 | Holashkhali | 226 | Subangshapur (Milanpur) | 654 |
| | 4 | Mahammednagar | 1151 | Razapur | 718 |
| | 5 | Moktarpur | 879 | | |
| | 6 | Agalhathi | 285 | | |
| | 7 | Barahati | 146 | | |
| | 8 | Dakshinhathi | 788 | | |
| | 9 | Gazinagar | 622 | | |
| | 10 | Lalanbari | 285 | | |
| | 11 | Nayahati | 547 | | |
| | 12 | Rangpurhathi | 849 | | |
| | 13 | Gobindapur | 456 | | |
| | 14 | Tahirpur | 587 | | |
| | | Sub Total= | | 8376 | |
| Dharmapasha (31) | 1 | Akta Para | 895 | Abuar Char | 1291 |
| | 2 | Dakshin Noagaon | 579 | Nalgora | 534 |
| | 3 | Janear Char | 519 | Rajnagar | 1132 |
| | 4 | Madhupur | 605 | Deola | 1130 |
| | 5 | Noagaon | 467 | | |
| | 6 | Rajdharpur | 624 | | |
| | 7 | Dharmapasha | 5059 | | |
| | 8 | Fatemanagar | 486 | | |
| | 9 | Kamlabaj | 2381 | | |
| | 10 | Niabanda | 1078 | | |
| | 11 | Bawhatia Kanda | 377 | | |
| | 12 | Dasadari | 960 | | |
| | 13 | Dudhbahar | 960 | | |
| | 14 | Durbakanda | 349 | | |
| | 15 | Gofurkanda | 349 | | |
| | 16 | Maguar Char | 349 | | |
| | 17 | Muradpur | 95 | | |
| | 18 | Kanda Para | 2448 | | |
| | 19 | Keshabpur | 453 | | |
| | 20 | Kykorla | 430 | | |
| | 21 | Radhanagar | 767 | | |
| | 22 | Lanka Patharia | 1532 | | |
| | 23 | Mahadipur | 1514 | | |
| | 24 | Meuhari | 2170 | | |
| | 25 | Halidakanda | 4546 | | |
| | 26 | Mahisher Batan | 291 | | |
| | 27 | Sonajana | 363 | | |
| | | Sub Total= | | 30646 | |
| Joysree (23) | 1 | Bade Haripur | 3160 | Ghirail | 611 |
| | 2 | Baghauchha | 2169 | Durgapur | 995 |
| | 3 | Sakargaon | 847 | | |
| | 4 | Bajitpur (Lakhankhala) | 462 | | |
| | 5 | Bakharpur | 1869 | | |
| | 6 | Banarashipur | 860 | | |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|------------------|-------------------|-------------------------------|--|-----------------------|--|
| | 7 | Rajapur | 330 | | |
| | 8 | Sanbari | 732 | | |
| | 9 | Barai | 1967 | | |
| | 10 | Bhadgaon Bade (Maheshpur) | 1174 | | |
| | 11 | Dhati najarpur | 353 | | |
| | 12 | Chandpur | 574 | | |
| | 13 | Haripur | 1383 | | |
| | 14 | Shantipur | 1008 | | |
| | 15 | Joysree | 879 | | |
| | 16 | Mafizanagar | 353 | | |
| | 17 | Rajendrapur | 595 | | |
| | 18 | Najarpur | 709 | | |
| | 19 | Palmati Chak (Swarasatipu) | 1540 | | |
| | 20 | Sadipur | 651 | | |
| | 21 | Telegaon | 297 | | |
| | Sub Total= | | 21912 | | 1606 |
| Madhyanagar (38) | 1 | Anwarpur | 378 | Jamsherpur | 645 |
| | 2 | Shibrampur | 615 | Ethnauri | 649 |
| | 3 | Baithakhali | 723 | Kanda Para | 407 |
| | 4 | Galaikhali | 547 | Karuajan | 960 |
| | 5 | Galha | 2599 | Machhipur | 937 |
| | 6 | Inatnagar | 2361 | Khalisha Kand | 880 |
| | 7 | Haripur | 386 | Niamatpur | 830 |
| | 8 | Noagaon | 530 | Paschim Shahapur | 134 |
| | 9 | Anantapur | 313 | Kamawara | |
| | 10 | Arippur | 589 | | |
| | 11 | Jalalpur | 437 | | |
| | 12 | Rajapur | 0 | | |
| | 13 | Piprakanda | 489 | | |
| | 14 | Telipara | 1098 | | |
| | 15 | Kaluma | 236 | | |
| | 16 | Bara Sekh Para | 269 | | |
| | 17 | Chhota Sekh Para | 479 | | |
| | 18 | Haor Para | 188 | | |
| | 19 | Madhyanagara | 1638 | | |
| | 20 | Maijpara | 252 | | |
| | 21 | Paschimpara | 202 | | |
| | 22 | Purbapara | 368 | | |
| | 23 | Shaliani Para | 659 | | |
| | 24 | Sonai Para | 465 | | |
| | 25 | Noapara | 152 | | |
| | 26 | Narijora (Faruqnagar) | 383 | | |
| | 27 | Noagaon (Bangaon) | 726 | | |
| | 28 | Sampadpur | 206 | | |
| | 29 | Shahapur Chak | 486 | | |
| | Sub Total= | | 17774 | | 5442 |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|----------------|-------------------|--------------------------|--|-----------------------|--|
| Paikurati (41) | 1 | Achpur Chak | 2143 | Balijuri | 2010 |
| | 2 | Alipur | 383 | Jamalpur | 676 |
| | 3 | Balia | 0 | Bekhaijura | 1468 |
| | 4 | Madanpur | 0 | Bhatgaon | 1218 |
| | 5 | Bamlahati | 500 | Hijla | 644 |
| | 6 | Bara Khurdarpur | 24 | Rajapur | 1338 |
| | 7 | Naya Para | 173 | Dawangonj | 2625 |
| | 8 | Baraihati | 789 | Barikandi | |
| | 9 | Bukripara | 124 | Bara Khola | |
| | 10 | Geriapara | 434 | | |
| | 11 | Badshaganj Bazar | 338 | | |
| | 12 | Baulam | 338 | | |
| | 13 | Mukinpur | 989 | | |
| | 14 | Dhobale (Birchak) | 470 | | |
| | 15 | Kurshibari | 762 | | |
| | 16 | Bara Khola | 927 | | |
| | 17 | Barikandi | 1400 | | |
| | 18 | Daspara | 952 | | |
| | 19 | Janglegara | 1514 | | |
| | 20 | Lengur | 618 | | |
| | 21 | Maskanda (Shahanagar) | 488 | | |
| | 22 | Naodar | 1753 | | |
| | 23 | Baghbari | 202 | | |
| | 24 | Nizampur | 629 | | |
| | 25 | Kurikhania | 1054 | | |
| | 26 | Paikrati | 1001 | | |
| | 27 | Sultanpur | 548 | | |
| | 28 | Pachan | 414 | | |
| | 29 | Sairtali | 360 | | |
| | 30 | Thanura | 930 | | |
| | 31 | Shunai | 3617 | | |
| | 32 | Roypur | 555 | | |
| | Sub Total= | | 24429 | | 9979 |
| Selborash (32) | 1 | Ahammadpur | 747 | Kandarbari | 481 |
| | 2 | Binnamuri | 112 | | |
| | 3 | Bagar Pachur (Part-2) | 551 | | |
| | 4 | Bamunerbari | 277 | | |
| | 5 | Bhatakpur | 473 | | |
| | 6 | Bir | 4489 | | |
| | 7 | Fulur | 674 | | |
| | 8 | Bahirbari | 320 | | |
| | 9 | Bandgabi | 1884 | | |
| | 10 | Desantar | 77 | | |
| | 11 | Lakshimpur | 102 | | |
| | 12 | Nijgabi | 2668 | | |
| | 13 | Habibpur (Madhabpur) | 972 | | |
| | 14 | Kakiam | 225 | | |
| | 15 | Khalapara | 864 | | |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|-------------------------------|-------------------|-----------------------------|--|----------------------------|--|
| | 16 | Mahammadpur | 1119 | | |
| | 17 | Khayerdir Char | 1297 | | |
| | 18 | Labiar Pachur (Vatapara) | 1094 | | |
| | 19 | Maijbari | 974 | | |
| | 20 | Matikata | 2009 | | |
| | 21 | Barikandi | 0 | | |
| | 22 | Mirzapur | 636 | | |
| | 23 | Naya Para (Langpati) | 58 | | |
| | 24 | Latifpur | 46 | | |
| | 25 | Munshurnagar | 66 | | |
| | 26 | Saiyadpur | 1457 | | |
| | 27 | Palpara | 299 | | |
| | 28 | Rangpur | 227 | | |
| | 29 | Salap | 1316 | | |
| | 30 | Sharisham | 1444 | | |
| | 31 | Singpur | 712 | | |
| | Sub Total= | | 16703 | | 6385 |
| Uttar Bangshikunda (29) | 1 | Banda | 521 | Amtarpur | 591 |
| | 2 | Bholagonj | 360 | Rajendrapur (Rupanagar) | 231 |
| | 3 | Golagaon | 587 | Rupanagar | 1991 |
| | 4 | Issamari | 603 | Beheratali | 453 |
| | 5 | Sreepur | 387 | Nababpur | 506 |
| | 6 | Kalaghar | 2224 | Matirbanda | 1101 |
| | 7 | Saidpara | 2175 | Bakatala | 1512 |
| | 8 | Jamalpur | 898 | | |
| | 9 | Kartikpur | 1957 | | |
| | 10 | Rampur | 779 | | |
| | 11 | Karebari | 561 | | |
| | 12 | Hossainpur | 597 | | |
| | 13 | Kalipur | 305 | | |
| | 14 | Mahishkhola | 449 | | |
| | 15 | Mohanpur | 565 | | |
| | 16 | Rangpur | 822 | | |
| | 17 | Bangalbeta | 803 | | |
| | 18 | Gilagara | 440 | | |
| | 19 | Kalta Para | 281 | | |
| | 20 | Kaydakona | 148 | | |
| | 21 | Majeersara | 877 | | |
| | 22 | Rangsi Para | 364 | | |
| | Sub Total= | | 16702 | | 6386 |
| Uttar Sukhair Rajapur (27) | 1 | Asmatpur | 0 | Jararkona | 1540 |
| | 2 | Babupur | 3381 | Sahrishakanda | 835 |
| | 3 | Digjan | 0 | Nazorpur | |
| | 4 | Sonapur | 0 | | |
| | 5 | Baghbari | 0 | | |
| | 6 | Nayagaon | 1043 | | |
| | 7 | Berirpar | 904 | | |
| | 8 | Fazilpur | 357 | | |

| Union | Sl. No | Connected Villages | Population 2021 (Based on BBS 2011) | Disconnected Villages | Population 2021 (Based on BBS 2011) |
|-------|-------------------|-----------------------------|--|-----------------------|--|
| | 9 | Galakpur Bazar | 71 | | |
| | 10 | Golakpur | 291 | | |
| | 11 | Hajipur | 301 | | |
| | 12 | Islampur | 1090 | | |
| | 13 | Kazirgaon | 653 | | |
| | 14 | Sariatpur | 1061 | | |
| | 15 | Shantipur | 854 | | |
| | 16 | Kismat Sukhair (Sukhair) | 1493 | | |
| | 17 | Noagaon | 535 | | |
| | 18 | Noorpur | 1740 | | |
| | 19 | Malipur | 152 | | |
| | 20 | Pathariakanda | 316 | | |
| | 21 | Pratabpur | 533 | | |
| | 22 | Islampur | 1503 | | |
| | 23 | Bandarbari | 81 | | |
| | 24 | Sukhir Nij | 1225 | | |
| | Sub Total= | | 17584 | | 2375 |

5.3 MAP OF DISCONNECTED VILLAGES & PROPOSED ROADS

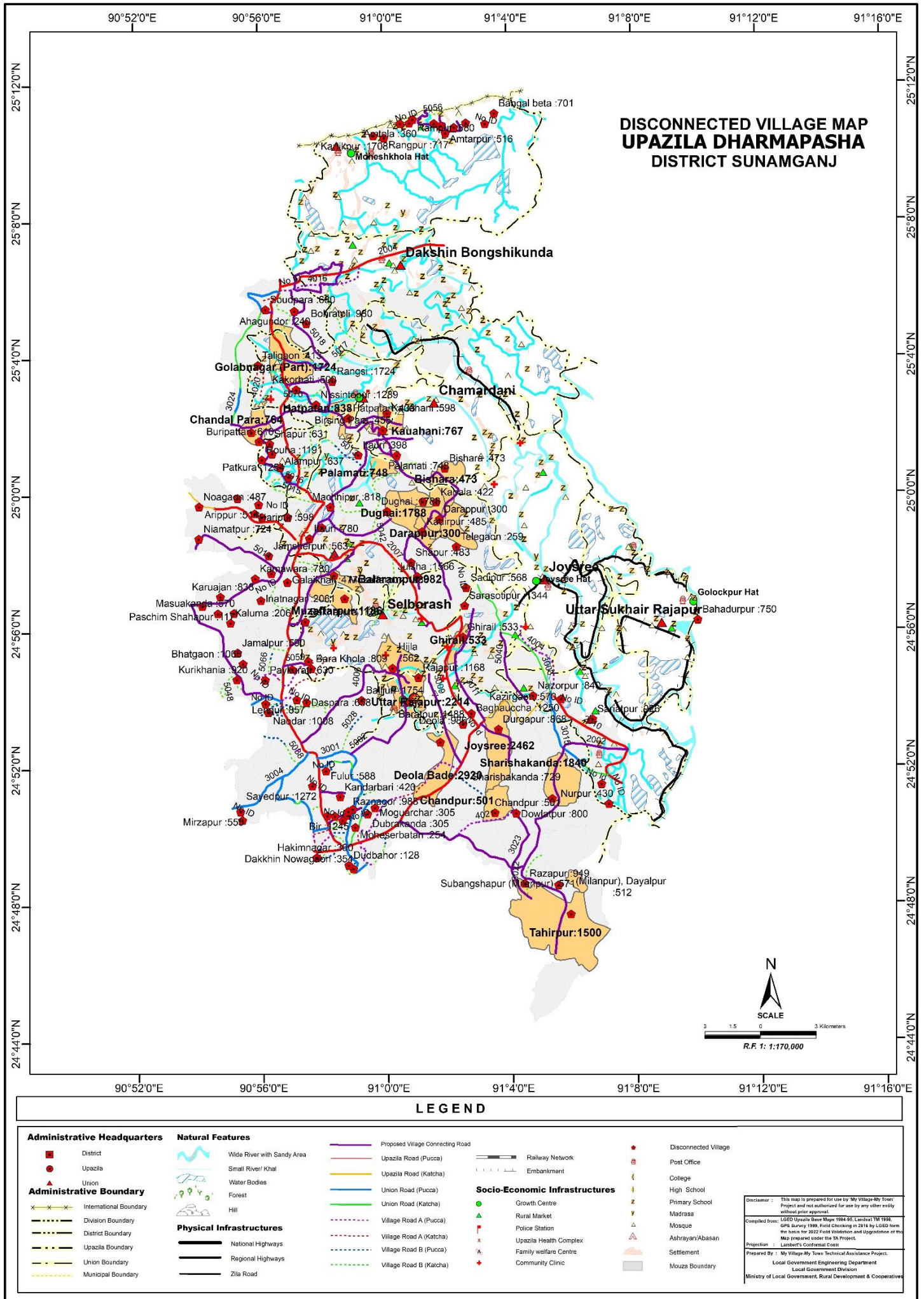


Figure 6: Upazila Map

6 CONSULTATION MEETING & FIELD VISIT

6.1 UPAZILA LEVEL MEETING

The consultant arranged a meeting at upazila conference room with the support of the UE office, that was participated by UNO, UE and all the UP Chairmen & their secretaries. During the meeting, consultant team briefly discussed about the project and instructed the UP Chairmen and UE office for the database correction along with mapping procedure. The team worked on both the database and upazila map and obtained the necessary outputs subsequently.

6.2 VISIT TO CASE STUDY UNION

The consultant visited “Jolusha - Shapur Rd.” (ID: 690325009) in Chamardani, the case study union and observed the alignment there. During the case study union visit, the condition of this village road is observed. GPS data has been recorded along the alignment, photos have been taken subsequently and some of it are attached here that can demonstrate the alignment condition clearly.



Figure 7: Condition of the visited road alignment at Case Study union



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



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



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



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



Figure 12: Condition of the visited road alignment at Case Study union

As a submersible village road, it serves around 3000 villagers of Julsha, Shapur, Sidlhi. The length of this road is 7.25km that is completely earthen. The condition of this road at present allows the road users to use mostly two-wheelers & electro powered auto rickshaws during dry season. In the monsoon, part of the road becomes inundated and unusable. Inhabitants use boats for crossing the flooded portion and rest of the alignment by foot mostly. There are four educational institutes and community clinic along the road.

7 DATA COLLECTION & ANALYSIS

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

7.1 PROPOSED RIVERINE ROUTES

As per actual field visit and data analysis from haor development board, Dharmapasha Upazila is mostly within deep haor region. About 6 rivers have passed through the upazila. That are Kongsho river, Bali river, Sumessori river Monay river, Gumai river & Gashi river. 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 haor area. According to UE, Dharmapasha, there exists 13 riverine routes that can be used as multi-modal transport system during (April - August). 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

| Sl. No | Name of the Riverine Route | Name of the Stream | Type of the Stream | Types of Water Vehicle | Need of excavation |
|--------|---|--------------------|----------------------------|-----------------------------------|--------------------|
| 1 | Rosulpur – Tepirkona – Bolorampur - Aliharpur - Sararkona | Monay River | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 2 | Kadirpur – Dorappur – Mollikpur – Bisara - Kahala – Nondipara – Sorifpur - Polomati - Rangamati | Sumessori River | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 3 | Joysree – Durgapur - Chandpur - Doultpur | Borua Nodi | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 4 | Bangshikonda – Nissintopur – Rongci - Kidirpur - Amanipur - Datiapara | Gashi River | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 5 | Bongshikunda – Kakorhati – Joypur – Satur | Lunghatunga Khal | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 6 | Bangshikonda - Basaura - Batta - Nowabond – Makordi - Sanuya - Kawhani | Gashi River | 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 |
|--------|---|--------------------|----------------------------|---|--------------------|
| 7 | Razapur – Taherpur - Doylpur - Milonpur | Kuri Bill | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 8 | Kandapara – Noagaon – Modopur – Razdorpur – Janiarchor - Dewla | Soitankhali Khal | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | No |
| 9 | Gulua - Doulatpur | Dharam Bill | Intermittent (April – Aug) | Trawler | No |
| 10 | Badehoripur – Horipur – Santiput – Girol -Sanbari | Sumessori River | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 11 | Lankapathria – Dubrakanda – Sunajana – Mohesarbatan - Mogurchar | Monay River | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | Yes |
| 12 | Mhodipur road – Mawohari – Gulua – Razapur – muktarpur – Islampur – Sorisakanda – Dikjan – Babupur - Berirkanda - Golokpur. | Kongsho River | Intermittent (April – Aug) | Cargo (Carrying Aggregates) Small Boat, Engine Boat & Trawler | No |
| 13 | Maddhanagar – Kamaura – Toker bazar | Gumai river | Intermittent (April – Aug) | Small Boat, Engine Boat & Trawler | No |

7.2 PROPOSED ROADWAY FOR DISCONNECTED VILLAGES:

At present, roads are the most dominant mode of transportation. Most of the structures were built on the rivers to make the road communication effective. Yet, 12 (twelve) bridges are needed to fulfil the purpose. A summary of the rural roads of the upazila is given below;

Table 4: Summary of the rural roads in the upazila

| Total Road Length of the Upazila (KM) | Paved Length (KM) | Unpaved Length (KM) | Length of unpaved roads of disconnected villages (KM) |
|---------------------------------------|-------------------|---------------------|---|
| 483.84 | 220.30 | 263.55 | 137.20 |

7.2.1 PROPOSED ALL WEATHER ROUTES:

There are 9 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 | Modhayanagar GC- Tahirpur Upazila H/Q via Chapati, Muouzzampur Road (Dharmapasha Part). | 690322012 | All Weather | 3 |
| 2 | Badshaganj bazar UZR - Razapur Via Balijuri Road. | 690324006 | All Weather | 6 |

| Sl. No | Road Name | Road ID | Road Condition | Unpaved length (Km) |
|--------|--|-----------|----------------|---------------------|
| 3 | Volagonj Bazar - Ranchipara Road. | 690324024 | All Weather | 2.4 |
| 4 | Beharatola-Duganga Road. | 690325018 | All Weather | 2.5 |
| 5 | Rajnagar-Abuar char via Nolgora | 690325024 | All Weather | 2 |
| 6 | Zila Road -Syedpur kandabari Rd. | 690325037 | All Weather | 2 |
| 7 | Rupnagar Zila road - Kandabari road | 690325057 | All Weather | 4 |
| 8 | Dawangonj Mardrasha - Barikandi village road | 690325059 | All Weather | 2.5 |
| 9 | Soudpara UZR - Soudpara village road. | 690325072 | All Weather | 2.5 |

7.2.2 PROPOSED SUBMERSIBLE ROUTES:

There are 23 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 | Dharmapasha gc-golokpur gc via mhodipur road | 690322002 | Submersible | 5.15 |
| 2 | Bangshikonda GC - Bishorpasha GC via Hamidpur Road (Dharmapasha Part). | 690322008 | Submersible | 2.6 |
| 3 | Bangshikonda GC - Tahirpur UZ Via Kauhani Roa | 690322009 | Submersible | 5.02 |
| 4 | Chamerdani UPC - Shararkona Ghat Road. | 690323007 | Submersible | 6.614 |
| 5 | Kandapara bazar-Dewla via Noyagoan Rd. | 690323009 | Submersible | 2.42 |
| 6 | Joysree UPC - Dhowlatpur bazar via Durgapur Road. | 690323010 | Submersible | 4.5 |
| 7 | Joysree UPC - Shanbari bazar Road. | 690323011 | Submersible | 2.8 |
| 8 | Bongshikunda Dakshin UPC - Satur bazar via Rongchi Road. | 690323016 | Submersible | 5.09 |
| 9 | Madhayanagar UPC - Toker bazar via Shahapur Road. | 690323017 | Submersible | 7 |
| 10 | Paykurati UPC - Toker bazar via Jamalpur Madrasha Road. | 690323019 | Submersible | 3.5 |
| 11 | Bonshikunda Dakshin UPC - Satur Bazar Via Kakorhati Road. | 690323021 | Submersible | 4.2 |
| 12 | Sukair Razapur Dakshin UPC - Gazaria bazar via Milonpur Road. | 690323022 | Submersible | 6.2 |
| 13 | Sukair Razapur Dakshin UPC - Dowlatpur bazar via Mokterpur Road. | 690323023 | Submersible | 3 |

| Sl. No | Road Name | Road ID | Road Condition | Unpaved length (Km) |
|--------|--|-----------|----------------|---------------------|
| 14 | Lankapathria-Banarasshipur via Razapur Rd. | 690325002 | Submersible | 4.73 |
| 15 | Jolusha -Shapur Rd. | 690325009 | Submersible | 7.25 |
| 16 | Kadirpur-Sarifpur Rd. | 690325010 | Submersible | 9 |
| 17 | Palamati-Birsingpara Road. | 690325011 | Submersible | 9.32 |
| 18 | Niamatpur-Jamsherpur Road. | 690325014 | Submersible | 4 |
| 19 | Pathkura-Alampur Road. | 690325016 | Submersible | 3.5 |
| 20 | Sunai-Bakhaizora Rd. | 690325031 | Submersible | 2.5 |
| 21 | Mirzapur-Rauha via Shahapur | 690325039 | Submersible | 3.3 |
| 22 | Sukhair-Nazarpur Rd. | 690325040 | Submersible | 4 |
| 23 | Mashimpur - Abidnagar road | 690325076 | Submersible | 4.6 |

7.2.3 PROPOSED ROADS FOR DISCONNECTED VILLAGES HAVING NO ID:

There are no roads proposed to connect the HTRV within the upazila that have no ID yet.

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

- Dharmapasha Upazila is a deeply flooded zone. 11 (eleven) major rivers dominate the ecosystem, transport system of the Upazila. The rivers are Kangsho, Sumeshwari, Surma, Kawnai, Boraiya, Mora, Ubdakhali Gomai, Sunoi, Bowlai, Monai & Chunai rivers. During monsoon, these rivers carry huge volume of flood water from Khasi & Jainta hills. Though the Upazila has a number of rivers, riverine transport is available only 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 65 disconnected villages. To develop rural connectivity, there are proposals for all weather as well as submersible roads. This report contains a list of roads with their priority. The priority has been determined based on Population, Travel Time, Cost per KM/1000 people & Road Hierarchy.
- This Upazila is highly vulnerable to disasters. Due to climate change, the vulnerability is getting intense. The year 2022 has shown catastrophic flood that was not seen over the last 18years (*last in 2004 similar to 1998 & 1988*). Therefore, it is highly recommended to study the road alignments before going for investment.
- Case by case design of roads in this Upazila considering different aspects such as exposure to floods, erosion etc. is highly recommended. A special study regarding the road and structure design of the Upazila Dharmapasha in Sunamganj district is highly recommended.

ANNEXURE - 1

DETAILS OF GROWTH CENTER & HATBAZAR

| Union | Market Name | Market Category (GC= Growth Center, HB= Hat Bazar) | Market Listed? (Yes/ No) | Market Category (General/ Special/ Collection center) | Market Category (Wholesale/ Retail/both) | Hat Day | Chandina Viti (Number) | Chandina Viti (Land) | Chandina Viti (Shop) | Land Area (Acre) | | | Lease/ Khas Collection BDT (2020) | Lease/ Khas Collection BDT (2019) |
|----------------------|-------------------|--|-----------------------------|--|--|---------|---------------------------|-------------------------|-------------------------|------------------|------|---------|---|---|
| | | | | | | | | | | Toha | Khas | Private | | |
| Dakshin Bongshikunda | Chapaiti bazar | HB | No | General Market | Wholesale | 7 | 0 | 0.00 | 20 | 0.00 | 0.00 | 0.65 | 0 | 0 |
| Dakshin Bongshikunda | Satur batan bazar | HB | No | General Market | Wholesale | 7 | 0 | 0.00 | 50 | 0.00 | 0.00 | 0.25 | 0 | 0 |
| Dakshin Sukhair | Rajapur bazar | HB | No | General Market | Wholesale | 1 | 0 | 0.00 | 60 | 0.00 | 0.00 | 1.51 | 0 | 0 |
| Dakshin Sukhair | Doulatpur Bazar | HB | No | General Market | Wholesale | 7 | 0 | 0.00 | 15 | 0.00 | 0.00 | 2.17 | 0 | 0 |
| Dakshin Sukhair | Ghulla bazar | HB | No | General Market | Wholesale | 1 | 0 | 0.00 | 5 | 0.00 | 0.00 | 0.51 | 0 | 0 |
| Dharmapasha | Dharmapasha bazar | GC | Yes | General Market | Both | 1 | 0 | 0.00 | 220 | 1.20 | 0.50 | 2.00 | 0 | 0 |
| Dharmapasha | Kanda para bazar | HB | No | General Market | Wholesale | 7 | 0 | 0.00 | 15 | 0.00 | 0.00 | 0.35 | 0 | 0 |
| Dharmapasha | Madhupur bazar | HB | No | General Market | Wholesale | 7 | 0 | 0.00 | 50 | 0.00 | 0.00 | 2.10 | 0 | 0 |
| Dharmapasha | Nabiganj bazar | HB | No | 0 | 0 | 0 | 0 | 0.00 | 0 | 0.00 | 0.00 | 0.00 | 0 | 0 |
| Joysree | Joysree bazar | GC | Yes | General Market | Wholesale | 2 | 87 | 1.46 | 120 | 0.05 | 2.06 | 1.35 | 226100 | 230000 |
| Joysree | Shanbari bazar | HB | Yes | General Market | Wholesale | 1 | 43 | 0.58 | 60 | 0.14 | 0.93 | 0.09 | 127000 | 30000 |
| Paikorati | Badshaganj bazar | HB | Yes | General Market | Wholesale | 1 | 123 | 1.32 | 150 | 0.25 | 2.21 | 1.02 | 172500 | 160000 |
| Paikorati | Gastala bazar | HB | Yes | General Market | Wholesale | 1 | 22 | 11.00 | 150 | 0.15 | 0.48 | 1.45 | 0 | 0 |

| 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 | | |
| Paikorati | Paikarati bazar | HB | Yes | General Market | Wholesale | 1 | 0 | 0.00 | 30 | 0.00 | 0.00 | 0.41 | 0 | 0 |
| Paikorati | Sunay bazar | HB | No | General Market | Wholesale | 1 | 0 | 0.00 | 5 | 0.00 | 0.00 | 0.21 | 0 | 0 |
| Selborash | Mohishakanda bazar | HB | No | Special Market | Wholesale | 7 | 0 | 0.00 | 10 | 0.00 | 0.00 | 0.25 | 0 | 0 |
| Uttar Sukhair Rajapur | Golakpur bazar | GC | Yes | General Market | Wholesale | 1 | 172 | 1.72 | 285 | 1.85 | 2.85 | 1.03 | 90000 | 75000 |
| Uttar Sukhair Rajapur | Babupur (buliagonj) bazar | HB | No | General Market | Wholesale | 1 | 0 | 0.00 | 45 | 0.00 | 0.00 | 0.45 | 0 | 0 |
| Uttar Sukhair Rajapur | Sukhair bazar | HB | No | General Market | Wholesale | 1 | 0 | 0.00 | 35 | 0.00 | 0.00 | 0.81 | 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 | 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 | Dakshin Bongshikunda | Rangsi | 1975 | Bongshikunda Dakshin UPC - Satur bazar via Rongchi Road. | 690323016 | UNR | Submersible | 5.09 | | | 5.09 | 5.09 | 916.2 | | 0 | 916.2 | 388 | 464 | 76 | 18 | 16 | 25 | 20 | 79 |
| 2 | Dakshin Bongshikunda | Kakorhati, Nissintopur | 1785 | Bongshikunda Dakshin UPC - Satur Bazar Via Kakorhati Road. | 690323021 | UNR | Submersible | 4.2 | 0 | 0 | 4.2 | 4.2 | 756 | 10 | 90 | 846 | 425 | 474 | 63 | 18 | 16 | 25 | 20 | 79 |
| 3 | Paikurati | Balijuri, Rajapur, Hijla | 3992 | Badshaganj bazar UZR - Razapur Via Balijuri Road. | 690324006 | VRA | All Weather | 6.6 | 0.6 | 0 | 6 | 6 | 720 | 130 | 1170 | 1890 | 665 | 473 | 90 | 20 | 16 | 25 | 15 | 76 |
| 4 | Dakshin Sukhairrajapur | Razapur, Dowlatpur | 2004 | Sukair Razapur Dakshin UPC - Dowlatpur bazar via Mokterpur Road. | 690323023 | UNR | Submersible | 4 | 1 | 0 | 3 | 3 | 540 | 10 | 90 | 630 | 668 | 314 | 45 | 20 | 10 | 25 | 20 | 75 |
| 5 | Chamardani | Bishara, Darappur, Kadirpur, Kahala, Muzaffarpur, Nandipur | 3751 | Kadirpur-Sarifpur Rd. | 690325010 | VRB | Submersible | 9 | | | 9 | 9 | 1620 | 17 | 153 | 1773 | 417 | 473 | 135 | 20 | 18 | 25 | 12 | 75 |
| 6 | Dakshin Bongshikunda | Hatpatan, Kauahani | 1181 | Bangshikonda GC - Tahirpur UZ Via Kauhani Roa | 690322009 | UZR | Submersible | 5.02 | | | 5.02 | 5.02 | 903.6 | 60 | 540 | 1443.6 | 235 | 1222 | 75 | 18 | 16 | 15 | 25 | 74 |
| 7 | Bongshikunda uttar | Rupanagar, Kandabari, Bakatala | 3916 | Rupnagar Zila road - Kandabari road | 690325057 | VRB | All Weather | 4 | 0 | 0 | 4 | 4 | 480 | 60 | 540 | 1020 | 979 | 260 | 60 | 20 | 16 | 25 | 12 | 73 |
| 8 | Uttar Sukhair Rajapur | Jararkona, Nazorpur | 2502 | Sukhair-Nazarpur Rd. | 690325040 | VRB | Submersible | 4 | 0 | 0 | 4 | 4 | 720 | 20 | 180 | 900 | 626 | 360 | 60 | 20 | 16 | 25 | 12 | 73 |
| 9 | Dharmapasha | Deola | 1130 | Kandapara bazar-Dewla via Noyagoan Rd. | 690323009 | UNR | Submersible | 3.22 | 0.8 | | 2.42 | 2.42 | 435.6 | | 0 | 435.6 | 467 | 386 | 36 | 18 | 10 | 25 | 20 | 73 |
| 10 | Chamardani | Dugnai | 2049 | Mashimpur - Abidnagar road | 690325076 | VRB | Submersible | 4.6 | 0 | | 4.6 | 4.6 | 828 | 20 | 180 | 1008 | 445 | 492 | 69 | 20 | 16 | 25 | 12 | 73 |
| 11 | Paikurati | Hijla, Rajapur | 1982 | Lankapathria-Banarasshipur via Razapur Rd. | 690325002 | VRB | Submersible | 8 | 3.27 | 0 | 4.73 | 4.73 | 851.4 | 0 | 0 | 851.4 | 419 | 430 | 71 | 18 | 16 | 25 | 12 | 71 |
| 12 | Maddanagar | Khalisha Kand, Kamawara, Karuajan, Paschim Shahapur | 3026 | Madhayanagar UPC - Toker bazar via Shahapur Road. | 690323017 | UNR | Submersible | 7 | 0 | 0 | 7 | 7 | 1260 | 200 | 1800 | 3060 | 432 | 1011 | 105 | 20 | 16 | 15 | 20 | 71 |
| 13 | Bongshikunda uttar | Amtarpur, Matirbanda, Nababpur, Rajendrapur (Rupanagar) | 2430 | Volagonj Bazar - Ranchipara Road. | 690324024 | VRA | All Weather | 2.4 | 0 | 0 | 2.4 | 2.4 | 288 | 0 | 0 | 288 | 1013 | 119 | 36 | 20 | 10 | 25 | 15 | 70 |
| 14 | Dakshin Bongshikunda | Chandal Para | 875 | Bangshikonda GC - Bishorpasha GC via Hamidpur Road (Dharmapasha Part). | 690322008 | UZR | Submersible | 5.1 | 2.5 | | 2.6 | 2.6 | 468 | | 0 | 468 | 337 | 535 | 39 | 15 | 10 | 20 | 25 | 70 |
| 15 | Paikurati | Jamalpur, Bhatgaon | 1894 | Paykurati UPC - Toker bazar via Jamalpur Madrasha Road. | 690323019 | UNR | Submersible | 6.3 | 2.8 | | 3.5 | 3.5 | 630 | 80 | 720 | 1350 | 541 | 713 | 53 | 18 | 10 | 20 | 20 | 68 |
| 16 | Chamardani | Julsha, Shapur, Sidlhi | 2906 | Jolusha -Shapur Rd. | 690325009 | VRB | Submersible | 7.25 | 0 | 0 | 7.25 | 7.25 | 1305 | 150 | 1350 | 2655 | 401 | 914 | 109 | 20 | 16 | 20 | 12 | 68 |
| 17 | Maddanagar | Itauri, Kanda Para, Machhipur | 1992 | Modhayanagar GC- Tahirpur Upazila H/Q via Chapati, Muouzzampur Road (Dharmapasha Part). | 690322012 | UZR | All Weather | 9 | 6 | 0 | 3 | 3 | 360 | 200 | 1800 | 2160 | 664 | 1084 | 45 | 18 | 10 | 15 | 25 | 68 |
| 18 | Dharmapasha | Raznagor, Nolgora, Abuarchor | 2957 | Rajnagar-Abuar char via Nolgora | 690325024 | VRB | All Weather | 2.1 | 0.1 | 0 | 2 | 2 | 240 | 20 | 180 | 420 | 1479 | 142 | 30 | 20 | 10 | 25 | 12 | 67 |
| 19 | Paikurati | Dawangonj, Barikandi, Bara Khola | 2625 | Dawangonj Mardrasa - Barikandi village road | 690325059 | VRB | All Weather | 2.5 | 0 | 0 | 2.5 | 2.5 | 300 | 20 | 180 | 480 | 1050 | 183 | 38 | 20 | 10 | 25 | 12 | 67 |
| 20 | Dakshin Bongshikunda | Mirzapur, Buripattan, Shapur, Nawanagor, Rouha | 3850 | Mirzapur-Rauha via Shahapur | 690325039 | VRB | Submersible | 4.3 | 1 | 0 | 3.3 | 3.3 | 594 | 120 | 1080 | 1674 | 1167 | 435 | 50 | 20 | 10 | 25 | 12 | 67 |
| 21 | Maddanagar | Niamatpur, Jamsherpur | 1475 | Niamatpur-Jamsherpur Road. | 690325014 | VRB | Submersible | 4 | 0 | 0 | 4 | 4 | 720 | 50 | 450 | 1170 | 369 | 793 | 60 | 18 | 16 | 20 | 12 | 66 |
| 22 | Chamardani | Balarampur | 1125 | Chamerdani UPC - Shararkona Ghat Road. | 690323007 | UNR | Submersible | 6.614 | 0 | | 6.614 | 6.614 | 1190.52 | 100 | 900 | 2090.52 | 170 | 1858 | 99 | 18 | 16 | 12 | 20 | 66 |
| 23 | Uttar Sukhair Rajapur | Sahrishakanda | 835 | Dharmapasha gc-golokpur gc via mhodipur road | 690322002 | UZR | Submersible | 19.2 | 14.05 | | 5.15 | 5.15 | 927 | 200 | 1800 | 2727 | 162 | 3265 | 77 | 15 | 16 | 10 | 25 | 66 |
| 24 | Dakshin Bongshikunda | Birsing Para, Palamati | 1378 | Palamati-Birsingpara Road. | 690325011 | VRB | Submersible | 9.32 | 0 | | 9.32 | 9.32 | 1677.6 | 10 | 90 | 1767.6 | 148 | 1282 | 140 | 18 | 18 | 15 | 12 | 63 |
| 25 | Selborash | Kandarbari | 481 | Zila Road -Syedpur kandabari Rd. | 690325037 | VRB | All Weather | 2 | 0 | 0 | 2 | 2 | 240 | 0 | 0 | 240 | 241 | 499 | 30 | 15 | 10 | 25 | 12 | 62 |
| 26 | Dakshin Bongshikunda | Patkura, Alampur | 2167 | Pathkura-Alampur Road. | 690325016 | VRB | Submersible | 4.5 | 1 | 0 | 3.5 | 3.5 | 630 | 100 | 900 | 1530 | 619 | 706 | 53 | 20 | 10 | 20 | 12 | 62 |
| 27 | Dakshin Sukhairrajapur | (Milanpur), Dayalpur | 587 | Sukair Razapur Dakshin UPC - Gazaria bazar via Milanpur Road. | 690323022 | UNR | Submersible | 6.2 | | 0 | 6.2 | 6.2 | 1116 | 50 | 450 | 1566 | 95 | 2669 | 93 | 15 | 16 | 10 | 20 | 61 |
| 28 | Joysree | Durgapur | 995 | Joysree UPC - Dhowlatpur bazar via Durgapur Road. | 690323010 | UNR | Submersible | 12.754 | | 8.254 | 4.5 | 12.754 | 2295.72 | 50 | 450 | 2745.72 | 78 | 2761 | 68 | 15 | 16 | 10 | 20 | 61 |
| 29 | Bongshikunda uttar | Bohratoli, Ahagundor | 1398 | Beharatola-Duganga Road. | 690325018 | VRB | All Weather | 2.5 | 0 | 0 | 2.5 | 2.5 | 300 | 60 | 540 | 840 | 559 | 601 | 38 | 18 | 10 | 20 | 12 | 60 |
| 30 | Paikurati | Bekhajjura | 1468 | Sunai-Bakhaizora Rd. | 690325031 | VRB | Submersible | 2.5 | 0 | 0 | 2.5 | 2.5 | 450 | 100 | 900 | 1350 | 587 | 920 | 38 | 18 | 10 | 20 | 12 | 60 |
| 31 | Bongshikunda uttar | Soudpara | 779 | Soudpara UZR - Soudpara village road. | 690325072 | VRB | All Weather | 2.5 | 0 | 0 | 2.5 | 2.5 | 300 | 30 | 270 | 570 | 312 | 732 | 38 | 15 | 10 | 20 | 12 | 57 |
| 32 | Joysree | Ghirail | 611 | Joysree UPC - Shanbari bazar Road. | 690323011 | UNR | Submersible | 11.054 | | 8.254 | 2.8 | 11.054 | 1989.72 | | 0 | 1989.72 | 55 | 3258 | 42 | 15 | 10 | 10 | 20 | 55 |

*** 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)