10. 要請橋梁サイト調査結果

Bridge Site Survey Data - 1
Zila : Dhaka

Name of Upazila		Keraniganj	Nawabganj			Uttara		Dohar	Savar	Dhamrai	
Serial Number		1	2	3	4	5	6	7	8	9	10
Bridge Code		01-01-02	01-02-01	01-02-06	01-02-07	01-03-01	01-03-02	01-04-08	01-05-01	01-06-03	01-06-N1
Bridge Name/Location		Bridge on Kholamura Bazar - Goalkhali Bazar via Nawabcher , Joail , Bhangabari , Zoacher Hijla and Agrakhola	Bridge on Nawabganj - Charigram via Chandrokhola , Balukhanda Road.	Bridge on Kartikpur - Barrah - Dohair - Kaishakhali Bandh - Kuthuri - Shikaripara - Bandura -	Bridge on Daudpur - Panjiprohi - Bakter Nagar road over Isamoti River.	Bridge on Mainartek - Godaraghat Road.	Bridge on Kaethkura - Khilkhet road over Chinoti Khal at Uttar Khan UP.	Bridge on Joypara Gc - Maghirchar Bazar - Kutubpur - Debinagar - Kulchari - Kazirchar RHD Road.	Bridge on Nikrail - Chakulia Road at Bonogaon UP.	Bridge on Mohishasi - Kusura Sreepur Road over Banshi River.	Bridge on Joypura Bazar to Royail UP office road over Gaji Khali Khal at Jalsing.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		326383042	326622013	326622010	326624170	326733005	326733097	326182008	326723001	326142021	326143020
Road Class		Union	Upazila	Upazila	Village-A	Union	Union	Upazila	Union	Upazila	Union
Chainage (km)		1+500	2+100	9+800	2+000	2+000	2+100	0+500	6+600	1+660	2+500
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)						54.00				
	Bridge Width (m)						0.80				
	Carriageway Width (m)						0.70				
	Superstructure Type						Bamboo				
	Abutment Type						-				
	Pier Type						Wooden				
	Usage of Bridge						Pedestrians Only				
	Condition						Weak				
	Present Navigation Clearance Height (m)						-				
River Condition	Bank to Bank Width (m)	30.00	30.00	80.00	73.00	120.00	65.00	60.00	30.00	35.00	45.00
	Highest Flood Water Width (m)	40.00	35.00	85.00	80.00	120.00	75.00	70.00	50.00	45.00	55.00
	Highest Flood Water Depth (m)	5.50	5.00	8.00	8.00	7.50	5.00	6.50	4.00	3.50	5.00
	Normal Flood Water Width (m)	38.00	30.00	80.00	70.00	120.00	60.00	60.00	30.00	33.00	52.00
	Normal Flood Water depth (m)	4.50	4.00	6.50	6.50	6.00	4.00	5.00	3.00	2.50	4.00
	Dry Season Water Width (m)	15.00	0.00	60.00	40.00	60.00	50.00	0.00	0.00	0.00	0.00
	Dry Season Water Depth (m)	1.00	0.00	1.00	1.00	2.00	0.25	0.00	0.00	0.00	0.00
	Dry Season Water Depth at Pier (m)	0.00	0.00	7.60	1.40	2.20	1.10	0.20	0.00	0.00	0.60
	Tidal Fluctuation (m)	0.30	No	No	No	0.30	0.30	No	No	No	No
	Water Velocity	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Slow	Slow	Medium
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90	90	90
	Ferry Services	No	No	Yes	Yes	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	1.50	1.00	1.50	1.50	3.00	2.00	2.00	0.50	1.00	1.00
	Type of River Traffic	No	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat, Launch	Engine Boat, Country Boat, Launch	Engine Boat, Country	Engine Boat, Country	Engine Boat, Country	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.30	2.67	3.66	3.66	4.00	4.00	3.66	3.66	6.50	4.90
	Carriageway Width (m)	3.66	2.67	3.66	3.66	3.66	3.66	2.20	3.66	4.90	3.66
	Embankment Height (m)	1.50	1.50	3.25	3.25	1.50	1.50	1.00	1.50	2.50	2.00
	Surface Type	WBM	Earthen	Earthen	Earthen	HBB/Earthen	HBB/Earthen	HBB/Earthen	Earthen	HBB	HBB
	Surface Condition	Good	Bad	Good	Good	Bad	Bad	Bad	Bad	Bad	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Dhaka

Name of Upazila			Keraniganj	Nawabganj			Uttara		Dohar	Savar	Dhamrai	
Serial Number			1	2	3	4	5	6	7	8	9	10
Influence Area	Population (thousand)		25	15	20	18	20	10	20	20	13	15
	Main Industry		Agriculture, Textile	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture, Textile	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute	Rice, Jute	Rice, Jute	Rice, Jute	Rice, Wheat, Jute	Rice, Wheat, Jute	Rice, Jute	Rice, Wheat, Jute	Rice, Jute, Wheat, Veg.	Rice, Wheat, Jute, Veg.
	Number of Public Facilities	School	15	3	4	4	6	6	7	4	9	11
		Clinic	10	1	0	1	2	2	2	1	1	2
		Bazar	4	2	2	2	2	2	3	2	3	4
		Mosque	20	4	6	6	12	10	12	4	6	15
		Gov't Office	4	1	4	2	2	2	2	2	4	4
		Others	5	5	4	5	12	10	5	2	5	5
		Total	**58**	**16**	**20**	**20**	**36**	**32**	**31**	**15**	**28**	**41**
Traffic Volume	Passenger Car		15	5	5	5	25	25	50	50	10	20
	Pickup/Truck		0	0	0	0	200	0	25	200	20	10
	Bus		0	0	0	0	50	0	0	0	10	3
	Motorcycle		30	5	5	10	100	20	50	20	25	10
	Rickshaw		150	25	150	150	200	150	200	75	250	200
	Autorickshaw		15	20	10	10	100	75	50	10	20	25
	Bullock Cart		0	5	10	15	0	0	5	15	5	5
	Pedestrian		3000	2000	3000	3000	2000	1200	3000	1000	700	1000
Bridge Site Condition	Landuse		Residence	Farm	Farm, Residence	Farm, Residence	Farm	Farm	Residence	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of		No	No	No	No	No	No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired		No	No	No	No	No	No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		30	30	75	75	100	75	60	30	30	60
	Span Arrangement		1x30m	1x30m	3x25m	2x15m+25m +20m	4x25m	3x25m	3x20m	1x30m	1x30m	3x20m
	Abutment Height (m)		4.00	4.00	5.00	5.00	7.00	4.00	4.50	4.00	3.50	4.50
	Pier Height (m)		-	-	7.00	7.00	8.00	6.00	7.00	-	5.50	7.00
Engineering Evaluation	Road Class		13	20	20	7	13	13	20	13	20	13
	Existing Bridge		40	40	40	40	40	40	40	40	40	40
	Approach Road		30	0	0	0	20	20	20	0	20	30
	Alternative Route		10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		93	70	70	57	83	83	90	63	90	93
Socioeconomic Evaluation	Beneficiaries		25	15	18	16	14	9	18	20	13	14
	Traffic Demand		11	3	8	9	14	13	18	20	19	14
	Pedestrian Demand		20	20	18	18	14	11	18	10	7	9
	Public Facilities		30	16	18	18	21	27	27	15	28	27
	Bridge Length Factor		f=1.0	f=1.0	f=0.9	f=0.9	f=0.7	f=0.9	f=0.9	f=1.0	f=1.0	f=0.9
	Total Socioeconomic Score		86	54	62	61	63	60	81	65	67	64
Overall Evaluation			A	A	X2	X2	X2	A	A	A	A	A
Implementation Schedule			Phase-1	Phase-3	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Phase-2	Phase-1	Phase-3	Phase-1	Phase-2
Remarks			- Approach road in length 50m is required on both sides. - The river is curved (appx 100m radious) at the location of the proposed bridge. - Bridge to connect Kholamura Bazar , Afir Bazar , Naya Bazar school and college , Goalkhali Bazar , Bhangabari , Dhaka-Dohar RHD road.	- Approach road in length 35m is required on both sides. - Bridge to connect Bangla Bazar , Shikaripara Union Parish and Bazar , Solla UP office , Patiljap primary school and Upazila Headquarter.	- Approach road in length 10m is required on both sides. - The surrounding area is densely populated. - Bridge to connect Shikaripara Bazar , Union Parish , Daudpur Bazar , Bandura Bazar , Barawakhali growth center , Joykrisnapur UP office and Upazila Headquarter.	- Approach road in length 30m is required on one sides. - Bridge to connect Daudpur Bazar , Barawakhali Bazar Gc , UP office , Joykrisnapur Union , Dhulsura Bazar , Bandura-Barawakhali Upazila road and Upazila Headquarter.	- Both sides riverbank which area is agricultural land are submerged in flood water depth 1.50m. - Approach road of 300m length on one side and 200m length on other side are required. - Bridge to connect Kaliganj Upazila , Dhaka bypass road , Uttara Thana and Dhaka-Mymenringh highway.	- Both sides riverbank which area is agricultural land are submerged in flood water depth 1.50m. - Approach road of 300m length on one side and 200m length on other side are required. - Bridge to connect Dumni Union , Uttar Khan Union , Uttara Thana and Dhaka flood prolecha embankment.	- Approach road in length 50m is required on both sides. - Bridge to connect Bilashpur and Mahmudpur Union Parashid , Padma Ferryghat , UP with Upazila Headquarter.	- Approach area is completely submerged in flood water width approximately 300m in rainy season. - Bridge length of 30m as earlier proposed by LGED may be considered. - Bridge to connect Birulia Union , Sadullapur Bazar , Dhaka-Ashulia highway and Dhaka-Aricha National highway.	- In approach road length 30m & 25m are needed. - Surrounding area is cultivate agricultural land. - Bridge to connect Banga Bazar , high schoois , primary school , Balia Bazar , Kashura Bazar , Upazila road and Dhaka-Aricha National highway.	- In approach road length 30m is needed on both sides. - Surrounding area is cultivated agricultural land. - Bridge to connect Royail UP office , Jalsing high school , college & Bazar , Joypura Bazar and Dhaka-Aricha National highway.

Bridge Site Survey Data - 1
Zila : Narayanganj

Name of Upazila		**Sadar**		**Araihazar**		**Rupganj**
Serial Number		1	2	3	4	5
Bridge Code		03-01-N1	03-01-N3	03-02-04	03-02-06	03-04-01
Bridge Name/Location		Bridge on Simrail Paper Mill Road over DND canal at Simrail.	Bridge on Volayel RHD-GCCR Road via Nabinagar Jute Mill over Mujumder Khal.	Bridge on Road from Khakunda UP - Bishnondi UP over Dayakanda River.	Bridge on Jaunguli Bazar - Shanti Bazar Road on Jaunguli Khal.	Bridge on Majina - Nawra Road on Nimartak Khal.
Status		Original Request	Additional Request	Additional Request	Additional Request	Original Request
Road ID		367583038	367585167	367022004	367023045	367683041
Road Class		Union	Village-B	Upazila	Union	Union
Chainage (km)		0+000	0+800	1+020	0+200	3+400
Condition of Existing Bridge	Existing or not	Existing	Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)	48.00	20.00			
	Bridge Width (m)	1.20	1.50			
	Carriageway Width (m)	1.20	1.50			
	Superstructure Type	RC Slab, Steel Frame	Bamboo			
	Abutment Type	-	-			
	Pier Type	RC Pile-bent	-			
	Usage of Bridge	Pedestrians Only	Pedestrians Only			
	Condition	Fair	Weak			
	Present Navigation Clearance Height (m)	1.00	0.60			
River Condition	Bank to Bank Width (m)	50.00	30.00	90.00	78.00	38.00
	Highest Flood Water Width (m)	48.00	32.00	Overtopped	Overtopped	Overtopped
	Highest Flood Water Depth (m)	5.00	5.50	6.00	7.00	7.50
	Normal Flood Water Width (m)	40.00	32.00	90.00	80.00	35.00
	Normal Flood Water depth (m)	4.00	5.00	5.00	5.00	6.00
	Dry Season Water Width (m)	25.00	10.00	20.00	20.00	5.00
	Dry Season Water Depth (m)	2.00	0.75	0.60	1.00	0.30
	Dry Season Water Depth at Pier (m)	1.20	0.00	1.40	1.10	0.60
	Tidal Fluctuation (m)	No	0.30	0.30	0.20	0.30
	Water Velocity	Slow	Slow	Medium	Medium	Slow
	Angle of Bridge to Stream (deg)	90	90	90	90	90
	Ferry Services	No	No	Yes	Yes	Yes
	Required Navigation Clearance Height (m)	-	1.00	2.20	2.00	2.00
	Type of River Traffic	No	Engine Boat, Country Boat	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Scoured	Sound
Approach Road	Total Road Width (m)	7.30	4.00	7.50	4.25	3.66
	Carriageway Width (m)	6.50	3.50	6.50	3.66	3.00
	Embankment Height (m)	4.00	3.00	1.50	0.50	4.00
	Surface Type	BC	Earthen	Earthen	BC	HBB
	Surface Condition	Good	Bad	Bad	Bad	Bad
	Alternative Route (km)	No	No	No	No	4.00

Bridge Site Survey Data - 2
Zila : Narayanganj

Name of Upazila			Sadar		Araihazar		Rupganj
Serial Number			1	2	3	4	5
Influence Area	Population (thousand)		17	20	15	12	20
	Main Industry		Agriculture, Textile, Paper Mill, Milk Mill	Agriculture, Textile, Dying Mill, Paper Mill, Knit Mill	Agriculture, Textile	Agriculture, Textile	Agriculture, Textile
	Major Agricultural Product		Rice, Veg.	Rice, Veg.	Rice, Jute, Wheat, Veg.	Rice, Jute, Wheat, Veg.	Rice, Jute, Wheat, Veg.
	Number of Public Facilities	School	6	2	3	5	11
		Clinic	4	1	1	2	1
		Bazar	4	3	2	4	5
		Mosque	8	8	6	7	15
		Gov't Office	8	4	2	1	8
		Others	12	12	6	4	10
		Total	**42**	**30**	**20**	**23**	**50**
Traffic Volume	Passenger Car		100	5	15	20	20
	Pickup/Truck		15	20	20	20	25
	Bus		10	5	10	8	0
	Motorcycle		30	20	50	50	10
	Rickshaw		150	150	100	100	150
	Autorickshaw		30	50	50	30	10
	Bullock Cart		0	0	0	0	1
	Pedestrian		2000	1000	1000	1000	1500
Bridge Site Condition	Landuse		Residence, Market	Residence	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No
Proposed Bridge	Bridge Length (m)		45	30	100	95	40
	Span Arrangement		3x15m	1x30m	4x25m	20m+3x25m	15m+25m
	Abutment Height (m)		4.00	4.00	5.00	5.50	7.00
	Pier Height (m)		7.00	-	7.00	7.50	8.00
Engineering Evaluation	Road Class		13	0	20	13	13
	Existing Bridge		40	40	40	40	40
	Approach Road		30	0	0	20	20
	Alternative Route		10	10	10	10	5
	Total Engineering Score		93	50	70	83	78
Socioeconomic Evaluation	Beneficiaries		15	20	11	8	18
	Traffic Demand		18	14	10	10	12
	Pedestrian Demand		18	10	7	7	14
	Public Facilities		27	30	14	16	27
	Bridge Length Factor		f=0.9	f=1.0	f=0.7	f=0.7	f=0.9
	Total Socioeconomic Score		78	74	42	41	71
Overall Evaluation			A	B	X2	B	A
Implementation Schedule			Phase-1	Excluded (Priority B)	Excluded (Water Depth at	Excluded (Priority B)	Phase-2
Remarks			Bridge to connect Demra-Narayanganj Rd.(National Highway) and Mukti-Sharani Demra Border Road (V.R.A) crossing DND Irrigation Main Canal.			- Shantibazar is an important GC stands on the bank of the Jangalia Khal. - Access Road (400m) to be rehabilitated.	Surrounding area is cultivated agricultural land. Very essential for village people.

Bridge Site Survey Data - 1
Zila : Munshiganj

Name of Upazila		Sadar	Gazaria				Sreenagar	Sirajdikhan				
Serial Number		1	2	3	4	5	6	7	8	9	10	11
Bridge Code		04-01-N5	04-02-02	04-02-03	04-02-N1	04-02-N5	04-04-01	04-05-02	04-05-03	04-05-04	04-05-N1	04-05-N3
Bridge Name/Location		Bridge over Rajat Rekha Khal on Anandapur to Noyadha Road.	Bridge over Upazila Headquarter to Imampur UP Via Baghaikanji over Joistotala	Bridge on Kazipara to Hossaindi Gc Road over Nozipur Khal.	Bridge on Mirergaon to Bhatirchar National Highway Road over Bhatirchar Khal.	Bridge on Kazipara-Hossaindi Gc Road over Nazirchar Khal at Nozipur.	Bridge on Baraikhali Hat Road near West side of Matbarbari at Baraikhali Village.	Bridge on Nimtala Bus Stand to Shakhernagar GC Road over Isamoti river at Shakhernaga	Bridge on Khalpar to Chitrakot Road over Isamoti River at Kamalpur.	Bridge on Khalpar to Chitrakot Road over Isamoti River at Razanagar Ghat.	Bridge on Kuchiamura to Sirajdikhan Road over Ghoramara Khal.	Bridge on Kuchiamura to Sirajdikhan Road over Patharghata Khal.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Additional Request	Original Request	Additional Request	Additional Request	Original Request	Original Request
Road ID		359563011	359243012	359242003	359244027	359242003	359054001	359742001	359743035	359743035	359742007	359742007
Road Class		Union	Union	Upazila	Village-A	Upazila	Village-A	Upazila	Union	Union	Upazila	Upazila
Chainage (km)		3+000	5+500	3+650	0+550	3+250	2+200	7+970	2+500	0+000	0+900	1+200
Condition of Existing Bridge	Existing or not	Not Existing	Existing	Not Existing	Not Existing	Not Existing	Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)		10.00				26.00					
	Bridge Width (m)		3.15				1.60					
	Carriageway Width (m)		3.05				1.30					
	Superstructure Type		RC				Timber					
	Abutment Type		RC				Timber					
	Pier Type		-				Timber					
	Usage of Bridge		Light Vehicles Only				Pedestrians Only					
	Condition		Collapsed				Weak					
	Present Navigation Clearance Height (m)		-				-					
River Condition	Bank to Bank Width (m)	50.00	30.00	30.00	45.00	27.00	28.00	105.00	105.00	100.00	35.00	25.00
	Highest Flood Water Width (m)	55.00	40.00	30.00	60.00	30.00	40.00	130.00	120.00	100.00	40.00	30.00
	Highest Flood Water Depth (m)	5.00	6.50	5.00	5.00	6.00	5.50	7.50	12.50	6.00	5.00	4.50
	Normal Flood Water Width (m)	53.00	30.00	25.00	50.00	10.00	35.00	120.00	100.00	100.00	25.00	25.00
	Normal Flood Water depth (m)	4.00	5.00	4.00	4.00	5.00	4.50	6.50	11.50	5.00	4.00	3.50
	Dry Season Water Width (m)	10.00	0.00	5.00	20.00	5.00	10.00	40.00	80.00	60.00	10.00	0.00
	Dry Season Water Depth (m)	0.50	0.00	1.00	1.20	0.00	0.50	1.20	11.00	1.00	1.00	0.00
	Dry Season Water Depth at Pier (m)	0.60	0.00	0.00	0.50	0.00	0.00	2.60	7.10	0.70	0.00	0.00
	Tidal Fluctuation (m)	0.20	0.20	0.30	0.30	No	No	No	0.33	No	No	No
	Water Velocity	Fast	Slow	Medium	Slow	Medium	Slow	Medium	Medium	Medium	Slow	Slow
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90	90	90	90
	Ferry Services	No	No	No	No	No	No	Yes	Yes	No	No	No
	Required Navigation Clearance Height (m)	1.50	0.60	0.60	1.50	0.60	1.50	2.00	2.00	1.50	1.00	1.00
	Type of River Traffic	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	3.66	3.66	4.00	4.00	4.00	3.66	5.20	4.20	3.66	3.66	3.66
	Carriageway Width (m)	3.66	3.66	4.00	4.00	4.00	3.66	3.66	4.20	3.66	3.66	3.66
	Embankment Height (m)	1.00	2.00	2.00	2.00	2.00	1.00	3.00	2.00	2.00	1.50	2.00
	Surface Type	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	BC	Earthen	Earthen	Earthen	Earthen
	Surface Condition	Bad	Bad	Good	Bad	Bad	Bad	Good	Good	Good	Good	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Munshiganj

Name of Upazila			Sadar	Gazaria				Sreenagar	Sirajdikhan				
Serial Number			1	2	3	4	5	6	7	8	9	10	11
Influence Area	Population (thousand)		12	12	10	15	10	12	50	30	55	15	20
	Main Industry		Agriculture, Cold Storage	Agriculture, Spinning Mill	Agriculture, Spinning Mill	Agriculture, Spinning Mill	Agriculture, Spinning Mill	Agriculture, Cold Storage	Agriculture, Textile, Cold Storage	Agriculture	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute, Potato, Veg.	Rice, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Veg.	Rice, Wheat, Jute, Veg.	Rice, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg.
	Number of Public Facilities	School	8	8	7	5	3	3	14	8	20	7	8
		Clinic	0	2	1	2	1	1	4	3	5	2	2
		Bazar	2	4	2	3	2	2	5	4	4	4	4
		Mosque	8	7	4	6	4	10	45	10	35	15	15
		Gov't Office	3	0	2	3	2	2	5	2	2	2	2
		Others	2	1	4	6	4	1	4	3	10	10	10
		Total	**23**	**22**	**20**	**25**	**16**	**19**	**77**	**30**	**76**	**40**	**41**
Traffic Volume	Passenger Car		20	20	30	30	30	20	20	30	10	25	25
	Pickup/Truck		25	25	20	20	20	0	30	0	20	50	50
	Bus		12	0	0	0	0	0	100	0	10	10	5
	Motorcycle		60	20	20	25	25	60	50	20	30	50	50
	Rickshaw		150	150	150	200	150	150	200	200	200	200	200
	Autorickshaw		70	20	50	50	50	30	100	100	100	50	50
	Bullock Cart		0	0	0	0	0	0	0	0	0	0	0
	Pedestrian		1500	1000	2000	2000	2000	1100	3000	2000	2000	2000	2000
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Residence	Farm	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of		No	No	No	No	No	No	No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired		No	No	No	No	No	No	No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		60	35	30	50	30	25	100	105	105	30	30
	Span Arrangement		3x20m	10m+25m	1x30m	15m+20m +15m	1x30m	1x25m	4x25m	2x20m+25m +2x20m	2x20m+25m +2x20m	1x30m	1x30m
	Abutment Height (m)		4.50	4.50	4.00	4.00	4.50	4.50	6.00	7.00	4.00	4.25	3.75
	Pier Height (m)		6.50	-	-	6.00	-	6.50	9.00	12.00	7.00	-	-
Engineering Evaluation	Road Class		13	13	20	7	20	7	20	13	13	20	20
	Existing Bridge		40	40	40	40	40	40	40	40	40	40	40
	Approach Road		0	0	0	0	0	0	30	0	0	0	0
	Alternative Route		10	10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		63	63	70	57	70	57	100	63	63	70	70
Socioeconomic Evaluation	Beneficiaries		11	11	10	14	10	12	21	21	21	15	20
	Traffic Demand		18	13	16	17	16	14	14	13	14	20	20
	Pedestrian Demand		14	9	20	18	20	11	14	14	14	20	20
	Public Facilities		21	20	20	23	16	19	21	21	21	30	30
	Bridge Length Factor		f=0.9	f=0.9	f=1.0	f=0.9	f=1.0	f=1.0	f=0.7	f=0.7	f=0.7	f=1.0	f=1.0
	Total Socioeconomic Score		64	53	66	72	62	56	70	69	70	85	90
Overall Evaluation			A	A	A	B	A	B	X2	X2	A	A	A
Implementation Schedule			Phase-3	Phase-3	Phase-2	Excluded (Priority B)	Phase-2	Excluded (Priority B)	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Phase-2	Phase-1	Phase-1
Remarks			Bridge to connect Bangla Bazar Union , Chitulia growth Center , Pura Bazar , Dhigirpar-Muktarpur RHD road , Upazila Headquarter and Tongi Bazar Upazila also.	Bridge to connect Imampur Union (UP office) , Rasulpur growth center , Upazila Headquarter , RHD road etc.	Bridge to connect Hossaindi growth Center , Dhaka-Chittagong National Highway with Upazila Headquarter.	Bridge to connect Bhatirchar Bazar , Dhaka-Chittagong National Highway , Tengarchar Union and Upazila Headquarter.	Bridge to connect Hossaindi growth Center , Dhaka-Chittagong National Highway with Upazila Headquarter.	Bridge to connect Baraikhali Union Parish , Shibrampur Hat , Madankhali high school , Baraikhali growth Center and high school , two primary schools , family welfare center.	- 15m & 50m approach road is required. - Bridge to connect Shakhernagar Union Parish , Shakhernagar growth Center, Baraikhali growth Center , two high schools , primary schools , one hospital , Dhaka-Mawa Highway , Nawabganj and Dohar Upazila.	Bridge to connect Rajanagar Union , Chitrakot Union Parish , Dhaka-Nawabganj-Dohar Highway.	Bridge to connect Rajanagar and Chitrakot Union , two high schools and primary schools , Rajanagar Bazar ,Dhaka-Mawa Highway , Nawabganj and Dohar Upazila also.	Bridge to connect Kuchiamara Bazar , Dhaka-Mawa highway , Bashali Union , Patharghata Bazar , Latabdi UP & Sirajdikham Upazila Headquarter.	Bridge to connect Kuchiamara Bazar , Bashali Union , Patharghata Bazar , Dhaka-Mawa highway , Latabdi UP & Upazila Headquarter.

Bridge Site Survey Data - 1
Zila : Manikganj (1/2)

Name of Upazila		**Singhair**		**Saturia**		**Doulatpur**					
Serial Number		1	2	3	4	5	6	7	8	9	10
Bridge Code		05-01-01	05-01-05	05-03-06	05-03-N1	05-04-02	05-04-03	05-04-04	05-04-05	05-04-06	05-04-07
Bridge Name/Location		Bridge on Dalla FRA - Chandhar Bazar Road.	Bridge on Maniknagar GC - Sirajpur GC Road.	Bridge on Kakdhapara - Goarpara Road on old Dhaleshwari River.	Bridge on Dulla RHD - Mokdimpara Guccagram Road.	Bridge on Daulatpur - Jafarganj Road.	Bridge on Daulatpur Upazila H/Q - Abudanga Riverghat Road.	Bridge on Daulatpur - Bachamara Road at Jointa.	Bridge on Daulatpur - Bachamara Road at Jointa.	Bridge on Daulatpur - Bachamara Road at Bonna.	Bridge on Daulatpur - Bachamara Road at Bonna.
Status		Original Request	Original Request	Original Request	Original Request	Additional Request	Additional Request	Original Request	Original Request	Original Request	Original Request
Road ID		356823025	356822005	356703005	356703037	356102005	356102005	356102002	356102002	356102002	356102002
Road Class		Union	Upazila	Union	Union	Upazila	Upazila	Upazila	Upazila	Upazila	Upazila
Chainage (km)		0+600	2+400	4+200	0+950	8+440	0+456	2+650	3+089	3+352	3+913
Condition of Existing Bridge	Existing or not	Not Existing	Existing	Not Existing	Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)		6.00		8.00						
	Bridge Width (m)		3.66		3.00						
	Carriageway Width (m)		3.40		3.00						
	Superstructure Type		RC		RC						
	Abutment Type		Masonry		Masonry						
	Pier Type		-		-						
	Usage of Bridge		Unusable		Unusable						
	Condition		Collapsed		Collapsed						
	Present Navigation Clearance Height (m)		-		-						
River Condition	Bank to Bank Width (m)	55.00	60.00	55.00	25.00	90.00	86.00	46.00	30.00	46.00	41.00
	Highest Flood Water Width (m)	60.00	70.00	86.00	40.00	130.00	100.00	70.00	40.00	60.00	60.00
	Highest Flood Water Depth (m)	6.00	6.00	5.00	4.00	6.50	7.00	4.00	4.00	4.00	4.50
	Normal Flood Water Width (m)	55.00	60.00	70.00	35.00	100.00	90.00	60.00	25.00	56.00	40.00
	Normal Flood Water depth (m)	5.00	4.00	3.50	3.00	5.50	6.00	3.00	2.50	3.00	3.25
	Dry Season Water Width (m)	0.00	0.00	25.00	0.00	45.00	40.00	0.00	0.00	0.00	0.00
	Dry Season Water Depth (m)	0.00	0.00	0.50	0.00	2.00	2.80	0.00	0.00	0.00	0.00
	Dry Season Water Depth at Pier (m)	0.00	0.70	1.20	0.00	1.20	0.20	0.00	0.00	0.00	0.40
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No	No	No
	Water Velocity	Medium	Medium	Medium	Medium	Medium	Fast	Medium	Medium	Medium	Fast
	Angle of Bridge to Stream (deg)	60	70	70	70	70	90	90	90	90	80
	Ferry Services	No	No	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	2.00	1.50	1.00	1.00	2.00	3.25	1.00	1.00	1.00	1.50
	Type of River Traffic	Country Boat	Engine Boat, Country Boat	Country Boat	Country Boat	Country Boat	Engine Boat, Country Boat	Country Boat	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Eroded	Sound	Eroded	Sound	Eroded	Eroded	Sound	Sound	Eroded
	Condition of Riverbed	Sound	Scoured	Sound	Scoured	Sound	Sound	Scoured	Sound	Sound	Scoured
Approach Road	Total Road Width (m)	4.88	7.32	4.88	4.88	7.32	7.32	7.32	7.32	7.32	7.32
	Carriageway Width (m)	3.05	3.66	3.05	3.05	3.66	3.66	3.66	3.66	3.66	3.66
	Embankment Height (m)	2.40	2.65	2.50	2.00	2.50	2.50	2.00	2.00	2.50	2.50
	Surface Type	Earthen	BC/WBM	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen
	Surface Condition	Good	Good	Bad	Good	Fair	Good	Good	Good	Good	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Manikganj (1/2)

Name of Upazila			Singhair		Saturia		Doulatpur					
Serial Number			1	2	3	4	5	6	7	8	9	10
Influence Area	Population (thousand)		33	85	50	40	50	50	50	40	50	50
	Main Industry		Agriculture	Agriculture, Saw Mill, Rice Mill	Agriculture	Agriculture	Agriculture, Flour Mill, Oil Mill, Rice Mill	Agriculture, Commercial	Agriculture	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, S.Cane, Wheat, Mustard, Jute	Rice, Jute, Wheat, Veg., Mustard	Rice, Jute, Wheat, S.Cane, Veg., Tobacco, Mustard	Rice, Jute, Veg., S.Cane, Mustard	Rice, Wheat, Jute, Mustard, Nut, Veg.	Rice, Jute, Fruits, Veg., S.Cane, Mustard, Nut	Rice, Jute, Veg., S.Cane, Mustard, Nut	Rice, Jute, Veg., S.Cane, Mustard, Nut, Wheat	Rice, Veg., S.Cane, Wheat, Mustard, Nut	Rice, Jute, Fruits, Veg., S.Cane, Mustard, Nut, Wheat
	Number of Public Facilities	School	10	12	10	8	6	5	6	6	6	6
		Clinic	2	3	3	3	2	1	1	1	1	1
		Bazar	4	5	4	5	4	2	2	2	2	2
		Mosque	8	17	12	7	10	4	4	4	6	6
		Gov't Office	1	3	3	1	2	1	1	1	1	1
		Others	3	5	5	3	7	3	3	3	3	3
		Total	**28**	**45**	**37**	**27**	**31**	**16**	**17**	**17**	**19**	**19**
Traffic Volume	Passenger Car		40	26	20	10	15	25	10	10	10	10
	Pickup/Truck		300	30	30	15	10	15	20	20	20	20
	Bus		20	20	20	0	2	0	2	2	2	2
	Motorcycle		400	200	300	150	150	100	200	200	200	200
	Rickshaw		300	400	200	100	200	150	250	250	250	250
	Autorickshaw		50	100	25	20	50	10	60	60	60	100
	Bullock Cart		0	0	0	0	5	20	20	20	20	20
	Pedestrian		2000	1200	2000	5000	685	1000	700	700	700	800
Bridge Site Condition	Landuse		Farm	Farm, Residence	Farm, Residence	Farm, Residence	Residence	Residence, Farm	Farm, Meadow	Farm	Residence, Farm	Residence, Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		Yes	No	No	No	No	Yes	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No	5000	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		55	60	65	30	115	125	50	30	50	40
	Span Arrangement		15m+2x20m	3x20m	20m+25m+20m	1x30m	20m+3x25m +20m	5x25m	15m+20m +15m	1x30m	15m+20m +15m	15m+25m
	Abutment Height (m)		4.00	4.50	4.00	5.00	5.00	6.00	4.00	3.50	3.50	4.00
	Pier Height (m)		8.00	7.50	6.00	-	8.50	10.50	5.00	-	5.00	6.00
Engineering Evaluation	Road Class		13	20	13	13	20	20	20	20	20	20
	Existing Bridge		40	40	40	40	40	40	40	40	40	40
	Approach Road		0	30	0	0	0	0	0	0	0	0
	Alternative Route		10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		63	100	63	63	70	70	70	70	70	70
Socioeconomic Evaluation	Beneficiaries		27	27	27	30	21	21	27	30	27	27
	Traffic Demand		18	18	18	16	14	13	18	20	18	18
	Pedestrian Demand		18	11	18	20	5	7	6	7	6	7
	Public Facilities		25	27	27	27	21	11	15	17	17	17
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=1.0	f=0.7	f=0.7	f=0.9	f=1.0	f=0.9	f=0.9
	Total Socioeconomic Score		88	83	90	93	61	52	66	74	68	69
Overall Evaluation			A	A	A	A	A	B	A	A	A	A
Implementation Schedule			Phase-2	Phase-1	Phase-1	Phase-1	Phase-3	Excluded (Priority B)	Phase-2	Phase-2	Phase-3	Phase-3
Remarks			- Bridge located on the riverbank of the Dhalishn River 500m in width. - Existing RC bridge closed 50m in distance at the 1st approach.	- Existing bridge was fully damaged due to scoring during flood in 1998. - Bridge located on the riverbank of the Dhalishn River 400m in width.	- A gap observed along access road but it has been planed by the local fund. - Southem approach road should be extended 60m in length.	Existing bridge was fully damaged due to scoring during flood in 1998.	Observed marks of scoring at the both riverbanks.	- Observed marks of heavey scoring at the southem riverbank. - Passing big engine boats from Padma Rive to Dhaka during rainy season. - Needed land acquisition for realignment at the 2nd approach road about 5000 sq.m (500m× 10m) in area.	After completion, the bridge will establish direct connection from Doulatpur Upazila H/Q to the Amtali Hat, Bachamara GCR.	On the same road w/ bridge code 05-04-04	On the same road w/ bridge code 05-04-04	On the same road w/ bridge code 05-04-04

Bridge Site Survey Data - 1
Zila : Manikganj (2/2)

Name of Upazila		Doulatpur		Horirampur			Gheor			
Serial Number		11	12	13	14	15	16	17	18	19
Bridge Code		05-04-10	05-04-11	05-05-01	05-05-N2	05-05-N5	05-06-02	05-06-N2	05-06-N4	05-06-N6
Bridge Name/Location		Bridge on Narchi - Shamganj Road at Khalsi Bazar.	Bridge on Narchi - Samganj Road at Borojola.	Bridge on Intajpur - Basta Road.	Bridge on Andharmanik to Nayarhat Road near Nayarhat GC over Kokorhati Khal.	Bridge on Bhadiakhola - Machain Bazar Road over Jogotbar Khal.	Bridge on Baratia - Uthuli Road over Goaljan Khal.	Bridge on Baniajuri - Kaltahat Road over Gangdubi River.	Bridge on Gheor - Tille via Singjura Bazar Road over Kaliganga River.	Bridge on Pecherkanda Bazar - Singiuri/Charbinapara Road over old Dhaleshari
Status		Additional Request	Additional Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		356102003	356102003	356283025	356282002	356283009	356223004	356223009	356223007	356223014
Road Class		Upazila	Upazila	Union	Upazila	Union	Union	Union	Union	Union
Chainage (km)		5+250	6+520	3+750	7+780	0+920	2+370	4+580	4+910	0+050
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing	Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)			15.00						
	Bridge Width (m)			1.00						
	Carriageway Width (m)			0.80						
	Superstructure Type			Bamboo						
	Abutment Type			Bamboo						
	Pier Type			Bamboo						
	Usage of Bridge			Pedestrians Only						
	Condition			Weak						
	Present Navigation Clearance Height (m)			0.50						
River Condition	Bank to Bank Width (m)	80.00	40.00	70.00	50.00	15.00	20.00	55.00	325.00	70.00
	Highest Flood Water Width (m)	78.00	56.00	70.00	35.00	30.00	50.00	65.00	400.00	85.00
	Highest Flood Water Depth (m)	6.20	6.70	5.00	5.00	5.00	4.00	5.00	8.00	6.00
	Normal Flood Water Width (m)	60.00	38.00	50.00	30.00	10.00	30.00	50.00	300.00	70.00
	Normal Flood Water depth (m)	5.60	3.50	2.50	4.00	1.00	3.00	3.50	4.00	3.50
	Dry Season Water Width (m)	30.00	0.00	6.00	0.00	0.00	0.00	30.00	0.00	10.00
	Dry Season Water Depth (m)	2.60	0.00	0.30	0.00	0.00	0.00	1.20	0.00	0.20
	Dry Season Water Depth at Pier (m)	1.20	0.00	0.80	0.00	0.00	0.00	2.30	0.00	0.00
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No	No
	Water Velocity	Medium	Medium	Medium	Slow	Medium	Slow	Medium	Medium	Fast
	Angle of Bridge to Stream (deg)	90	80	90	90	90	70	80	90	75
	Ferry Services	No	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	1.50	1.00	1.00	1.50	1.00	1.50	1.50	1.50	2.00
	Type of River Traffic	Country Boat	Country Boat	Engine Boat	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Eroded	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Scoured	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	7.32	7.32	4.88	7.32	4.88	4.88	4.88	4.88	4.88
	Carriageway Width (m)	3.66	3.66	3.05	3.66	3.05	3.05	3.05	3.05	3.05
	Embankment Height (m)	2.50	2.15	2.50	3.00	3.50	1.50	2.50	2.00	2.00
	Surface Type	BC/Earthen	BC/Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen
	Surface Condition	Good	Fair	Bad	Fair	Bad	Bad	Bad	Bad	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Manikganj (2/2)

Name of Upazila			Doulatpur		Horirampur			Gheor			
Serial Number			11	12	13	14	15	16	17	18	19
Influence Area	Population (thousand)		80	80	40	70	40	50	80	70	85
	Main Industry		Agriculture, Handicraft, Oil Mill	Agriculture, Handicraft	Agriculture, Commercial, Rice Mill, Saw Mill	Agriculture, Handicraft	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute, Veg., Mustard, Nut	Rice, Wheat, Veg., Mustard, Nut	Rice, Jute, S.Cane, Mustard, Veg.	Rice, Wheat, Jute, Veg., S.Cane, Mustard	Rice, Jute, Veg., S.Cane, Mustard	Rice, Jute, S.Cane, Mustard, Wheat, Veg.	Rice, Jute, Fruits, Veg., S.Cane, Mustard	Rice, Jute, Veg., S.Cane, Mustard	Rice, Jute, Veg., S.Cane, Mustard, Wheat, Lemon
	Number of Public Facilities	School	6	8	5	8	7	6	10	12	7
		Clinic	2	1	2	2	3	1	3	3	3
		Bazar	2	2	2	3	3	2	3	3	3
		Mosque	6	5	6	10	7	2	6	6	5
		Gov't Office	1	1	2	2	2	1	2	4	5
		Others	3	3	4	8	6	2	7	5	5
		Total	**20**	**20**	**21**	**33**	**28**	**14**	**31**	**33**	**28**
Traffic Volume	Passenger Car		15	15	7	15	12	40	35	50	40
	Pickup/Truck		10	20	10	10	11	30	26	30	40
	Bus		6	6	0	0	0	25	6	2	10
	Motorcycle		200	200	100	200	200	150	100	200	300
	Rickshaw		300	300	200	125	200	200	100	200	300
	Autorickshaw		50	50	25	6	13	25	10	60	80
	Bullock Cart		20	20	0	0	0	50	0	80	20
	Pedestrian		800	680	1800	1200	1500	1500	1200	6000	8000
Bridge Site Condition	Landuse		Residence, Farm	Residence, Farm	Farm, Market Area	Residence, Market	Residence	Residence	Meadow, Residence,	Meadow, Residence,	Residence, Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	Yes	Yes	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	400	400	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	2	No	No
	Other Obstruction to be Relocated		2 Shops	No	2 Shops	30 Trees	6 Trees	No	1 Tree	No	No
Proposed Bridge	Bridge Length (m)		80	40	50	40	20	25	60	270	90
	Span Arrangement		2x15m +2x25m	15m+25m	15m+20m +15m	15m+25m	1x20m	1x25m	3x20m	20m +10x25m	20m+2x25m +20m
	Abutment Height (m)		5.00	4.00	4.00	4.00	3.00	4.50	4.50	5.00	5.00
	Pier Height (m)		8.00	8.00	6.00	6.50	-	-	6.50	9.50	8.00
Engineering Evaluation	Road Class		20	20	13	20	13	13	13	13	13
	Existing Bridge		40	40	40	40	40	40	40	40	40
	Approach Road		30	30	0	0	0	0	0	0	0
	Alternative Route		10	10	10	10	10	10	10	10	10
	Total Engineering Score		100	100	63	70	63	63	63	63	63
Socioeconomic Evaluation	Beneficiaries		21	27	27	27	30	30	27	15	21
	Traffic Demand		14	18	16	17	20	20	15	10	14
	Pedestrian Demand		6	6	16	11	15	15	11	10	14
	Public Facilities		14	18	19	27	28	14	27	15	20
	Bridge Length Factor		f=0.7	f=0.9	f=0.9	f=0.9	f=1.0	f=1.0	f=0.9	f=0.5	f=0.7
	Total Socioeconomic Score		55	69	78	82	93	79	80	50	69
Overall Evaluation			A	A	A	A	A	A	X2	X1	A
Implementation Schedule			Phase-1	Phase-1	Phase-3	Phase-2	Phase-1	Phase-2	Excluded (Water Depth at Pier>1.2m)	Excluded (Bridge Length>150m	Phase-3
Remarks					- Needed relocation of 7 small tin shops. - Bridge closed T-intersection at the 2nd approach.	Needed land acquisition for realignment at the 1st approach road about 400 sq.m (40m× 10m) in area.	- Original bridge alignment is very close the Isamuti River so bridge should be sited 5-10m in distance. - Needed add land acquisition at the both approach road about 400 sq.m (20m×10m× 2) in area.	The proposed bridge will connect Dhaka - Aricha highway to Jabra UP, Gheor UP, Jabra hat.	- The 1st approach road is very narrow between Private land and channel. - Needed add land acquisition of approach road about 400 sq.m (80m× 5m) in area.	- Required bridge length (80m) is too small compared w/distance of each main bank 325m in width , the Kaliganga River. - A gap which is 200m in length is observed on access road but it has been to the other fund already.	

Bridge Site Survey Data - 1
Zila : Rajbari

Name of Upazila		**Baliakandi**		**Pangsha**
Serial Number		1	2	3
Bridge Code		11-02-02	11-02-N1	11-03-01
Bridge Name/Location		Bridge on Khalkula - Magchmi Ferryghat Road over Chandana River.	Bridge on Thakur Nowapara to Rajdharpur Road over Chandana river at Sonapur.	Bridge on Machpara (Gopalpur RHD) to Bonogram Hat Road over Sirajpur Haor near
Status		Original Request	Original Request	Original Request
Road ID		382073015	382072011	382733014
Road Class		Union	Upazila	Union
Chainage (km)		3+250	0+940	5+530
Condition of Existing Bridge	Existing or not	Existing	Existing	Not Existing
	Bridge Length (m)	30.00	48.00	
	Bridge Width (m)	0.20	0.20	
	Carriageway Width (m)	0.20	0.20	
	Superstructure Type	Bamboo	Bamboo	
	Abutment Type	Bamboo	Bamboo	
	Pier Type	Bamboo	Bamboo	
	Usage of Bridge	Pedestrians Only	Pedestrians Only	
	Condition	Weak	Weak	
	Present Navigation Clearance Height (m)	2.10	3.00	
River Condition	Bank to Bank Width (m)	46.00	54.00	127.00
	Highest Flood Water Width (m)	55.00	58.00	127.00
	Highest Flood Water Depth (m)	6.10	5.80	5.80
	Normal Flood Water Width (m)	48.00	43.00	35.00
	Normal Flood Water depth (m)	3.20	3.40	3.60
	Dry Season Water Width (m)	10.00	17.00	20.00
	Dry Season Water Depth (m)	0.80	0.40	0.80
	Dry Season Water Depth at Pier (m)	0.60	0.80	0.60
	Tidal Fluctuation (m)	No	No	No
	Water Velocity	Fast	Medium	Medium
	Angle of Bridge to Stream (deg)	90	90	90
	Ferry Services	No	No	No
	Required Navigation Clearance Height (m)	1.80	1.00	0.80
	Type of River Traffic	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound
Approach Road	Total Road Width (m)	5.50	7.32	5.50
	Carriageway Width (m)	3.65	3.67	3.67
	Embankment Height (m)	2.14	2.15	4.10
	Surface Type	Earthen	Earthen	BC
	Surface Condition	Good	Good	Good
	Alternative Route (km)	No	No	No

Bridge Site Survey Data - 2
Zila : Rajbari

Name of Upazila			Baliakandi		Pangsha
Serial Number			1	2	3
Influence Area	Population (thousand)		20	35	25
	Main Industry		Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute, Veg., S.Cane, Ginger	Rice, Wheat, Jute, S.Cane, Ginger	Rice, Wheat, S.Cane, Jute, Veg.
	Number of Public Facilities	School	11	16	9
		Clinic	5	2	0
		Bazar	3	4	3
		Mosque	8	10	10
		Gov't Office	9	3	3
		Others	2	0	0
		Total	**38**	**35**	**25**
Traffic Volume	Passenger Car		20	150	10
	Pickup/Truck		10	80	20
	Bus		0	30	5
	Motorcycle		25	200	70
	Rickshaw		150	150	150
	Autorickshaw		12	20	40
	Bullock Cart		20	50	50
	Pedestrian		2500	5000	5000
Bridge Site Condition	Landuse		Farm	Farm	Farm
	Topography		Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No
	Number of Houses to be Relocated		No	No	No
	Other Obstruction to be Relocated		No	No	No
Proposed Bridge	Bridge Length (m)		50	50	105
	Span Arrangement		15m+20m+15m	15m+20m+15m	3x20m+25m+20m
	Abutment Height (m)		4.40	5.00	4.50
	Pier Height (m)		7.00	7.00	9.10
Engineering Evaluation	Road Class		13	20	13
	Existing Bridge		40	40	40
	Approach Road		0	0	30
	Alternative Route		10	10	10
	Total Engineering Score		63	70	93
Socioeconomic Evaluation	Beneficiaries		18	27	18
	Traffic Demand		12	18	13
	Pedestrian Demand		18	18	14
	Public Facilities		27	27	18
	Bridge Length Factor		f=0.9	f=0.9	f=0.7
	Total Socioeconomic Score		75	90	63
Overall Evaluation			A	A	A
Implementation Schedule			Phase-3	Phase-1	Phase-2
Remarks				80m bank protection work is required along the east bank at the meeting point of Sonapur Khal.	The South bank of the river is almost vertical, so bank protection work may be required.

Bridge Site Survey Data - 1
Zila : Gopalgonj

Name of Upazila		Kasiani		Muksedpur					Tongipara
Serial Number		1	2	3	4	5	6	7	8
Bridge Code		12-02-N1	12-02-N2	12-03-02	12-03-03	12-03-06	12-03-N1	12-03-N2	12-04-N1
Bridge Name/Location		Bridge on Bhatiapara to Tagarbandh Road over Barasia River near Bhatiapara GC.	Bridge on Kumaria to Dighorghati Road near Kumaria Bazar over Kumar River.	Bridge on Kotrakandi to Jolirpar Road at West Lokondor Bazar.	Bridge on Bhatra to Sreepur Takerhat Road near Sreepur Bazar at bazar Asrayan	Bridge on Bonogram to Bamondanga Road over Krisnapur Khal.	Bridge on Khanderpar a to Baliakandi Road near Khandarpar a GC.	Bridge on Khanderpara to Baliakandi Road over Tangrokota to Ujani Khal at Khorot	Bridge on Thanaparishod to Malikermath Road ove Sreeramkandi Khal.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		345432001	345434009	345583020	345584005	345582011	345583008	345583008	345913011
Road Class		Upazila	Village-A	Union	Village-A	Upazila	Union	Union	Union
Chainage (km)		0+000	0+000	2+360	2+830	7+900	0+000	2+050	7+550
Condition of Existing Bridge	Existing or not	Existing	Not Existing	Existing	Existing	Existing	Existing	Existing	Existing
	Bridge Length (m)	43.00		49.00	43.00	44.00	32.00	35.00	22.00
	Bridge Width (m)	0.20		0.20	0.20	0.20	0.20	0.20	2.80
	Carriageway Width (m)	0.20		0.20	0.20	0.20	0.20	0.20	2.40
	Superstructure Type	Bamboo		Bamboo	Bamboo	Bamboo	Bamboo	Bamboo	RC
	Abutment Type	Bamboo		Bamboo	Bamboo	Bamboo	Bamboo	Bamboo	Brick Masonry
	Pier Type	Bamboo		Bamboo	Bamboo	Bamboo	Bamboo	Bamboo	RC Column
	Usage of Bridge	Pedestrians Only		Pedestrians Only	Pedestrians Only	Pedestrians Only	Pedestrians Only	Pedestrians Only	Light Vehicles Only
	Condition	Weak		Weak	Weak	Weak	Weak	Weak	Damaged
	Present Navigation Clearance Height (m)	2.80		1.30	1.80	-	1.90	-	5.30
River Condition	Bank to Bank Width (m)	52.00	58.00	55.00	46.00	44.00	34.00	35.00	22.00
	Highest Flood Water Width (m)	58.00	60.00	53.00	55.00	43.00	48.00	58.00	25.00
	Highest Flood Water Depth (m)	6.20	6.30	5.70	5.30	5.29	4.95	8.40	2.80
	Normal Flood Water Width (m)	49.00	45.00	51.00	53.00	42.00	32.00	58.00	22.00
	Normal Flood Water depth (m)	3.60	3.90	3.80	3.80	3.60	2.80	6.85	1.10
	Dry Season Water Width (m)	18.00	22.00	30.00	42.00	20.00	10.00	13.00	5.00
	Dry Season Water Depth (m)	2.25	1.75	0.70	0.90	0.90	0.30	0.95	0.30
	Dry Season Water Depth at Pier (m)	1.20	1.00	0.50	0.80	1.10	0.20	1.10	0.00
	Tidal Fluctuation (m)	1.25	1.00	0.80	0.25	0.90	No	0.45	No
	Water Velocity	Medium	Fast	Fast	Medium	Medium	Medium	Medium	Slow
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90
	Ferry Services	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	2.50	2.75	3.00	1.75	3.00	1.50	1.50	1.00
	Type of River Traffic	Big Cargo Engine Boat	Big Cargo Engine Boat, Country Boat	Engine Boat	Country Boat	Engine Boat	Engine Boat	Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Weak	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	7.32	7.33	4.30	3.66	3.90	3.66	5.38	4.35
	Carriageway Width (m)	3.66	3.66	3.95	3.66	3.90	3.66	3.29	3.06
	Embankment Height (m)	3.40	3.40	2.85	2.90	1.90	2.80	2.98	0.70
	Surface Type	BC/Earthen	BC/Earthen	Earthen	HBB/Earthen	Earthen	BC/Earthen	Earthen	BC
	Surface Condition	Good	Good	Good	Good	Fair	Good	Good	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Gopalgonj

Name of Upazila			Kasiani		Muksedpur					Tongipara
Serial Number			1	2	3	4	5	6	7	8
Influence Area	Population (thousand)		40	40	25	35	30	40	35	35
	Main Industry		Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute, S.Cane	Rice, Jute, Pulse, Tobaco, Mustard	Rice, Jute, Pulse, Wheat, Mustard	Rice, Jute, Pulse, Mustard	Rice, Jute, Pulse	Rice, Jute, Pulse, Mustard, Wheat	Rice, Jute, Pulse, Mustard	Rice, Jute, S.Cane, Mustard
	Number of Public Facilities	School	12	17	15	10	24	15	20	8
		Clinic	2	4	1	1	2	2	2	2
		Bazar	5	5	4	5	5	4	4	8
		Mosque	10	20	15	20	15	8	15	20
		Gov't Office	3	1	0	1	1	1	2	4
		Others	2	4	4	2	3	2	4	4
		Total	**34**	**51**	**39**	**39**	**50**	**32**	**47**	**46**
Traffic Volume	Passenger Car		10	10	4	5	3	10	7	10
	Pickup/Truck		25	15	4	12	8	20	20	20
	Bus		20	0	0	4	0	0	0	4
	Motorcycle		80	70	30	30	40	50	40	40
	Rickshaw		200	180	150	140	200	200	300	135
	Autorickshaw		15	15	35	25	30	15	30	12
	Bullock Cart		0	0	0	8	0	0	0	0
	Pedestrian		5000	2000	1500	1200	3000	6000	6000	1500
Bridge Site Condition	Landuse		Residence, Commercial	Farm, Commecial	Farm	Farm	Farm	Farm	Farm	Residence
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Swampy	Flat
	Necessity of Realignment of Approach Road		No	Yes	No	No	No	No	Yes	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	2160	No	No	No	No	No	No
	Number of Houses to be Relocated		No	2	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		50	55	55	50	50	40	40	25
	Span Arrangement		15m+20m+15m	15m+2x20m	15m+2x20m	15m+20m+15m	15m+20m+15m	15m+25m	15m+25m	1x25m
	Abutment Height (m)		5.80	6.00	6.10	4.00	3.90	6.30	6.20	1.80
	Pier Height (m)		9.00	8.80	8.70	7.30	8.30	8.00	9.50	-
Engineering Evaluation	Road Class		20	7	13	7	20	13	13	13
	Existing Bridge		40	40	40	40	40	40	40	40
	Approach Road		30	30	0	30	0	30	0	30
	Alternative Route		10	10	10	10	10	10	10	10
	Total Engineering Score		100	87	63	87	70	93	63	93
Socioeconomic Evaluation	Beneficiaries		27	27	23	27	27	27	27	30
	Traffic Demand		18	14	10	11	13	15	18	13
	Pedestrian Demand		18	18	14	11	18	18	18	15
	Public Facilities		27	27	27	27	27	27	27	30
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=1.0
	Total Socioeconomic Score		90	86	74	76	85	87	90	88
Overall Evaluation			A	A	A	A	A	A	A	A
Implementation Schedule			Phase-1	Phase-2	Phase-3	Phase-2	Phase-2	Phase-1	Phase-3	Phase-1
Remarks			At Bhatiapara end BC road, other end is earthen.	Land acquisition of 100mx12m will be required at Dighorghati end.	This is not duplicate of Sl. No. 13 as earlier mentioned. Have included in the list.		Earlier, the bridge was deleted. Now included in the list.			The existing bridge is fully damaged.

Bridge Site Survey Data - 1
Zila : Faridpur

Name of Upazila		Sadar					Boalmari	Charvadrason	Bangha	Sadarpur
Serial Number		1	2	3	4	5	6	7	8	9
Bridge Code		16-01-N1	16-01-N2	16-01-N3	16-01-N4	16-01-N7	16-02-05	16-05-02	16-06-01	16-07-01
Bridge Name/Location		Bridge on Bilnalia to Loskorkandi Primary School Road over Bilshokonia Khal.	Bridge on Char Komlapur Bridge to Bakunda GC Road over Branch Canal of Kumar River	Bridge on Ishan Gopalpur to Ambikarpara Road over Bhoboneswar River.	Bridge on Gopalpur to Char Chandpur Road over Chandpur Khal.	Bridge on Maskandi RHD to Norosingdia over Village Road.	Bridge on Joypasha to Surjok Bazar Road over Joypasha Khal near Bandapasha Primary School.	Bridge on Charvadrason to Haziganj Road via Moulavirchar Bazar over Shorbondia.	Bridge on Kala Mredha GC to Dolkhundi Road over Kala Mredha Khal.	Bridge on Katakhali to Karirhat Road over Bhubeneshor River.
Status		Additional Request	Original Request	Additional Request	Additional Request	Additional Request	Additional Request	Additional Request	Original Request	Additional Request
Road ID		329475029	329473031	329473015	329474002	329475055	329183014	329215026	329104014	329842010
Road Class		Village-B	Union	Union	Village-A	Village-B	Union	Village-B	Village-A	Upazila
Chainage (km)		0+450	3+050	0+500	0+500	0+850	4+200	0+200	0+000	0+000
Condition of Existing Bridge	Existing or not	Existing	Existing	Existing	Existing	Existing	Existing	Not Existing	Existing	Existing
	Bridge Length (m)	23.50	23.00	23.00	23.50	3.00	29.00		22.00	78.00
	Bridge Width (m)	0.20	0.20	0.20	1.80	1.50	0.20		1.00	0.20
	Carriageway Width (m)	0.20	0.20	0.20	1.80	1.50	0.20		1.00	0.20
	Superstructure Type	Bamboo	Bamboo	Bamboo	Bamboo	Bamboo	Bamboo		Bamboo	Bamboo
	Abutment Type	Bamboo	Bamboo	Bamboo	Bamboo	-	Bamboo		Bamboo	Bamboo
	Pier Type	Bamboo	Bamboo	Bamboo	Bamboo	-	Bamboo		Bamboo	Bamboo
	Usage of Bridge	Pedestrians Only	Pedestrians Only	Pedestrians Only	Pedestrians, Motorcycles, Rickshaws	Pedestrians, Motorcycles, Rickshaws	Pedestrians Only		Pedestrians Only	Pedestrians Only
	Condition	Weak	Weak	Weak	Weak	Weak	Weak		Weak	Weak
	Present Navigation Clearance Height (m)	1.40	1.70	-	-	-	1.50		-	-
River Condition	Bank to Bank Width (m)	24.00	24.00	80.00	36.00	32.00	50.00	69.00	25.00	133.00
	Highest Flood Water Width (m)	28.00	26.00	70.00	40.00	38.00	64.00	63.00	21.00	85.00
	Highest Flood Water Depth (m)	3.90	4.90	3.80	3.90	4.10	4.80	3.50	3.90	2.80
	Normal Flood Water Width (m)	21.00	22.00	68.00	35.00	27.00	49.00	57.00	20.00	63.00
	Normal Flood Water depth (m)	2.30	3.20	2.50	2.90	2.40	3.70	2.08	2.60	1.30
	Dry Season Water Width (m)	8.00	8.00	23.00	20.00	8.00	19.00	68.00	0.00	15.00
	Dry Season Water Depth (m)	0.30	0.30	0.60	0.30	0.30	0.80	0.00	0.00	0.50
	Dry Season Water Depth at Pier (m)	0.00	0.00	0.00	0.00	0.00	1.20	5.90	0.00	0.40
	Tidal Fluctuation (m)	No	No	No	No	No	0.2	No	No	No
	Water Velocity	Medium	Medium	Medium	Medium	Slow	Fast	Slow	Fast	Slow
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90	90
	Ferry Services	No	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.80
	Type of River Traffic	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat	Engine Boat, Country Boat	Small Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	3.05	4.62	3.66	3.66	2.50	3.50	7.32	3.66	7.32
	Carriageway Width (m)	3.05	4.62	3.66	3.00	2.50	3.50	5.66	3.05	5.48
	Embankment Height (m)	1.20	1.80	3.20	2.80	1.10	1.60	1.90	1.80	1.20
	Surface Type	Earthen	BC/Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	BC
	Surface Condition	Good	Good	Good	Good	Good	Good	Good	Good	Good
	Alternative Route (km)	No	No	No	No	4.00	0.50	No	No	No

Bridge Site Survey Data - 2
Zila : Faridpur

Name of Upazila			Sadar					Boalmari	Charvadrason	Bangha	Sadarpur
Serial Number			1	2	3	4	5	6	7	8	9
Influence Area	Population (thousand)		15	30	30	40	25	30	15	25	35
	Main Industry		Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture, Commercial	Agriculture
	Major Agricultural Product		Rice, Wheat, Onion, Garlic	Rice, Jute, Onion, Pulse, S.Cane, Wheat, Mustard	Rice, Jute, S.Cane, Veg.	Rice, Jute, Veg., Mustard	Rice, Jute, S.Cane, Pulse, Onion	Rice, Wheat, Jute, Pulse, Onion, Mustard	Rice, Wheat, Jute, Onion, Garlic	Rice, Wheat, Jute, Onion, Pulse	Rice, Jute, Wheat, Onion, Garlic, Veg.
	Number of Public Facilities	School	7	14	6	10	8	8	4	8	5
		Clinic	2	1	2	2	1	2	1	2	1
		Bazar	2	2	4	4	5	3	2	5	6
		Mosque	8	20	8	15	12	8	10	20	20
		Gov't Office	0	2	3	0	0	3	1	0	0
		Others	4	4	2	0	2	3	2	4	3
		Total	**23**	**43**	**25**	**31**	**28**	**27**	**20**	**39**	**35**
Traffic Volume	Passenger Car		3	7	3	15	6	5	2	12	8
	Pickup/Truck		5	20	15	30	10	15	8	15	15
	Bus		0	0	0	5	2	0	0	0	0
	Motorcycle		20	25	50	40	25	80	40	50	40
	Rickshaw		60	150	200	180	175	130	100	125	160
	Autorickshaw		20	30	25	30	12	20	10	30	20
	Bullock Cart		10	20	2	8	5	15	4	0	3
	Pedestrian		1500	2000	1500	1500	1200	1700	1500	1800	1500
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Farm	Residence, Commercial	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No	No	Yes	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No	No	No	90	756
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	6 Trees	3 Shops	No	1 Electric Pole, 8 Trees	No
Proposed Bridge	Bridge Length (m)		40	35	60	30	30	40	75	25	75
	Span Arrangement		15m+25m	10m+25m	3x20m	1x30m	1x30m	15m+25m	3x25m	1x25m	3x25m
	Abutment Height (m)		3.60	3.50	3.20	3.50	2.70	3.20	3.10	3.10	3.30
	Pier Height (m)		-	-	4.80	4.70	-	6.80	4.40	-	4.60
Engineering Evaluation	Road Class		0	13	13	7	0	13	0	7	20
	Existing Bridge		40	40	40	40	40	40	40	40	40
	Approach Road		0	30	0	0	0	0	0	0	30
	Alternative Route		10	10	10	10	5	0	10	10	10
	Total Engineering Score		50	93	63	57	45	53	50	57	100
Socioeconomic Evaluation	Beneficiaries		14	27	27	30	25	27	14	25	27
	Traffic Demand		6	13	14	18	13	13	8	13	12
	Pedestrian Demand		14	18	14	15	12	15	14	18	14
	Public Facilities		21	27	23	30	28	24	18	30	27
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=1.0	f=1.0	f=0.9	f=0.9	f=1.0	f=0.9
	Total Socioeconomic Score		55	85	78	93	78	79	54	86	80
Overall Evaluation			B	A	A	B	C	B	X2	B	A
Implementation Schedule			Excluded (Priority B)	Phase-2	Phase-3	Excluded (Priority B)	Excluded (Priority C)	Excluded (Priority B)	Excluded (Water Depth at Pier>1.2m)	Excluded (Priority B)	Phase-1
Remarks							Now the river is dead due to construction of sluice gate, there is no flow in the river.				

Bridge Site Survey Data - 1
Zila : Comilla

Name of Upazila		Brahmanpara	Muradnagar	Chowddogram	Debidar	Homna
Serial Number		1	2	3	4	5
Bridge Code		19-04-07	19-05-06	19-06-03	19-09-N1	19-10-N1
Bridge Name/Location		Bridge on Chanda Bazar to Charadrari Road over Shalda River.	Bridge on Chapitala to Moheshpur Road over Buri River.	Bridge on Protabpur to Dorbes Bazar Road over Dhakatia River.	Bridge on Khalilpur to Shibpur Newmarket Road.	Bridge on Kararkandi to Kalmina to Ganiarchar to Ramkrisnapur Bazar Road over Titas River.
Status		Additional Request	Original Request	Additional Request	Additional Request	Additional Request
Road ID		419154016	419813011	419313034	419403018	419543022
Road Class		Village-A	Union	Union	Union	Union
Chainage (km)		2+460	3+900	6+700	0+000	4+500
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing	Existing	Not Existing	Not Existing
	Bridge Length (m)			10.20		
	Bridge Width (m)			4.05		
	Carriageway Width (m)			3.67		
	Superstructure Type			RC		
	Abutment Type			Masonry		
	Pier Type			-		
	Usage of Bridge			All Vehicles		
	Condition			Collapsed		
	Present Navigation Clearance Height (m)			0.60		
River Condition	Bank to Bank Width (m)	52.00	30.00	47.00	98.00	111.00
	Highest Flood Water Width (m)	57.00	33.00	49.00	250.00	100.00
	Highest Flood Water Depth (m)	6.20	6.00	7.40	12.00	7.00
	Normal Flood Water Width (m)	33.00	25.00	50.00	120.00	85.00
	Normal Flood Water depth (m)	4.75	4.50	6.50	10.00	5.50
	Dry Season Water Width (m)	20.00	16.00	20.00	60.00	60.00
	Dry Season Water Depth (m)	1.20	1.00	3.50	3.00	1.10
	Dry Season Water Depth at Pier (m)	1.20	0.00	0.00	2.10	0.70
	Tidal Fluctuation (m)	No	No	No	No	0.6
	Water Velocity	Fast	Medium	Fast	Fast	Medium
	Angle of Bridge to Stream (deg)	90	90	90	120	90
	Ferry Services	No	No	No	Yes	Yes
	Required Navigation Clearance Height (m)	2.00	1.50	1.20	1.20	2.00
	Type of River Traffic	Engine Boat, Country Boat	Engine Boat, Country Boat	Country Boat	Country Boat, Launch	Engine Boat, Country Boat
	Condition of Bank	Eroded	Sound	Sound	Heavily Eroded	Sound
	Condition of Riverbed	Sound	Sound	Scoured	Scoured	Sound
Approach Road	Total Road Width (m)	3.66	3.50	4.50	4.00	4.88
	Carriageway Width (m)	3.05	3.00	3.05	3.00	3.67
	Embankment Height (m)	1.80	3.00	2.00	6.50	2.50
	Surface Type	Earthen	BC/Earthen	BC/Earthen	Earthen	Earthen
	Surface Condition	Bad	Fair	Good	Bad	Good
	Alternative Route (km)	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Comilla

Name of Upazila			Brahmanpara	Muradnagar	Chowddogram	Debidar	Homna
Serial Number			1	2	3	4	5
Influence Area	Population (thousand)		30	35	40	80	25
	Main Industry		Agriculture	Fishery, Agriculture	Fishery, Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, Veg., S.Cane	Rice, Veg.	Rice, Jute, Veg.
	Number of Public Facilities	School	10	14	6	5	8
		Clinic	4	2	2	2	2
		Bazar	7	4	3	2	5
		Mosque	18	15	7	10	15
		Gov't Office	2	4	2	1	2
		Others	10	3	1	2	5
		Total	**51**	**42**	**21**	**22**	**37**
Traffic Volume	Passenger Car		20	10	20	10	5
	Pickup/Truck		25	26	10	17	10
	Bus		25	30	30	20	10
	Motorcycle		70	80	50	100	25
	Rickshaw		350	250	250	250	150
	Autorickshaw		75	55	100	60	50
	Bullock Cart		0	0	0	0	0
	Pedestrian		5500	2400	4000	4000	500
Bridge Site Condition	Landuse		Farm	Farm	Farm	Waste Land	Swamp
	Topography		Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No
	Other Obstruction to be Relocated		No	No	2 Trees	No	No
Proposed Bridge	Bridge Length (m)		40	30	25	105	90
	Span Arrangement		15m+25m	1x30m	1x25m	15m+3x25m+15m	20m+2x25m+20m
	Abutment Height (m)		4.50	6.80	4.00	6.80	6.00
	Pier Height (m)		7.00	-	6.00	8.00	7.50
Engineering Evaluation	Road Class		7	13	13	13	13
	Existing Bridge		40	40	0	40	40
	Approach Road		0	30	30	0	0
	Alternative Route		10	10	10	10	10
	Total Engineering Score		57	93	53	63	63
Socioeconomic Evaluation	Beneficiaries		27	30	30	21	18
	Traffic Demand		18	20	20	14	10
	Pedestrian Demand		18	20	20	14	4
	Public Facilities		27	30	21	15	21
	Bridge Length Factor		f=0.9	f=1.0	f=1.0	f=0.7	f=0.7
	Total Socioeconomic Score		90	100	91	64	53
Overall Evaluation			B	A	B	X2	A
Implementation Schedule			Excluded (Priority B)	Phase-1	Excluded (Priority B)	Excluded (Water Depth at Pier>1.2m)	Phase-2
Remarks			Bridge to connect four Union of two Upazila of two District and also connect two connect growth center.	Bridge to connect Comilla-Sylhet regional highway , Companiganj-Naleinegar RHD road.	Bridge to connect Dorbes Bazar , Mia Bazar , Dhaka-Chittagong Highway.	Bridge to connect Khalilpur Bazar , UP office , Pirganj Gc , School , Health Center , Asrayan project , Comilla-Sylhet National Highway & Upazila Headquarter.	Bridge to connect Ramkrisnapur Bazar , Dulalpur-Ranchandrapur Gc road and also Ganiarchar Bazar , Dulalpur Bazar , Asadpur Bazar.

Bridge Site Survey Data - 1
Zila : B-Baria

Name of Upazila		**Bancharampur**	**Nabirnagar**
Serial Number		1	2
Bridge Code		20-04-N3	20-05-01
Bridge Name/Location		Bridge on Joynagar to Jibanganj Road over Titas River.	Bridge on Mohalla Launch Ghat to Mohesh Road over Bi-Khali Chander Khal
Status		Additional Request	Original Request
Road ID		412043009	412852002
Road Class		Union	Upazila
Chainage (km)		9+313	2+363
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing
	Bridge Length (m)		
	Bridge Width (m)		
	Carriageway Width (m)		
	Superstructure Type		
	Abutment Type		
	Pier Type		
	Usage of Bridge		
	Condition		
	Present Navigation Clearance Height (m)		
River Condition	Bank to Bank Width (m)	85.00	60.00
	Highest Flood Water Width (m)	125.00	75.00
	Highest Flood Water Depth (m)	8.50	6.00
	Normal Flood Water Width (m)	90.00	60.00
	Normal Flood Water depth (m)	7.00	5.50
	Dry Season Water Width (m)	35.00	35.00
	Dry Season Water Depth (m)	2.00	1.25
	Dry Season Water Depth at Pier (m)	1.60	1.20
	Tidal Fluctuation (m)	No	No
	Water Velocity	Medium	Medium
	Angle of Bridge to Stream (deg)	90	90
	Ferry Services	Yes	No
	Required Navigation Clearance Height (m)	2.00	1.50
	Type of River Traffic	Country Boat	Country Boat
	Condition of Bank	Sound	Sound
	Condition of Riverbed	Sound	Sound
Approach Road	Total Road Width (m)	4.27	4.87
	Carriageway Width (m)	3.05	3.66
	Embankment Height (m)	2.50	2.25
	Surface Type	BC/WBM/HBB	HBB/Earthen
	Surface Condition	Good	Bad
	Alternative Route (km)	No	No

Bridge Site Survey Data - 2
Zila : B-Barla

Name of Upazila			Bancharampur	Nabirnagar
Serial Number			1	2
Influence Area	Population (thousand)		18	22
	Main Industry		Agriculture	Agriculture
	Major Agricultural Product		Rice, Wheat, Jute	Rice, Wheat
	Number of Public Facilities	School	5	4
		Clinic	2	2
		Bazar	2	5
		Mosque	6	4
		Gov't Office	1	2
		Others	6	2
		Total	**22**	**19**
Traffic Volume	Passenger Car		15	25
	Pickup/Truck		20	20
	Bus		8	5
	Motorcycle		25	15
	Rickshaw		160	40
	Autorickshaw		15	12
	Bullock Cart		0	30
	Pedestrian		1500	2500
Bridge Site Condition	Landuse		Farm	Farm
	Topography		Flat	Flat
	Necessity of Realignment of Approach Road		No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No
	Number of Houses to be Relocated		No	No
	Other Obstruction to be Relocated		No	No
Proposed Bridge	Bridge Length (m)		90	75
	Span Arrangement		20m+2x25m+20m	3x25m
	Abutment Height (m)		6.50	5.50
	Pier Height (m)		8.00	7.00
Engineering Evaluation	Road Class		13	20
	Existing Bridge		40	40
	Approach Road		30	20
	Alternative Route		10	10
	Total Engineering Score		93	90
Socioeconomic Evaluation	Beneficiaries		13	20
	Traffic Demand		10	9
	Pedestrian Demand		11	18
	Public Facilities		15	17
	Bridge Length Factor		f=0.7	f=0.9
	Total Socioeconomic Score		49	64
Overall Evaluation			X2	A
Implementation Schedule			Excluded (Water Depth at Pier>1.2m)	Phase-1
Remarks			Bridge to connect Jibonganj Gc, NabinagarUpazila, BisnurampurBazar & BancharampurUpazila Headquarter.	Bridge to connect B.Baria District Headquarter , Bitghar growth center , Upazila Road (Mohesh Road) , Mohalla Launchghat and Mearkota growth center.

Bridge Site Survey Data - 1
Zila : Chandpur

Name of Upazila		Sadar				Kachua		Faridganj
Serial Number		1	2	3	4	5	6	7
Bridge Code		21-01-N1	21-01-N2	21-01-N3	21-01-N4	21-04-N1	21-04-N4	21-05-02
Bridge Name/Location		Bridge on Kanudasdi to Bardia Road.	Bridge on Kanudasdi to Bardia Road.	Bridge on Kanudasdi to Bardia Road.	Bridge on Kanudasdi to Bardia Road.	Bridge on Batapukuria to Nindapur Road over Betera Khal.	Bridge on Thana Complex to Chandpur Road at Kalo Chowgram.	Bridge on Gazipur to Harina Road on Dakatia River.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		413013002	413013002	413013002	413013002	413584003	413583023	413453014
Road Class		Union	Union	Union	Union	Village-A	Union	Union
Chainage (km)		0+520	1+670	2+591	3+531	6+680	4+470	0+000
Condition of Existing Bridge	Existing or not	Existing	Not Existing	Not Existing	Not Existing	Not Existing	Existing	Not Existing
	Bridge Length (m)	16.00					16.00	
	Bridge Width (m)	1.90					2.00	
	Carriageway Width (m)	1.45					2.00	
	Superstructure Type	Bamboo/Timber					Timber	
	Abutment Type	-					-	
	Pier Type	Temporary RC Column					-	
	Usage of Bridge	Pedestrians Only					Pedestrians Only	
	Condition	Collapsed					Weak	
	Present Navigation Clearance Height (m)	-					-	
River Condition	Bank to Bank Width (m)	16.00	31.50	30.00	35.00	21.00	16.00	120.00
	Highest Flood Water Width (m)	20.00	30.00	36.00	35.00	30.00	20.00	126.00
	Highest Flood Water Depth (m)	4.50	6.20	4.00	7.00	5.00	5.00	7.50
	Normal Flood Water Width (m)	16.00	24.00	20.00	25.00	25.00	16.00	126.00
	Normal Flood Water depth (m)	3.80	5.00	2.50	6.00	4.50	4.00	5.00
	Dry Season Water Width (m)	8.00	20.00	16.00	10.00	10.00	10.00	80.00
	Dry Season Water Depth (m)	0.20	1.20	1.00	0.60	0.20	0.00	5.00
	Dry Season Water Depth at Pier (m)	0.00	0.00	0.00	0.00	0.00	0.00	3.80
	Tidal Fluctuation (m)	1.00	1.00	0.60	0.60	0.30	No	No
	Water Velocity	Medium	Medium	Medium	Medium	Medium	Medium	Slow
	Angle of Bridge to Stream (deg)	90	90	120	90	90	90	90
	Ferry Services	No	No	No	No	No	No	Yes
	Required Navigation Clearance Height (m)	1.20	1.60	1.00	0.60	1.00	1.00	1.80
	Type of River Traffic	Country Boat	Engine Boat, Country Boat	Country Boat	Country Boat	Engine Boat, Country Boat	Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Scoured (downstream)	Sound
Approach Road	Total Road Width (m)	3.20	2.67	3.20	3.20	4.88	4.00	4.88
	Carriageway Width (m)	2.67	2.40	2.67	2.67	2.60	2.67	3.05
	Embankment Height (m)	3.00	2.50	2.00	2.00	2.50	2.50	1.80
	Surface Type	Earthen	Earthen	Earthen	Earthen	BC/WBM/ Earthen	Earthen	BC/Earthen
	Surface Condition	Fair	Bad	Fair	Fair	Good	Bad	Good
	Alternative Route (km)	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Chandpur

Name of Upazila			Sadar				Kachua		Faridganj
Serial Number			1	2	3	4	5	6	7
Influence Area	Population (thousand)		22	30	22	22	20	30	50
	Main Industry		Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery
	Major Agricultural Product		Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, Veg.	Rice, Jute, S.Cane,
	Number of Public Facilities	School	8	8	6	6	7	8	30
		Clinic	2	2	1	1	1	1	3
		Bazar	6	6	3	3	4	3	10
		Mosque	12	15	13	13	18	18	30
		Gov't Office	2	2	2	2	2	1	3
		Others	6	8	10	10	6	7	5
		Total	**36**	**41**	**35**	**35**	**38**	**38**	**81**
Traffic Volume	Passenger Car		5	5	5	5	10	15	20
	Pickup/Truck		15	15	15	15	30	30	40
	Bus		20	20	20	0	30	25	40
	Motorcycle		80	80	80	70	60	65	100
	Rickshaw		250	250	250	120	300	200	300
	Autorickshaw		40	40	40	25	45	45	75
	Bullock Cart		0	0	0	0	0	0	0
	Pedestrian		3000	3000	3000	2500	5500	4500	5000
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	Yes	No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	10 Shops	No	2 Shops
Proposed Bridge	Bridge Length (m)		25	20	30	20	25	20	125
	Span Arrangement		1x25m	1x20m	1x30m	1x20m	1x25m	1x20m	5x25m
	Abutment Height (m)		4.80	6.50	4.50	4.50	4.50	4.50	6.00
	Pier Height (m)		-	-	-	-	-	-	8.00
Engineering Evaluation	Road Class		13	13	13	13	7	13	13
	Existing Bridge		40	40	40	40	40	40	40
	Approach Road		0	0	0	0	30	0	30
	Alternative Route		10	10	10	10	10	10	10
	Total Engineering Score		63	63	63	63	87	63	93
Socioeconomic Evaluation	Beneficiaries		22	30	22	22	20	30	21
	Traffic Demand		20	20	20	13	20	20	14
	Pedestrian Demand		20	20	20	20	20	20	14
	Public Facilities		30	30	30	30	30	30	21
	Bridge Length Factor		f=1.0	f=1.0	f=1.0	f=1.0	f=1.0	f=1.0	f=0.7
	Total Socioeconomic Score		92	100	92	85	90	100	70
Overall Evaluation			A	A	A	A	A	A	X2
Implementation Schedule			Phase-2	Phase-2	Phase-3	Phase-3	Phase-1	Phase-1	Excluded (Water Depth at Pier>1.2m)
Remarks			Bridge to connect Baburhat-Motlale-Pannai regional highway , Kanudi Launchghat & Bazar.	- Land acquisition (20mx10m) will be required for realignment of approach shown on site plan. The previous road ID No. was wrong. The corrected road ID No. is 413013002. - On the same road w/ bridge code 21-01-N1	On the same road w/ bridge code 21-01-N1	On the same road w/ bridge code 21-01-N1	Bridge to connect Nayagoan & Naryampur Gc , Kachua-Gouripur regional road.	Bridge to connect Rahimanagar & Ragunathpur Gc , Gouripur-Ramganj regional road.	Bridge to connect Faridganj-Chandpur Gc , Gazipur-Gollac road , Chandpur-Ragipur RHD road & Dhanua Bazar.

Bridge Site Survey Data - 1
Zila : Feni

Name of Upazila		Sadar			Fulgaji	Porshuram		Chagalnaiya	
Serial Number		1	2	3	4	5	6	7	8
Bridge Code		22-01-01	22-01-03	22-01-07	22-02-01	22-02-04	22-02-06	22-05-06	22-05-07
Bridge Name/Location		Bridge on Laxmipur Panua Ghat Road over Sutsuti Dhanagazi Khal.	Bridge on Kachua to Panuaghat Road over Katchua Kha.	Bridge on Darmapur to Mohazer Colony Road over Kumra Chara Khal.	Bridge on Kamua to Jamua Road over Chilonia River.	Bridge on East Shaheb Nagar to West Shaheb Nagar - Subar Bazar Road over Chilonia River	Bridge on Subar Bazar to Moheshpuskurini Road over Chilonia River.	Bridge on South Satara DC Road up to Union Connecting Road on Mohuri River.	Bridge on Mohamaya School Road over Muhuri Khal.
Status		Additional Request	Additional Request	Additional Request	Additional Request	Additional Request	Additional Request	Original Request	Original Request
Road ID		430295083	430295086	430295029	430954036	430514002	430513004	430144032	430144002
Road Class		Village-B	Village-B	Village-B	Village-A	Village-A	Union	Village-A	Village-A
Chainage (km)		2+500	0+800	1+500	1+050	2+400	1+450	1+500	1+720
Condition of Existing Bridge	Existing or not	Existing	Not Existing	Existing	Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)	12.00		15.00	35.00				
	Bridge Width (m)	1.40		2.10	2.10				
	Carriageway Width (m)	1.10		2.00	2.10				
	Superstructure Type	Bamboo/Timber		Timber	Timber				
	Abutment Type	-		-	-				
	Pier Type	Bamboo Pile		Wooden	Bamboo Pile				
	Usage of Bridge	Pedestrians Only		Pedestrians Only	Pedestrians Only				
	Condition	Collapsed		Weak	Collapsed				
	Present Navigation Clearance Height (m)	-		-	-				
River Condition	Bank to Bank Width (m)	19.00	20.00	20.00	46.00	60.00	53.00	70.00	90.00
	Highest Flood Water Width (m)	25.00	30.00	30.00	45.00	60.00	60.00	90.00	120.00
	Highest Flood Water Depth (m)	4.50	4.50	4.00	6.50	4.20	4.20	6.00	7.00
	Normal Flood Water Width (m)	19.00	19.00	20.00	35.00	45.00	50.00	70.00	90.00
	Normal Flood Water depth (m)	3.20	3.50	2.50	5.00	3.50	3.00	5.50	5.20
	Dry Season Water Width (m)	15.00	14.00	7.00	20.00	25.00	35.00	50.00	60.00
	Dry Season Water Depth (m)	1.20	1.00	0.60	2.50	1.00	1.00	3.20	3.50
	Dry Season Water Depth at Pier (m)	0.00	0.00	0.00	1.70	0.00	0.00	2.00	2.80
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No
	Water Velocity	Medium	Medium	Fast	Fast	Fast	Fast	Medium	Fast
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90
	Ferry Services	No	No	No	No	No	No	Yes	Yes
	Required Navigation Clearance Height (m)	-	-	-	-	-	-	1.50	1.50
	Type of River Traffic	Country Boat	No	No	No	No	No	Engine Boat, Country Boat	Engine Boat
	Condition of Bank	Sound	Sound	Sound	Eroded	Eroded	Eroded	Eroded	Sound
	Condition of Riverbed	Sound	Sound	Sound	Scoured	Scoured	Scoured	Scoured	Sound
Approach Road	Total Road Width (m)	4.00	2.70	3.05	3.50	4.00	4.00	4.67	4.88
	Carriageway Width (m)	3.05	2.40	2.67	2.60	3.05	3.40	3.05	3.05
	Embankment Height (m)	2.50	2.30	1.50	2.20	2.20	4.00	2.50	2.50
	Surface Type	Earthen	Earthen	Earthen	BC/Earthen	BC/Earthen	BC/Earthen	BC/HBB	HBB
	Surface Condition	Fair	Bad	Fair	Good	Good	Fair	Good	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Feni

Name of Upazila			Sadar			Fulgaji	Porshuram		Chagalnaiya	
Serial Number			1	2	3	4	5	6	7	8
Influence Area	Population (thousand)		40	20	50	15	20	15	25	30
	Main Industry		Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery, Forestry	Agriculture, Forestry	Agriculture, Fishery	Agriculture, Fishery, Forestry	Agriculture, Forestry	Agriculture
	Major Agricultural Product		Rice, Veg.	Rice, Veg.	Rice, Veg.	Rice, Veg., S.Cane, Bamboo	Rice, Veg., S.Cane	Rice, Jute, Veg., S.Cane	Rice, Veg., S.Cane, Bamboo	Rice, Wheat, Veg., S.Cane
	Number of Public Facilities	School	15	7	8	6	6	6	7	14
		Clinic	1	1	1	1	1	1	1	2
		Bazar	3	4	4	3	4	4	4	5
		Mosque	40	12	30	30	20	15	12	30
		Gov't Office	2	2	1	2	2	2	2	3
		Others	5	4	5	6	6	6	8	4
		Total	**66**	**30**	**49**	**48**	**39**	**34**	**34**	**58**
Traffic Volume	Passenger Car		20	15	20	10	20	15	10	20
	Pickup/Truck		45	35	30	50	35	45	45	45
	Bus		40	25	40	30	30	20	35	40
	Motorcycle		70	70	80	70	60	75	75	80
	Rickshaw		300	150	350	250	250	200	350	350
	Autorickshaw		120	70	100	100	100	70	100	100
	Bullock Cart		0	0	0	0	20	35	10	0
	Pedestrian		6000	5000	6500	6000	3500	3500	4000	4500
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm
	Topography		Flat	Flat	Hilly	Hilly	Flat	Hilly	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No	No	No	Yes
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		4 Trees	No	2 Trees	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		20	20	20	40	60	50	80	65
	Span Arrangement		1x20m	1x20m	1x20m	15m+25m	3x20m	15m+20m+15m	4x20m	20m+25m+20m
	Abutment Height (m)		5.00	4.60	3.50	4.00	3.00	5.00	4.50	4.50
	Pier Height (m)		-	-	-	8.00	6.50	6.80	8.50	8.50
Engineering Evaluation	Road Class		0	0	0	7	7	13	7	7
	Existing Bridge		40	40	40	40	40	40	40	40
	Approach Road		0	0	0	30	30	30	30	30
	Alternative Route		10	10	10	10	10	10	10	10
	Total Engineering Score		50	50	50	87	87	93	87	87
Socioeconomic Evaluation	Beneficiaries		30	20	30	14	18	14	18	27
	Traffic Demand		20	20	20	18	18	18	14	18
	Pedestrian Demand		20	20	20	18	18	18	14	18
	Public Facilities		30	30	30	27	27	27	21	27
	Bridge Length Factor		f=1.0	f=1.0	f=1.0	f=0.9	f=0.9	f=0.9	f=0.7	f=0.9
	Total Socioeconomic Score		100	90	100	77	81	77	67	90
Overall Evaluation			B	B	B	X2	A	A	X2	X2
Implementation Schedule			Excluded (Priority B)	Excluded (Priority B)	Excluded (Priority B)	Excluded (Water Depth at Pier>1.2m)	Phase-2	Phase-1	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)
Remarks			Bridge to connect Dayaleili Bazar , Phanuaghat , Chhagalnaya Upazila , Feni Sadar Upazila Headquarter. Laskarhat Gc and Schools , Madras etc.	Bridge to connect Bhuyanhat , Phanuaghat , Laskarhat Gc , UP Complex RHD Road , Schools , Madrasha Community Clinic etc.	Bridge to connect Dharmapur Union , Mohazer Colony , RHD Road and Dhaka-Chittagong National Highway.	Bridge to connect Jambura Bazar , Chilonia Bazar , Schools , Madaras Kamua , Munshirhat Bazar , Feni-Pourshuram RHD Road.	Bridge to connect Pourshuram-Subar Bazar-Rajeshpur-Montala-Fulgaji Upazila Road , Upazila Headquater, Pourshuram Gc.	Bridge to connect Jayantanagar BOP Camp , Schools , Subar Bazar , Upazila Headquater & Gc.	Bridge to connect Reju mia Bazar , Bangla Bazar , Mohamaya Bazar , Mirza Bazar , Chagalnaiya-Pourshuram RHD Road & Upazila Headquarter.	Bridge to connect Reju mia Bazar , Pathannagar UP , Mohamaya UP , Pourshuram-Chagalnaiya RHD Road & Upazila Headquarter.

Bridge Site Survey Data - 1
Zila : Noakhali

Name of Upazila		**Begumganj**				
Serial Number		1	2	3	4	5
Bridge Code		23-02-02	23-02-04	23-02-05	23-02-06	23-02-10
Bridge Name/Location		Bridge on Batua to Fazilpur Road over Chowmuhani - Laxmipur Khal.	Bridge on Amanatpur to Tofader Road over Chowmuhani - Laxmipur Khal.	Bridge on Amanullahpur UP to Abirampur Road Miahjan Thikadar Road over Chowmuhani -	Bridge on Mujahidpur to Pournbibi Road over Noakhali Khal.	Bridge on Khandurbag to Amishapara Road over Sonapur Khal.
Status		Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		475074055	475074032	475073017	475073017	475074087
Road Class		Village-A	Village-A	Union	Union	Village-A
Chainage (km)		0+000	0+600	0+000	2+500	6+000
Condition of Existing Bridge	Existing or not	Not Existing	Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)		50.00			
	Bridge Width (m)		1.00			
	Carriageway Width (m)		1.00			
	Superstructure Type		Timber			
	Abutment Type		-			
	Pier Type		Wooden			
	Usage of Bridge		Pedestrians Only			
	Condition		Weak			
	Present Navigation Clearance Height (m)		-			
River Condition	Bank to Bank Width (m)	41.00	50.00	35.00	53.00	20.00
	Highest Flood Water Width (m)	40.00	60.00	40.00	65.00	25.00
	Highest Flood Water Depth (m)	7.00	5.60	7.00	6.10	3.50
	Normal Flood Water Width (m)	35.00	50.00	30.00	45.00	15.00
	Normal Flood Water depth (m)	5.20	5.00	6.00	5.50	3.00
	Dry Season Water Width (m)	20.00	30.00	25.00	35.00	10.00
	Dry Season Water Depth (m)	2.00	1.20	2.50	0.80	1.20
	Dry Season Water Depth at Pier (m)	1.60	1.40	1.70	1.80	0.00
	Tidal Fluctuation (m)	No	0.60	0.60	No	No
	Water Velocity	Medium	Medium	Medium	Slow	Slow
	Angle of Bridge to Stream (deg)	90	90	90	90	90
	Ferry Services	No	No	No	Yes	No
	Required Navigation Clearance Height (m)	-	-	-	0.60	-
	Type of River Traffic	Country Boat	No	No	Country Boat	No
	Condition of Bank	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	3.66	3.50	3.66	3.67	3.00
	Carriageway Width (m)	3.00	3.00	2.40	3.05	2.40
	Embankment Height (m)	2.20	2.00	2.20	2.00	1.50
	Surface Type	BC/Earthen	HBB/Earthen	Earthen	HBB/Earthen	HBB/Earthen
	Surface Condition	Fair	Fair	Fair	Fair	Fair
	Alternative Route (km)	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Noakhali

Name of Upazila			Begumganj				
Serial Number			1	2	3	4	5
Influence Area	Population (thousand)		50	30	40	35	15
	Main Industry		Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery	Agriculture, Fishery
	Major Agricultural Product		Rice, S.Cane, Veg.	Rice, Veg.	Rice, Veg.	Rice, S.Cane, Veg.	Rice, Veg.
	Number of Public Facilities	School	20	17	15	5	12
		Clinic	2	2	2	3	5
		Bazar	5	4	4	4	4
		Mosque	60	45	40	50	45
		Gov't Office	5	3	2	3	4
		Others	10	10	10	10	10
		Total	**102**	**81**	**73**	**75**	**80**
Traffic Volume	Passenger Car		20	20	20	20	20
	Pickup/Truck		35	45	45	45	45
	Bus		40	40	40	40	40
	Motorcycle		80	80	80	120	78
	Rickshaw		400	350	250	400	400
	Autorickshaw		110	110	110	120	100
	Bullock Cart		0	0	0	0	0
	Pedestrian		7000	5500	5000	5600	3500
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No
	Other Obstruction to be Relocated		No	3 Trees	20 Shops, 1 Tree	No	2 Trees
Proposed Bridge	Bridge Length (m)		40	45	40	50	20
	Span Arrangement		15m+25m	3x15m	15m+25m	15m+20m+15m	1x20m
	Abutment Height (m)		4.00	2.80	3.00	3.00	3.00
	Pier Height (m)		7	6.00	7.00	7.00	-
Engineering Evaluation	Road Class		7	7	13	13	7
	Existing Bridge		40	40	40	40	40
	Approach Road		30	30	0	30	30
	Alternative Route		10	10	10	10	10
	Total Engineering Score		87	87	63	93	87
Socioeconomic Evaluation	Beneficiaries		27	27	27	27	15
	Traffic Demand		18	18	18	18	20
	Pedestrian Demand		18	18	18	18	20
	Public Facilities		27	27	27	27	30
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=0.9	f=1.0
	Total Socioeconomic Score		90	90	90	90	85
Overall Evaluation			X2	X2	X2	X2	A
Implementation Schedule			Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Phase-1
Remarks			- There is a bamboo shakoo at presesent over the location. - Bridge to connect four Union , Jistoli , Amanullabpur Gopalpur & Amishapan UP and also Dhaka-Roypur Highway.	- 3 nos trees shall have to be removed. - Bridge to connect Amin Bazar , Schools , Madrash , Mirwarish UP , Chowmohani Pourashava , Dhaka-Raipur National Higeway.	- The previous road ID was wrong. The corrected road ID is 475073017. 20 nos shops on both sides adjacent to the bridge shall have to be relocated and one tree is to be removed. - Bridge to connect Amanallahpur & Amishamapara UP , Abirpara , Amin Bazar , Dhaka-Raypur Highway and and also Upazila Headquarter.	- The previous road ID no. was wrong. The corrected road ID is 475073017. - Bridge to connect Bashurhat Bazar , Munshirhat , Telepukurpar UP & Bazar , Eklaspur Bazar , Feni-Noakhali National Highway.	- 2 nos trees shall have to be removed. - Bridge to connect Amishapar Bazar , Gopalpur UP and Dhaka-Raypur National Highway.

Bridge Site Survey Data - 1
Zila : Laxmipur

Name of Upazila		Sadar	Raipur	Ramganj
Serial Number		1	2	3
Bridge Code		24-01-02	24-02-01	24-03-01
Bridge Name/Location		Bridge on Uttar Chanrapur to Dakhin Chanrapur Road over Rahamatkhali Khal.	Bridge on Charkachica to Kazirchar Mitali Bazar Road over Dead Dakatia River.	Bridge on Noapara Hotatia - Domnadi - Paniala Road over Noagaon - Paniala Khal.
Status		Additional Request	Original Request	Original Request
Road ID		451435062	451583028	451653025
Road Class		Village-B	Union	Union
Chainage (km)		2+500	0+120	5+640
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing	Existing
	Bridge Length (m)			14.00
	Bridge Width (m)			2.60
	Carriageway Width (m)			2.00
	Superstructure Type			RC
	Abutment Type			RC
	Pier Type			RC
	Usage of Bridge			Light Vehicles Only
	Condition			Weak
	Present Navigation Clearance Height (m)			-
River Condition	Bank to Bank Width (m)	37.50	80.00	20.00
	Highest Flood Water Width (m)	50.00	100.00	25.00
	Highest Flood Water Depth (m)	5.80	7.50	3.00
	Normal Flood Water Width (m)	35.00	70.00	20.00
	Normal Flood Water depth (m)	4.80	6.50	2.50
	Dry Season Water Width (m)	30.00	50.00	10.00
	Dry Season Water Depth (m)	1.40	4.00	0.20
	Dry Season Water Depth at Pier (m)	1.50	4.50	0.00
	Tidal Fluctuation (m)	1.00	1.00	No
	Water Velocity	Fast	Medium	Medium
	Angle of Bridge to Stream (deg)	90	90	90
	Ferry Services	No	No	No
	Required Navigation Clearance Height (m)	0.60	2.00	0.50
	Type of River Traffic	Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat
	Condition of Bank	Eroded	Sound	Sound
	Condition of Riverbed	Scoured	Sound	Sound
Approach Road	Total Road Width (m)	3.05	2.90	2.80
	Carriageway Width (m)	2.40	2.40	2.00
	Embankment Height (m)	2.00	2.50	2.20
	Surface Type	Earthen	Earthen	BC/Earthen
	Surface Condition	Fair	Fair	Fair
	Alternative Route (km)	No	No	No

Bridge Site Survey Data - 2
Zila : Laxmipur

Name of Upazila			Sadar	Raipur	Ramganj
Serial Number			1	2	3
Influence Area	Population (thousand)		35	40	20
	Main Industry		Agriculture, Fishery	Agriculture, Fishery	Agriculture
	Major Agricultural Product		Rice, Jute, Veg.	Rice, Veg.	Rice, Jute, Veg.
	Number of Public Facilities	School	10	18	7
		Clinic	1	6	1
		Bazar	6	8	2
		Mosque	40	10	8
		Gov't Office	6	6	2
		Others	6	8	4
		Total	**69**	**56**	**24**
Traffic Volume	Passenger Car		20	10	20
	Pickup/Truck		45	30	25
	Bus		35	30	30
	Motorcycle		80	80	75
	Rickshaw		400	300	250
	Autorickshaw		120	100	100
	Bullock Cart		0	35	0
	Pedestrian		5000	3500	4500
Bridge Site Condition	Landuse		Farm	Farm	Farm
	Topography		Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No
	Number of Houses to be Relocated		No	No	No
	Other Obstruction to be Relocated		1 Tree	No	5 Trees
Proposed Bridge	Bridge Length (m)		40	130	20
	Span Arrangement		15m+25m	15m+4x25m+15m	1x20m
	Abutment Height (m)		4.00	4.60	3.00
	Pier Height (m)		6.20	7.50	-
Engineering Evaluation	Road Class		0	13	13
	Existing Bridge		40	40	40
	Approach Road		0	0	30
	Alternative Route		10	10	10
	Total Engineering Score		50	63	93
Socioeconomic Evaluation	Beneficiaries		27	15	20
	Traffic Demand		18	10	20
	Pedestrian Demand		18	10	20
	Public Facilities		27	15	24
	Bridge Length Factor		f=0.9	f=0.5	f=1.0
	Total Socioeconomic Score		90	50	84
Overall Evaluation			X2	X2	A
Implementation Schedule			Excluded (Water Depth at Pier>1.2m)	Excluded (Water Depth at Pier>1.2m)	Phase-1
Remarks			- 150m approach road is required reconstruction. - Bridge on connect Bhutanhat , Digolihat , Bashurhat , Dasherhat Gc , Hazirpara Bazar , Charchamita Bazar , Chowpauh Bazar , Dattapara Dazar , Laxmipur-Raipur RHD Road & Dishicr Headquarter.	Bridge to connect Baburhat , Janata Bazar , Bashabari Bazar , Mollarhat Gc Mitali Bazar , Raypur Gc , Raypur-Haiderganj Upazila Road , Milkvitta Factry an Upazila Headquarter.	Bridge to connect Noagaon Bazar , Kanchapur , Hottalia Bazar , Shorshoy Bazar , Farioganj Upazila , Paniola Bazar , Shahrash Upazila , Dashgoria-Paniola LGED Road & Upazila Headquarter.

Bridge Site Survey Data - 1
Zila : Natore

Name of Upazila		Gurudashpur	Singra		Baraigram	Lalpur
Serial Number		1	2	3	4	5
Bridge Code		52-02-01	52-03-01	52-03-N1	52-04-02	52-05-01
Bridge Name/Location		Bridge on Gurudaspur to Par Gurudaspur Road over Nandakuza River.	Bridge on Singra Bus Stand Komal UP Baliaban Ghat Road near Patkol Ghat.	Bridge on Bandar Amtali to Chowmohani Hat Road at Majgati Ghat over Godai	Bridge on Koyan RHD to Loxmikol Bazar over Mora Boral River.	Bridge on Kadamcilam Hat to Kadamcilam UP Road over Khalisadanga River.
Status		Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		169414054	169912004	169913025	169153001	169443004
Road Class		Village-A	Upazila	Union	Union	Union
Chainage (km)		0+350	2+850	3+400	8+250	2+250
Condition of Existing Bridge	Existing or not	Existing	Not Existing	Existing	Not Existing	Existing
	Bridge Length (m)	63.00		38.00		53.00
	Bridge Width (m)	1.50		1.50		0.20
	Carriageway Width (m)	1.20		1.30		0.20
	Superstructure Type	Bamboo		Bamboo		Bamboo
	Abutment Type	Bamboo		Bamboo		Bamboo
	Pier Type	Bamboo		Bamboo		Bamboo
	Usage of Bridge	Pedestrians Only		Pedestrians, R.Van		Pedestrians Only
	Condition	Weak		Weak		Weak
	Present Navigation Clearance Height (m)	-		1.60		1.80
River Condition	Bank to Bank Width (m)	108.00	100.00	45.00	50.00	69.00
	Highest Flood Water Width (m)	105.00	100.00	50.00	55.00	65.00
	Highest Flood Water Depth (m)	8.50	7.40	4.50	4.10	6.80
	Normal Flood Water Width (m)	95.00	90.00	44.00	52.00	40.00
	Normal Flood Water depth (m)	5.00	3.80	2.30	2.80	4.50
	Dry Season Water Width (m)	60.00	25.00	21.00	40.00	29.00
	Dry Season Water Depth (m)	2.00	0.45	0.50	1.10	1.20
	Dry Season Water Depth at Pier (m)	0.90	0.00	0.30	1.00	1.20
	Tidal Fluctuation (m)	No	No	No	No	No
	Water Velocity	Fast	Fast	Medium	Medium	Fast
	Angle of Bridge to Stream (deg)	90	90	90	90	90
	Ferry Services	No	No	No	No	No
	Required Navigation Clearance Height (m)	2.50	1.50	1.00	1.00	1.50
	Type of River Traffic	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.60	4.66	4.66	4.50	5.10
	Carriageway Width (m)	3.60	3.60	3.60	3.60	3.60
	Embankment Height (m)	0.90	4.80	1.20	1.90	1.00
	Surface Type	BFS	WBM/HBB/ Earthen	BC/Earthen	WBM/Earthen	WBM
	Surface Condition	Good	Good	Good	Good	Good
	Alternative Route (km)	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Natore

Name of Upazila			Gurudashpur	Singra		Baraigram	Lalpur
Serial Number			1	2	3	4	5
Influence Area	Population (thousand)		40	85	65	50	50
	Main Industry		Agriculture, Commercial	Agriculture	Agriculture	Agriculture, Fishery	Agriculture
	Major Agricultural Product		Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute	Rice, Jute, S.Cane, Veg.	Rice, Jute, S.Cane, Veg.	Rice, Fruit, Jute, Veg., Mustard
	Number of Public Facilities	School	25	15	15	22	12
		Clinic	8	5	6	2	2
		Bazar	4	4	16	10	3
		Mosque	25	35	80	27	25
		Gov't Office	12	4	6	2	8
		Others	6	8	3	3	4
		Total	**80**	**71**	**126**	**66**	**54**
Traffic Volume	Passenger Car		15	50	75	110	100
	Pickup/Truck		20	45	110	130	140
	Bus		6	8	50	10	20
	Motorcycle		50	175	150	190	200
	Rickshaw		210	300	250	240	250
	Autorickshaw		50	115	40	190	200
	Bullock Cart		15	28	30	12	15
	Pedestrian		5000	6500	6000	7000	6000
Bridge Site Condition	Landuse		Residence	Farm	Farm	Farm	Farm, Residence
	Topography		Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		Yes	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		300	No	No	No	1200
	Number of Houses to be Relocated		9	No	No	No	1
	Other Obstruction to be Relocated		80 Trees	No	No	No	10 Tress
Proposed Bridge	Bridge Length (m)		105	90	45	35	65
	Span Arrangement		2x20m+25m +2x20m	20m+2x25m +20m	3x15m	10m+25m	20m+25m+20m
	Abutment Height (m)		5.60	6.60	4.00	4.60	4.30
	Pier Height (m)		11.00	9.00	6.30	5.10	8.30
Engineering Evaluation	Road Class		7	20	13	13	13
	Existing Bridge		40	40	40	40	40
	Approach Road		30	30	30	30	30
	Alternative Route		10	10	10	10	10
	Total Engineering Score		87	100	93	93	93
Socioeconomic Evaluation	Beneficiaries		21	21	27	27	27
	Traffic Demand		14	14	18	18	18
	Pedestrian Demand		14	14	18	18	18
	Public Facilities		21	21	27	27	27
	Bridge Length Factor		f=0.7	f=0.7	f=0.9	f=0.9	f=0.9
	Total Socioeconomic Score		70	70	90	90	90
Overall Evaluation			A	A	A	A	A
Implementation Schedule			Phase-3	Phase-3	Phase-1	Phase-2	Phase-1
Remarks			South approach of the bridge is located in Gurudaspur Pourashava. This end require additional land acquisition and relocation of 8 (eight) semi pucca & kacha hut and removal of trees. North end approach require relocation of 1 (one) hut.	High embankment with pipe culvert was washed out to form the present Gap.		- The river is closed and water width have been narrowed due to construction of cross dam. So, smaller bridge length than the bank to bank width has been recommended. - LGED PLANS : the existing dam (embankment) to change open channel (bridge). / the regulation (water gate) is installed at 4.5 km downstream side from the site.	Land acquisition will be required on south approach.

Bridge Site Survey Data - 1
Zila : Sirajganj (1/2)

Name of Upazila		Sirajganj Sadar				Chowhali	Tarash			Ullapara	
Serial Number		1	2	3	4	5	6	7	8	9	10
Bridge Code		55-01-02	55-01-03	55-01-N1	55-01-N2	55-02-01	55-06-01	55-06-02	55-06-03	55-07-02	55-07-04
Bridge Name/Location		Bridge on Panchasaratia RHD to Randunibari Bazar Road.	Bridge on Sirajganj - Bogra - Alampur Road over Daibanga Khal.	Bridge on Pipulbari to Bhatpeary Hat Road at Aminpur Village.	Bridge on Pipulbaria RHD to Bhatpeary Hat Road at Degreepara over Isamati River.	Bridge on Thana Sadar to Patrail Road over Khaspukuria Khal at Khaspukuria.	Bridge on Tarash to Kundail Road over Nimaichara Khal.	Bridge on Tarash to Kundail Road over Kushabari Khal.	Bridge on Tarash Naogaon FRB Road over Naogaon River.	Bridge on Boalia RHD to Chowbilahat Road over Jhobjubia River.	Bridge on Barahor UP Office to Dhunchi Ghat Road over Dhunchi Khal.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		188783066	188783004	188783003	188783003	188272002	188893003	188893003	188892002	188943074	188943036
Road Class		Union	Union	Union	Union	Upazila	Union	Union	Upazila	Union	Union
Chainage (km)		2+010	1+070	2+500	3+700	6+250	6+550	9+700	10+330	1+120	4+700
Condition of Existing Bridge	Existing or not	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)										
	Bridge Width (m)										
	Carriageway Width (m)										
	Superstructure Type										
	Abutment Type										
	Pier Type										
	Usage of Bridge										
	Condition										
	Present Navigation Clearance Height (m)										
River Condition	Bank to Bank Width (m)	80.00	30.00	48.00	40.00	35.00	36.00	30.00	50.00	100.00	300.00
	Highest Flood Water Width (m)	65.00	30.00	42.00	50.00	73.00	70.00	95.00	70.00	45.00	300.00
	Highest Flood Water Depth (m)	5.50	4.60	4.50	5.50	3.00	7.00	4.00	7.00	4.50	4.50
	Normal Flood Water Width (m)	60.00	15.00	40.00	20.00	60.00	20.00	60.00	40.00	16.00	290.00
	Normal Flood Water depth (m)	3.00	2.30	1.25	0.75	1.50	1.50	2.00	5.65	1.50	1.30
	Dry Season Water Width (m)	30.00	0.00	0.00	0.00	0.00	0.00	0.00	18.00	0.00	0.00
	Dry Season Water Depth (m)	0.50	0.00	0.00	0.00	0.00	0.00	0.00	1.75	0.00	0.00
	Dry Season Water Depth at Pier (m)	1.00	0.00	0.70	0.00	0.00	0.00	0.00	2.90	0.20	0.00
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No	No	No
	Water Velocity	Medium	Slow	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium
	Angle of Bridge to Stream (deg)	90	90	90	70	70	70	90	90	70	90
	Ferry Services	No	No	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	2.00	-	1.00	1.50	1.50	1.50	1.00	2.00	1.50	1.50
	Type of River Traffic	Country Boat	No	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Eroded	Eroded	Sound	Sound	Sound	Sound	Eroded	Sound
	Condition of Riverbed	Sound	Sound	Scoured	Scoured	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.88	4.88	4.88	4.88	4.80	4.88	4.88	7.32	3.66	4.90
	Carriageway Width (m)	3.05	3.05	3.05	3.05	3.66	3.65	3.05	3.70	2.88	3.05
	Embankment Height (m)	1.50	2.00	1.20	1.50	2.40	1.20	3.00	2.45	1.50	2.50
	Surface Type	Earthen	Earthen	BC/WBM/ Earthen	BC/WBM/ Earthen	Earthen	Earthen	Earthen	BC/HBB	Earthen	Earthen
	Surface Condition	Fair	Bad	Good	Good	Good	Fair	Fair	Good	Bad	Fair
	Alternative Route (km)	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Sirajganj (1/2)

Name of Upazila			Sirajganj Sadar				Chowhali	Tarash			Ullapara	
Serial Number			1	2	3	4	5	6	7	8	9	10
Influence Area	Population (thousand)		80	10	85	90	35	25	40	60	10	30
	Main Industry		Agriculture, Handicraft	Agriculture	Agriculture	Agriculture	Agriculture, Handicraft	Agriculture	Agriculture	Agriculture	Agriculture, Husking Mill-18	Agriculture, Husking Mill-10
	Major Agricultural Product		Rice, Wheat, Jute, Veg., Mustard	Rice, Wheat, Jute, Veg., Mustard	Rice, Wheat, Jute, Veg., S.Cane, Mustard	Rice, Wheat, Jute, Veg., S.Cane, Mustard	Rice, Jute, S.Cane, Nut, Onion, Mustard	Rice, Wheat, Veg., Mustard, Corn, Water Melon	Rice, Wheat, Jute, Veg., Mustard, Water Melon	Rice, Wheat, Jute, Veg., Mustard	Rice, Wheat, Jute, Veg.	Rice, Wheat, S.Cane, Veg.
	Number of Public Facilities	School	20	4	15	15	25	15	18	30	8	5
		Clinic	4	4	7	5	4	4	4	7	2	3
		Bazar	7	3	4	4	5	5	3	15	3	2
		Mosque	15	10	20	20	15	10	16	40	10	30
		Gov't Office	5	2	5	4	2	4	4	14	2	6
		Others	4	6	5	5	3	3	4	18	0	7
		Total	**55**	**29**	**56**	**53**	**54**	**41**	**49**	**124**	**25**	**53**
Traffic Volume	Passenger Car		8	3	10	6	3	4	4	4	5	8
	Pickup/Truck		20	5	15	10	11	20	15	15	5	15
	Bus		4	0	2	2	0	3	3	5	0	2
	Motorcycle		100	100	150	180	100	75	100	150	30	100
	Rickshaw		450	200	400	400	500	220	205	200	150	250
	Autorickshaw		10	2	100	100	50	4	6	10	5	30
	Bullock Cart		0	0	0	0	4	50	45	6	2	3
	Pedestrian		2000	1000	2000	1800	3000	2000	1500	4000	1200	4000
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm, Market	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	No	No	No	No	Yes	No
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	No	No	No	No	No	No
	Number of Houses to be Relocated		3	No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	1 Shop	4 Shops, 1 Tree	No	No	7 Shpos	No	No
Proposed Bridge	Bridge Length (m)		80	25	50	45	25	65	60	60	40	300
	Span Arrangement		4x20m	1x25m	15m+20m +15m	3x15m	1x25m	20m+25m+20m	3x20m	3x20m	15m+25m	12x25m
	Abutment Height (m)		4.50	4.50	3.10	3.60	3.80	4.50	4.80	5.00	3.50	5.50
	Pier Height (m)		7.50	-	5.50	7.20	-	8.50	5.00	9.00	6.00	6.00
Engineering Evaluation	Road Class		13	13	13	13	20	13	13	20	13	13
	Existing Bridge		40	40	40	40	40	40	40	40	40	40
	Approach Road		0	0	30	30	0	0	0	30	0	0
	Alternative Route		10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		63	63	93	93	70	63	63	100	63	63
Socioeconomic Evaluation	Beneficiaries		21	10	27	27	30	23	27	27	9	15
	Traffic Demand		14	16	18	18	20	18	18	18	9	10
	Pedestrian Demand		14	10	18	16	20	18	14	18	11	10
	Public Facilities		21	29	27	27	30	27	27	27	23	15
	Bridge Length Factor		f=0.7	f=1.0	f=0.9	f=0.9	f=1.0	f=0.9	f=0.9	f=0.9	f=0.9	f=0.5
	Total Socioeconomic Score		70	65	90	88	100	86	86	90	52	50
Overall Evaluation			A	A	A	A	A	A	A	X2	B	X1
Implementation Schedule			Phase-3	Phase-3	Phase-1	Phase-1	Phase-1	Phase-2	Phase-2	Excluded (Water Depth at Pier>1.2m)	Excluded (Priority B)	Excluded (Bridge Length>150m)
Remarks			Both approach road should be extended 35m each in length.	- Bridge located on over small Channel catchment area. - Bridge is very close to T-intersection about 5m in distance.	Road embankment washed out by flood in 2004.	- Road embankment washed out by flood in 2004. - Two electric posts line should be relocated.	River bed raised about 1.5m in height by sedimentation during flood in 2004.		Observed insufficient embankment of the both approach road.	- Needed relocation of 7 small tin shops. - Bridge closed T-intersection/ market about 20m in distance at the 1st approach.	Affected one residence/ land at the 1st approach , so bridge should be made angle.	Required bridge length (60m) is too small compared w/ distance of each main bank 300m in width.

Bridge Site Survey Data - 1
Zila : Sirajganj (2/2)

Name of Upazila		Ullapara									Kazipur
Serial Number		11	12	13	14	15	16	17	18	19	20
Bridge Code		55-07-06	55-07-07	55-07-08	55-07-09	55-07-10	55-07-12	55-07-13	55-07-N2	55-07-N3	55-08-01
Bridge Name/Location		Bridge on Pukurpar to Koyra Hat Road over Koyra Khal.	Bridge on Boalia Bazar to Olipur Hat Road over Muktahar River.	Bridge on Ullapara to Kaliganj FRB Road over Baroia Khal.	Bridge on Boalia GC to Angaru Hat Road over Telkupi Khal (Jhabjobia Khal)	Bridge on Raninagar to Amdanga Road over Sarasmati River.	Bridge on Solop Station Hat to Ghatina Ghat Road over Shajahanpur Canal	Bridge on Boalia RHD to Chowbila Hat Road over Jhabjobia River.	Bridge on Raninagar RHD to Amdanga Road over Amdanga Khal	Bridge on Panchila RHD to Hatikamrul UP Office Road over Sarasmati River	Bridge on Sonamukhi to Hazrahati via Vanudanga Road over Isamati River.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		188943006	188943060	188943059	188943074	188943038	188943063	188943024	188943038	188943009	188503022
Road Class		Union	Union	Union	Union	Union	Union	Union	Union	Union	Union
Chainage (km)		6+000	2+300	0+650	2+150	3+050	2+900	3+950	4+040	3+200	3+350
Condition of Existing Bridge	Existing or not	Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing	Not Existing
	Bridge Length (m)	53.00									
	Bridge Width (m)	1.50									
	Carriageway Width (m)	1.30									
	Superstructure Type	Timber									
	Abutment Type	-									
	Pier Type	Bamboo									
	Usage of Bridge	Pedestrians, Light Vehicles									
	Condition	Damaged									
	Present Navigation Clearance Height (m)	1.50									
River Condition	Bank to Bank Width (m)	55.00	62.00	61.00	60.00	39.00	25.00	48.00	42.00	55.00	100.00
	Highest Flood Water Width (m)	75.00	75.00	70.00	85.00	50.00	30.00	56.00	60.00	60.00	120.00
	Highest Flood Water Depth (m)	7.00	5.50	5.50	7.00	7.50	5.00	7.50	4.50	5.50	10.80
	Normal Flood Water Width (m)	25.00	40.00	40.00	29.00	40.00	6.00	40.00	25.00	20.00	90.00
	Normal Flood Water depth (m)	4.80	2.50	3.00	4.25	3.30	4.00	4.50	3.50	2.50	8.20
	Dry Season Water Width (m)	12.00	0.00	0.00	0.00	0.00	0.00	15.00	0.00	0.00	50.00
	Dry Season Water Depth (m)	0.50	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	5.50
	Dry Season Water Depth at Pier (m)	0.40	0.00	0.30	1.10	0.70	0.00	0.90	0.00	0.00	7.40
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No	No	No
	Water Velocity	Medium	Medium	Medium	Medium	Slow	Medium	Medium	Medium	Medium	Medium
	Angle of Bridge to Stream (deg)	80	90	70	80	90	90	75	80	80	90
	Ferry Services	No	No	No	No	No	No	No	No	No	Yes
	Required Navigation Clearance Height (m)	2.00	1.50	2.00	1.50	2.00	2.00	2.00	1.50	2.00	2.00
	Type of River Traffic	Engine Boat	Country Boat	Country Boat	Country Boat	Big Engine Boat	Big Engine Boat	Big Engine Boat	Country Boat	Country Boat	Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Eroded	Sound	Sound	Sound	Sound	Eroded
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.90	3.66	7.32	3.66	4.87	4.90	4.90	4.90	3.66	4.88
	Carriageway Width (m)	3.66	2.88	3.66	2.88	3.66	3.66	3.66	3.66	2.88	3.05
	Embankment Height (m)	2.00	1.20	1.50	1.30	1.70	1.30	2.00	1.40	1.00	1.30
	Surface Type	BC/Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	BC/Earthen	Earthen	Earthen	BC/WBM/ Earthen
	Surface Condition	Good	Good	Bad	Good	Fair	Good	Bad	Good	Good	Good
	Alternative Route (km)	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2
Zila : Sirajganj (2/2)

Name of Upazila			Ullapara									Kazipur
Serial Number			11	12	13	14	15	16	17	18	19	20
Influence Area	Population (thousand)		15	30	30	10	20	15	20	35	25	100
	Main Industry		Agriculture, Husking Mill-8 nos, Saw Mill-5 nos	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture	Agriculture, Husking Mill-20 nos	Agriculture	Agriculture, Husking Mill-6 nos	Agriculture
	Major Agricultural Product		Rice, Wheat, S.Cane, Veg., Jute	Rice, Wheat, S.Cane, Veg.	Rice, Wheat, Jute, Veg., S.Cane, Mustard	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg., S.Cane	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, S.Cane	Rice, Wheat, Jute, Veg.	Rice, Wheat, Jute, Veg., S.Cane, Bhutta, Mustard
	Number of Public Facilities	School	11	15	20	9	10	10	16	10	10	20
		Clinic	1	2	7	1	2	0	8	2	2	6
		Bazar	3	5	7	3	4	5	5	0	1	8
		Mosque	6	20	20	10	30	10	15	3	20	25
		Gov't Office	2	0	20	2	0	5	2	2	3	5
		Others	6	3	6	0	0	6	7	0	0	7
		Total	**29**	**45**	**80**	**25**	**46**	**36**	**53**	**17**	**36**	**71**
Traffic Volume	Passenger Car		10	8	20	5	15	40	6	10	30	15
	Pickup/Truck		30	10	30	5	20	50	20	20	25	12
	Bus		20	0	10	0	1	30	4	5	4	10
	Motorcycle		300	150	180	30	125	200	30	130	60	150
	Rickshaw		250	225	200	150	200	180	200	200	200	550
	Autorickshaw		20	5	10	10	10	10	5	5	10	10
	Bullock Cart		0	3	4	0	0	4	0	4	0	0
	Pedestrian		5000	2500	7000	1200	2500	2500	2000	3000	3000	3500
Bridge Site Condition	Landuse		Farm, Market	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm, Market	Farm, Market
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		Yes	Yes	No	No	No	No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired		No	No	No	No	No	No	No	No	No	No
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No	No	3 Shops
Proposed Bridge	Bridge Length (m)		60	75	65	65	60	25	65	40	50	125
	Span Arrangement		3x20m	3x25m	20m+25m+20m	20m+25m+20m	3x20m	1x25m	20m+25m+20m	15m+25m	15m+20m+15m	5x25m
	Abutment Height (m)		4.50	4.25	3.90	4.50	4.00	3.50	5.60	3.75	5.00	5.50
	Pier Height (m)		9.00	7.00	7.50	8.50	9.50	-	9.50	6.00	7.50	12.80
Engineering Evaluation	Road Class		13	13	13	13	13	13	13	13	13	13
	Existing Bridge		40	40	40	40	40	40	40	40	40	40
	Approach Road		30	0	0	0	0	0	20	0	0	30
	Alternative Route		10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		93	63	63	63	63	63	83	63	63	93
Socioeconomic Evaluation	Beneficiaries		14	27	27	9	18	15	18	27	23	21
	Traffic Demand		18	18	18	9	18	20	13	18	17	14
	Pedestrian Demand		18	18	18	11	18	20	18	18	18	14
	Public Facilities		26	27	27	23	27	30	27	15	27	21
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=1.0	f=0.9	f=0.9	f=0.9	f=0.7
	Total Socioeconomic Score		76	90	90	52	81	85	76	78	85	70
Overall Evaluation			A	A	A	B	A	A	A	A	A	X2
Implementation Schedule			Phase-1	Phase-2	Phase-2	Excluded (Priority B)	Phase-3	Phase-2	Phase-1	Phase-3	Phase-3	Excluded (Water Depth at Pier>1.2m)
Remarks			Bridge closed market/ T-intersection at the 1st approach about 25m in distance.		Angle of existing bridge is too small (about 60 deg.), so it should be made 70-75 deg. Due to adopted shorter bridge length.			- Under construction of the 1st approach road. - Bridge closed w/ Koratoa River which is 300m in width.	Bridge closed T-intersection/ existing RC bridge at the 1st approach about 20m in distance.		Bridge closed T-intersection/ market at the 2nd approach about 20m in distance which is along National Highway (under RHD).	Bridge closed market at the 2nd approach about 30m in distance.

Bridge Site Survey Data - 1
Zila : Pabna

Name of Upazila		Sadar	Chatmohar	Faridpur		Sathia
Serial Number		1	2	3	4	5
Bridge Code		56-01-02	56-02-01	56-03-01	56-03-05	56-06-01
Bridge Name/Location		Bridge on Bajitpur to Chandpur via Charghospur Road over the Betra River.	Bridge on Chatmohar to Haripur Road via Dhulauri over Mora Boral River near Haripur	Bridge on B-Nagar to Damra Hat Road over Ruknai River at Mridha Para Ferry Ghat.	Bridge on Faridpur to Allahabad Road over the Boral River at Shishutola Ghat.	Bridge on Chalkmodhupur to Khidirgram Road over Chalkmodhupur BWDB Khal near Chalkmodupur
Status		Additional Request	Additional Request	Original Request	Additional Request	Additional Request
Road ID		176552028	176223017	176332001	176332005	176723078
Road Class		Upazila	Union	Upazila	Upazila	Union
Chainage (km)		3+000	6+895	1+350	2+500	3+150
Condition of Existing Bridge	Existing or not	Not Existing	Existing	Existing	Existing	Not Existing
	Bridge Length (m)		33.00	83.00	37.00	
	Bridge Width (m)		2.10	2.10	0.20	
	Carriageway Width (m)		1.60	1.80	0.20	
	Superstructure Type		Bamboo	Bamboo	Bamboo	
	Abutment Type		Bamboo	Bamboo	Bamboo	
	Pier Type		Bamboo	Bamboo	Bamboo	
	Usage of Bridge		Pedestrians, R.Van	Pedestrians Only	Pedestrians Only	
	Condition		Weak	Damaged	Weak	
	Present Navigation Clearance Height (m)		1.70	1.70	1.00	
River Condition	Bank to Bank Width (m)	150.00	77	83.00	86.00	89.00
	Highest Flood Water Width (m)	110.00	82.00	80.00	100.00	80.00
	Highest Flood Water Depth (m)	5.30	3.18	10.40	13.90	6.20
	Normal Flood Water Width (m)	62.00	70.00	70.00	80.00	58.00
	Normal Flood Water depth (m)	2.10	2.10	8.40	11.70	3.80
	Dry Season Water Width (m)	25.00	18.00	40.00	37.00	42.00
	Dry Season Water Depth (m)	0.30	0.30	1.20	1.20	0.80
	Dry Season Water Depth at Pier (m)	0.00	0.60	1.20	0.90	0.00
	Tidal Fluctuation (m)	No	No	No	No	No
	Water Velocity	Medium	Slow	Slow	Fast	Medium
	Angle of Bridge to Stream (deg)	90	90	90	90	90
	Ferry Services	No	No	No	No	No
	Required Navigation Clearance Height (m)	2.00	1.50	1.00	1.00	1.50
	Type of River Traffic	Engine Boat, Country Boat	Engine Boat, Country Boat	Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.00	4.80	5.30	4.20	3.50
	Carriageway Width (m)	4.00	3.66	3.66	4.20	3.50
	Embankment Height (m)	3.90	0.90	2.15	1.30	3.80
	Surface Type	BC/Earthen	BC	BC/HBB/ Earthen	Earthen	Earthen
	Surface Condition	Good	Good	Good	Good	Good
	Alternative Route (km)	No	6.00	No	No	No

Bridge Site Survey Data - 2
Zila : Pabna

Name of Upazila			Sadar	Chatmohar	Faridpur		Sathia
Serial Number			1	2	3	4	5
Influence Area	Population (thousand)		40	50	40	45	30
	Main Industry		Agriculture	Agriculture	Agriculture	Agriculture	Agriculture
	Major Agricultural Product		Rice, Veg., S.Cane	Rice, Wheat, Veg., S.Cane	Rice, Wheat, M.Sheed, S.Cane, Onion	Rice, Pulse, M.Sheed, Onion, Mustard	Rice, S.Cane, Veg., Onion
	Number of Public Facilities	School	12	8	15	25	20
		Clinic	12	1	8	7	2
		Bazar	7	4	3	4	3
		Mosque	25	80	20	20	30
		Gov't Office	2	3	15	8	2
		Others	3	3	6	2	4
		Total	**61**	**99**	**67**	**66**	**61**
Traffic Volume	Passenger Car		15	10	25	9	15
	Pickup/Truck		60	25	20	20	20
	Bus		15	2	10	2	0
	Motorcycle		70	80	55	45	70
	Rickshaw		200	250	250	175	300
	Autorickshaw		25	40	50	40	100
	Bullock Cart		50	15	0	8	10
	Pedestrian		5000	2000	4000	6000	6000
Bridge Site Condition	Landuse		Farm	Residence	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of Approach Road		No	No	No	No	Yes
Environmental Issue	Necessary Land to be Additionally Acquired (sq.m)		No	No	No	No	3000
	Number of Houses to be Relocated		No	No	No	No	10
	Other Obstruction to be Relocated		No	4 Wooden Box Shop, 8 Trees, 1 Electric	No	No	150 Trees
Proposed Bridge	Bridge Length (m)		100	65	75	90	75
	Span Arrangement		4x25m	20m+25m+20m	3x25m	20m+2x25m+20m	3x25m
	Abutment Height (m)		4.50	3.50	4.70	6.50	3.40
	Pier Height (m)		7.60	4.50	10.00	15.00	8.40
Engineering Evaluation	Road Class		20	13	20	20	13
	Existing Bridge		40	40	40	40	40
	Approach Road		30	30	30	0	0
	Alternative Route		10	5	10	10	10
	Total Engineering Score		100	88	100	70	63
Socioeconomic Evaluation	Beneficiaries		21	27	27	21	27
	Traffic Demand		14	18	18	12	18
	Pedestrian Demand		14	18	18	14	18
	Public Facilities		21	27	27	21	27
	Bridge Length Factor		f=0.7	f=0.9	f=0.9	f=0.7	f=0.9
	Total Socioeconomic Score		70	90	90	68	90
Overall Evaluation			A	A	A	A	A
Implementation Schedule			Phase-2	Phase-1	Phase-1	Phase-3	Phase-3
Remarks				It is a dead river and there is no flow.		This bridge located only 1m U/S of bridge 56-03-04.	Land acquisition will be required to connect the bridge to the approach road at the north side.

Bridge Site Survey Data - 1
Zila : Bogra

Name of Upazila		Shajahanpur		Sadar	Sherpur			Gabtali		Sonatola		Dhunot		Dhupchachia
Serial Number		1	2	3	4	5	6	7	8	9	10	11	12	13
Bridge Code		57-01-02	57-01-04	57-01-06	57-02-N3	57-02-N4	57-02-N5	57-03-N2	57-03-N3	57-05-01	57-05-04	57-07-N4	57-07-N6	57-09-02
Bridge Name/Location		Bridge on Dublagari Hat - Rongila Ghat Road at Rongila Ghat over Mohishaban	Bridge on Beerbari Hat to Ardia Bazar Road over Burivita Khal.	Bridge on Azizul Haq College - Sothibari Hat Road over Karotoa River.	Bridge on Ulipur - Zhanjor Road at Sholagari.	Bridge on Ulipur - Zhanjor Road.	Bridge on Garidaho Highway - Korotoa Bannighat Road over Korotoa River.	Bridge on Nepaltoli UP Office - Sukanpukur Road over Shukdoha River at Fazlurdoho.	Bridge on Toronihat - Kalaihatta Road over Vomradaha Khal.	Bridge on Koromja - Shukhanpukur Road over Bagdah Khal.	Bridge on Hatkormja - Dulurchar Road over Sukda Khal.	Bridge on Math Para FRA - Jhanjor Ghat Road over Dublagari Khal.	Bridge on Bishwahari Gacha FRB - Dighalkandi Hat Road over Foringhata	Bridge on Panchpir - Talora - Altafnagar Road over Nagor River.
Status		Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request	Original Request
Road ID		110962014	110963017	110204106	1.11E+08	1.11E+08	110883046	110404036	110404093	110952002	1.1E+08	110273024	110273055	110332011
Road Class		Upazila	Union	Village-A	Upazila	Upazila	Union	Village-A	Village-A	Upazila	Village-A	Union	Union	Upazila
Chainage (km)		7+250	10+250	0+350	5+750	6+150	0+420	2+950	3+750	0+500	0+000	0+500	0+880	5+000
Condition of Existing Bridge	Existing or not	Existing	Existing	Not Existing	Not Existing	Not Existing	Existing	Existing	Existing	Existing	Not Existing	Existing	Existing	Not Existing
	Bridge Length (m)	27.00	23.00				19.00	34.00	42.00	70.00		16.00	32.00	
	Bridge Width (m)	0.20	1.50				0.20	0.20	1.40	2.00		1.50	1.20	
	Carriageway Width (m)	0.20	1.50				0.20	0.20	1.30	1.80		1.20	1.00	
	Superstructure Type	Bamboo	Bamboo				Bamboo	Bamboo	Bamboo	Bamboo		Bamboo	Bamboo	
	Abutment Type	-	-				-	-	Bamboo	-		-	-	
	Pier Type	-	-				-	-	-	-		-	-	
	Usage of Bridge	Pedestrians Only	Pedestrians, Motorcycles				Pedestrians Only	Pedestrians Only	Pedestrians, Motorcycles	Pedestrians, Motorcycles, Rickshaws		Pedestrians, Motorcycles	Pedestrians, Motorcycles	
	Condition	Weak	Weak				Weak	Weak	Weak	Weak		Weak	Weak	
	Present Navigation Clearance Height (m)	-	-				-	-	0.70	-		-	-	
River Condition	Bank to Bank Width (m)	75.00	92.00	70.00	54.00	42.00	78.00	63.00	70.00	75.00	60.00	55.00	75.00	68.00
	Highest Flood Water Width (m)	65.00	70.00	80.00	50.00	42.00	110.00	65.00	95.00	80.00	75.00	60.00	76.00	75.00
	Highest Flood Water Depth (m)	7.00	7.20	6.00	4.50	5.50	6.00	6.50	5.50	7.50	6.00	5.50	5.30	5.50
	Normal Flood Water Width (m)	45.00	50.00	35.00	10.00	30.00	50.00	50.00	70.00	40.00	40.00	46.00	50.00	10.00
	Normal Flood Water depth (m)	3.25	3.30	2.75	2.50	2.50	3.00	3.75	2.50	5.00	4.50	3.60	3.00	2.50
	Dry Season Water Width (m)	23.00	14.00	18.00	5.00	30.00	30.00	47.00	41.00	42.00	0.00	16.00	20.00	0.00
	Dry Season Water Depth (m)	1.00	1.00	1.00	0.40	1.00	1.00	2.30	1.00	1.30	0.00	0.90	0.50	0.00
	Dry Season Water Depth at Pier (	0.90	0.80	0.70	0.70	3.00	0.30	2.80	0.60	1.80	0.30	0.60	1.20	0.50
	Tidal Fluctuation (m)	No	No	No	No	No	No	No	No	No	No	No	No	No
	Water Velocity	Fast	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Slow	Slow	Slow	Medium
	Angle of Bridge to Stream (deg)	90	90	90	90	90	90	90	90	90	90	90	90	90
	Ferry Services	No	No	No	No	No	No	No	No	No	No	No	No	No
	Required Navigation Clearance Height (m)	1.25	1.00	1.50	1.00	1.00	2.50	1.00	2.00	1.00	1.00	2.00	2.00	2.00
	Type of River Traffic	Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat	Engine Boat, Country Boat
	Condition of Bank	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
	Condition of Riverbed	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound	Sound
Approach Road	Total Road Width (m)	4.60	3.50	4.60	6.10	6.10	4.30	4.66	4.90	4.60	4.00	4.50	3.50	3.50
	Carriageway Width (m)	2.66	2.66	3.60	3.66	3.66	3.05	3.00	3.00	4.00	3.66	2.70	2.66	3.00
	Embankment Height (m)	1.75	1.75	1.50	2.27	2.25	1.00	1.25	1.00	1.75	3.00	2.50	2.00	2.00
	Surface Type	BC/HBB/ Earthen	BC/HBB/ Earthen	BC/Earthen	Earthen	Earthen	BC/Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen	Earthen
	Surface Condition	Good	Good	Good	Good	Good	Good	Bad	Good	Good	Good	Good	Good	Fair
	Alternative Route (km)	No	No	2.00	No	No	No	No	No	No	No	No	No	No

Bridge Site Survey Data - 2

Zila : Bogra

Name of Upazila			Shajahanpur		Sadar	Sherpur			Gabtali		Sonatola		Dhunot		Dhupchachia
Serial Number			1	2	3	4	5	6	7	8	9	10	11	12	13
Influence Area	Population (thousand)		35	70	50	80	80	50	25	50	60	35	50	40	40
	Main Industry		Agriculture	Agriculture	Agriculture, Fishery, Manufacturing	Agriculture	Agriculture	Agriculture, Fishery, Husking Mill-8 nos	Agriculture, Husking Mill-4 nos	Agriculture, Husking Mill-20 nos	Agriculture, Husking Mill	Agriculture	Agriculture, Husking Mill-3 nos	Agriculture, Husking Mill-6 nos	Agriculture, Husking Mill-50 nos, Silver Factory-6 nos
	Major Agricultural Produc		Rice, Wheat, Jute, Veg., Banana, Green Chilli	Rice, Wheat, Jute, Veg., Bhutta	Rice, Wheat, Jute, Veg., Banana	Rice, Wheat, Jute, Veg., Bhutta	Rice, Wheat, Jute, Veg., Bhutta	Rice, Wheat, Jute, Veg., Bhutta	Rice, Wheat, Jute, Veg., Potato	Rice, Wheat, Jute, Veg., Green Chilli, Banana	Rice, Wheat, Jute, Bhutta, Veg.	Rice, Veg., Wheat, Maize	Rice, Wheat, Jute, Veg., Bhutta	Rice, Wheat, Jute, Veg., Bhutta, S.Cane	Rice, Wheat, Jute, Veg.
	Number of Public Facilities	School	15	12	15	16	16	25	10	8	20	28	8	10	20
		Clinic	2	3	4	5	5	3	4	2	10	7	1	2	5
		Bazar	10	10	4	15	15	3	4	4	10	4	5	6	7
		Mosque	25	25	35	35	35	20	20	20	35	50	15	20	20
		Gov't Office	3	1	6	15	15	4	4	2	7	8	3	5	8
		Others	4	5	5	5	5	5	5	4	5	4	5	5	5
		Total	**59**	**56**	**69**	**91**	**91**	**60**	**47**	**40**	**87**	**101**	**37**	**48**	**65**
Traffic Volume	Passenger Car		4	5	15	30	30	10	10	4	20	15	5	8	20
	Pickup/Truck		20	15	35	120	120	30	20	15	40	30	30	25	70
	Bus		2	6	0	18	18	0	2	0	5	6	4	4	6
	Motorcycle		100	100	210	200	200	180	150	150	150	120	150	70	250
	Rickshaw		150	250	250	300	300	200	210	200	250	220	200	150	500
	Autorickshaw		20	70	120	250	250	30	30	50	50	50	40	30	175
	Bullock Cart		3	0	0	12	12	3	0	0	10	0	0	0	0
	Pedestrian		5000	7000	7000	7500	7500	6000	3500	4000	7000	5000	5000	4000	5000
Bridge Site Condition	Landuse		Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm	Farm
	Topography		Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat	Flat
	Necessity of Realignment of		No	No	No	No	No	No	No	No	No	No	No	No	No
Environmental Issue	Necessary Land to be Additionally Acquired		260	250	No	No	No	No	No	No	No	No	120	No	4000
	Number of Houses to be Relocated		No	No	No	No	No	No	No	No	No	No	3	No	No
	Other Obstruction to be Relocated		No	No	No	No	No	No	No	No	No	No	No	No	No
Proposed Bridge	Bridge Length (m)		65	60	60	50	40	105	60	75	75	50	50	80	65
	Span Arrangement		20m+25m +20m	3x20m	3x20m	15m+20m +15m	15m+25m	2x20m+25m +2x20m	3x20m	3x25m	3x25m	15m+20m +15m	15m+20m +15m	15m+2x25m +15m	20m+25m+20m
	Abutment Height (m)		3.80	3.75	3.90	4.50	4.50	4.50	4.50	4.00	5.50	4.50	5.00	4.00	4.00
	Pier Height (m)		8.50	8.45	7.50	6.50	7.00	7.00	7.50	7.00	10.00	8.50	8.50	8.50	7.00
Engineering Evaluation	Road Class		20	13	7	20	20	13	7	7	20	7	13	13	20
	Existing Bridge		40	40	40	40	40	40	40	40	40	40	40	40	40
	Approach Road		30	30	30	0	0	30	0	0	0	0	0	0	0
	Alternative Route		10	10	0	10	10	10	10	10	10	10	10	10	10
	Total Engineering Score		100	93	77	70	70	93	57	57	70	57	63	63	70
Socioeconomic Evaluation	Beneficiaries		27	27	27	27	27	21	23	27	27	27	27	21	27
	Traffic Demand		15	18	18	18	18	14	18	18	18	18	18	11	18
	Pedestrian Demand		18	18	18	18	18	14	18	18	18	18	18	14	18
	Public Facilities		27	27	27	27	27	21	27	27	27	27	27	21	27
	Bridge Length Factor		f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=0.7	f=0.9	f=0.9	f=0.9	f=0.9	f=0.9	f=0.7	f=0.9
	Total Socioeconomic Score		87	90	90	90	90	70	86	90	90	90	90	67	90
Overall Evaluation			A	A	A	A	X2	A	X2	B	X2	B	A	A	A
Implementation Schedule			Phase-1	Phase-1	Phase-1	Phase-2	Excluded (Water Depth at Pier>1.2m)	Phase-2	Excluded (Water Depth at Pier>1.2m)	Excluded (Priority B)	Excluded (Water Depth at Pier>1.2m)	Excluded (Priority B)	Phase-3	Phase-3	Phase-2
Remarks					Construction of access road is in progress.				Road rehabilitation (80m + 130m = 210m) is required.						

資料 11　プロジェクト対象橋梁の概要－背景と目的

資料 11-1 第一期施工橋梁

1.　ダッカ県

01-01-02 橋梁

本橋は首都ダッカ中心まで約２０ｋｍ、病院のある Karanidanj 町まで８ｋｍ（国道沿い）、村落市場・学校が存在する Zinzira 村から約４ｋｍに位置し、幹線まで約１．５ｋｍの距離にある。現在、幹線へのアクセス道路周辺には多くの学校とマーケットが点在し、架橋によりさらなる物流・人的交流の促進が想定される。また、周辺地域（裨益推定人口２万５千人）は豊富な野菜の産地で、現在の渡河手段は小舟が頼りで、雨季の期間人の移動は極端に制約される。従って、本橋の架橋は物流、社会生活機能の確保等の基盤整備の促進に高い効果が見込めるものと考えられる。

01-04-08 橋梁

本橋は地方官公署・大市場・病院が存在する Dohar 町、Joypara 町まで約１ｋｍの幹線上に位置し、後背地域（裨益推定人口２万人）のパドマ河沿いに点在する貧困地区へのアクセスを容易にする。現在、乾季には物流・人の移動は最低限確保されているが、雨季の期間それらの交通は完全に遮断され、その社会生活機能は極端に低下する。従って、本橋の架橋は社会生活機能の確保を図るため必要・不可欠である。

01-06-03 橋梁

本橋は首都ダッカ中心まで約５ｋｍ、ダッカに接続する国道上で村落市場が存在する Sanora 町まで約１ｋｍの距離の幹線道路上に位置する。後背地域（裨益推定人口１万３千人）は豊富な農産物（特に米、小麦、野菜）の産地で、それらの産品を容易に大都市ダッカに供給可能である。現在、乾季には物流・人の移動は河床渡河により最低限確保されているが、雨季の期間それらの交通は完全に遮断されその社会生活機能は極端に低下する。従って、本橋の架橋が安定的な物流あるいは人の移動を容易にし、後背地域の経済・社会活動を拡大・活性化するものと期待される。

2.　ナラヤンゴンジ県

03-01-N1 橋梁

本橋は首都ダッカ中心まで約５ｋｍ、病院の存在する Narayanganj HQ まで約８ｋｍ、首都ダッカと Narayanganj 町を結ぶ国道まで５００ｍの距離にあり、Simrail 村（裨益推定人口１万７千人）への連絡道路上に位置する。現在は豊富な農産物（米、玉葱、菜種油等）を牛車、力車、人力により渡河、搬出しているが雨季の期間首都ダッカあるいは Narayanganj 町へのアクセスは極端に制約される。従って、本橋の架橋は物流の拡大・社会生活機能の確保の上で高い効果が見込めるものと考えられる。

3. ムンシゴンジ県

04-05-N1 橋梁

本橋は 04-05-N3 橋と同じ路線上に位置し、その架橋による効果を拡大するため、優先順位を上げる。

04-05-N3 橋梁

本橋は首都ダッカと Faridpurk、Barisal 県を結ぶ主要国道から約１ｋｍの距離にあり、３箇所の村落市場と Latabdi 村を通り、大市場のある Sirajdikhan 町へ通じる道路上に位置する。本橋の周辺地域（裨益推定人口２万人）は農産物（特に米、小麦、野菜）の生産が盛んで、ダッカ市場へのアクセスの容易さも相まってその安定的供給が望まれている。現在はそれらの農産品を牛車、力車、人力により渡河、搬出し、雨季の期間首都ダッカあるいは Srinagar HQ へのアクセスは極端に制約される。従って、本橋の架橋は物流の拡大・社会生活機能の確保の上で高い効果が見込めるものと考えられる。

4. マニクゴンジ県

05-01-05 橋梁

本橋は首都ダッカに隣接し、村落市場がある Maniknagar 村から４ｋｍ，経済・商業の中心で病院・学校がある Singair 町まで１４ｋｍの距離にあり、それらの町へアクセスする幹線道路上に位置する。現在は、1998 年の洪水による通行不能のコンクリート橋に変わり人・力車が通行可能な竹橋が架かり、雨季の期間車輌等の通行は完全に遮断される。また、本橋の後背地域（裨益推定人口８万５千人）は農産物（米、小麦、野菜、菜種油）の多品種に渉る生産が盛んで、洪水以来その地域経済・社会基盤整備に対し大きな障害となっている。従って、本橋の架橋による通年交通の確保はこの地域にとり必要・不可欠なものである。

05-03-06 橋梁

本橋は Garpara-Saturia 間の道路上で大市場・学校のある Saturia HQ まで国道経由で約８ｋｍ、病院のある県庁 Manikganj まで主要幹線道路経由で約６ｋｍの距離に位置する。架橋位置周辺は県庁に近くその地域ネットワーク圏内に属する。本橋梁の周辺地域（裨益推定人口５万人）には豊富で多種な農産物（米、小麦、野菜、菜種油、タバコ）の生産が盛んで、力車・人力による物流が、雨季にはこれらの交通が完全に遮断される。従って、本橋の架橋は通年交通の確保による地域経済の発展・社会生活機能の向上の面で高い効果があると考えられる。

05-03-N1 橋梁

本橋は病院・学校のある Manikganj 町まで約１６ｋｍ、Manikganj 町にアクセスする国道まで約１ｋｍの距離にあり、大市場のある Saturia HQ まで約２ｋｍと近接し地域ネットワーク圏内に位置する。旧橋は 1998 年の洪水により通行不能となり、未だその復旧はなされていない。本橋梁の後背地域（裨益推定人口４万人）には豊富な農産物（米、小麦、野菜、菜種油）生産が盛んであるが、雨季には交通が完全に遮断される。従って、本橋の架橋は通年交通の確保による地域経済の発展・社会生活機能の整備の面で高い効果があると考えられる。

05-04-10 橋梁

本橋は 05-04-11 橋梁と同じ路線上に位置し、その架橋による効果を拡大するため、優先順位を上げる。

05-04-11 橋梁

本橋は大市場がある Baghutia 村、Bachamara 村および Daulatpur HQ、さらには大市場・学校・病院のある Ghior HQ にアクセスする主要幹線上の中間に位置し、Daulatpur HQ、Ghior HQ までそれぞれ約１０ｋｍの距離にある。また、この地域は 1998 年の洪水による被害のため、農産物の輸送・人の移動は乾季の軽交通が頼りで雨季には交通が完全に遮断され、地域経済の発展・社会生活機能の確保の面で大きな障害となっている。本橋周辺市域（裨益推定人口８万人）の豊富で多品種に渉る農産品（米、小麦、野菜、菜種油）を安定的に出荷することは、生活水準の向上・社会生活機能の整備の面で必要・不可欠である。

05-05-N5 橋梁

本橋は多数の村落市場がある Jhitka 村、Galla 村まで約６ｋｍ、病院・学校の存在する Harirampur HQ まで１２ｋｍの距離に位置する。Jhitka 村、Galla 村は周辺地区からの路線が集中し、Manikganj HQ に結ぶ国道へのアクセスの拠点を担っている。現在、本橋周辺地域（裨益推定人口４万人）の豊富な農産品（米、小麦、野菜、菜種油）は牛車、力車、人力により渡河、搬出され、雨季には交通が完全に遮断される。従って、本橋の架橋は物流の拡大・社会生活機能の確保の上で高い効果が見込めるものと考えられる。

5.　ラジバリ県

11-02-N1 橋梁

本橋はRajbari HQまで１２ｋｍ､村落市場のあるSonapur村まで１ｋｍ、Mandapur 村まで３ｋｍで両町を結ぶ幹線の中間に位置し、病院のあるKhanganj町までは同一幹線経由で５ｋｍの距離にある。橋梁の周辺・後背地域（裨益推定人口約３万５千人）には豊富な農産物（米、小麦、野菜、菜種油）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋により車輌等による物流・人の移動の拡大、アクセス時間の短縮と合わせ地域全体の活性化が期待できる。

6.　ゴパルゴンジ県

12-02-N1 橋梁

本橋は病院のある Gopalganj HQ（国道経由）まで約１０ｋｍ、村落市場のある Kasiani 村まで２ｋｍの距離で、橋梁は Kasiani 村に接続する主要幹線上に位置する。橋梁の周辺地域（裨益推定人口４万人）には豊富な農産物（米、菜種油）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋により車輌等による物流・人の移動の拡大、アクセス時間の短縮と合わせ地域全体の活性化が期待できる。

12-03-N1 橋梁

本橋は病院のある Muksudpur HQ（国道経由）まで約６ｋｍ、村落市場のあるKhandarpar村まで約７００ｍの距離に位置する。橋梁の周辺地域（裨益推定人口４万人）には豊富な農産物（米、豆類、菜種油）の産地が控え、現状はそれら産品を力車、人力により渡河、搬出され、雨季の期間これらの交通は完全に遮断される。従って、本橋の架橋は車輌等による物流・人の移動を容易にし、社会生活機能の確保の上で高い効果が見込めるものと考えられる。

12-04-N1 橋梁

本橋はGopalganj HQ（国道経由）まで約１０ｋｍ、村落市場・病院のある Patgati 村まで約２ｋｍの位置で、橋梁は Patgati 村に接続する幹線まで約５００ｍの距離にある。現在コンクリート橋が架かっているが幅員が狭く（Ｂ＝２．０ｍ)その損傷が激しいため人の移動のみが可能である。橋梁の周辺地域（裨益推定人口３万５千人）には豊富な農産物（米、菜種油）の産地が控え、現状はそれらの移動を人のみが通行可能な旧橋に頼り、雨季の期間もその交通は制約を受ける。従って、本橋の架け換えにより車輌等による物流・人の移動の促進、アクセス時間の短縮等周辺地域の活性化が期待できる。

7.　ファリドプル県

16-07-01 橋梁

本橋の架橋位置は物流・商業の拠点で病院・学校も存在する Sadarpur 町から約３ｋｍで、Krishnapur 町にアクセスする幹線まで約１００ｍの距離にある。また、橋梁の後背地域（裨益推定人口３万５千人）には豊富な農産物（米、小麦、野菜、菜種油）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を容易にし、そのアクセス時間の短縮と合わせ後背地域の生活基盤の安定およびその活性化を促進させるものと考えられる。

8.　コミラ県

19-05-06 橋梁

本橋は病院のある MuradNagar 町まで１８ｋｍ、村落市場のある Bangora East 村まで５ｋｍの距離で、主要国道と幹線を接続する道路上に位置し、国道まで約１ｋｍの距離にある。橋梁の周辺地域（裨益推定人口３万５千人）には豊富な農産物（米、野菜、麻）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を拡大し、そのアクセス時間の短縮と合わせ周辺全域の経済の発展・生活基盤の向上が期待できる。

9.　バリア県

20-05-01 橋梁

本橋は病院のある MuradNagar 町まで１８ｋｍ、村落市場のある Shibpur 村まで５ｋｍの距離で、主要幹線道路上に位置し、国道まで約１ｋｍの距離にある。橋梁の周辺地域（裨益推定人口３万５千人）には豊富な農産物（米、野菜、麻）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を促進し、そのアクセス時間の短縮と合わせ周辺地域の活性化および社会生活機能の確保に高い効果が期待できる。

10.　チャンドプル県

21-04-N1 橋梁

本橋は病院のある Kachua 町まで２２ｋｍ、村落市場のある Sachar 村まで７ｋｍの距離で、主要幹線道路上に位置し、国道まで約１ｋｍの距離にある。橋梁の周辺地域（裨益推定人口２万人）には豊富な農産物（米、野菜、麻）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を促進し、そのアクセス時間の短縮と合わせ周辺地域の活性化および社会生活機能の確保に高い効果が期待できる。

21-04-N4 橋梁

本橋は大市場・病院のある Kachua HQ まで４ｋｍ、コミラに通ずる国道まで１５ｋｍの距離に位置する。橋梁の周辺・後背地域（裨益推定人口３万人）には豊富な農・水産物（米、野菜、魚類）の産地が控え、現状はこれらの移動を力車、人のみが通行可能な竹橋に頼り、雨季の期間この交通は完全に遮断される。従って、本橋の架橋が物流・人の移動を容易にし、そのアクセス時間の短縮と合わせ周辺地域の活性化および社会生活機能の確保に高い効果が期待できる。

11.　フェニ県

22-02-06 橋梁

本橋は 22-02-04 橋の北側約３ｋｍの距離で、前橋に同じく村落市場のある Porshuram 村に接続する道路上に位置し約９ｋｍの距離にある。本橋の周辺地域（裨益推定人口１万５千人）には豊富な農産物（米、野菜）の産地が控え，現在はそれらの農産物を牛車、力車、人力により渡河、搬出しており、雨季の期間それらの通行は完全に遮断される。従って、本橋の架橋は物流の促進・社会生活機能の確保の上で高い効果が期待できる。

12.　ノアカリ県

23-02-10 橋梁

本橋は病院のある Noakhali HQ まで１０ｋｍ、Lakshmipur - Feni を接続する主要国道まで８ｋｍ、村落市場のある Amishapara 村まで１ｋｍの距離に位置する。橋梁の周辺地域（裨益推定人口２万人）には豊富な農産物（米、野菜、麻）の産地が控え、現状はそれら産物の移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋により物流・人の移動を促進し、そのアクセス時間の短縮と合わせ周辺地域の活性化および社会生活機能の確保に高い効果が期待できる。

13.　ラクスミプル県

24-03-01 橋梁

本橋は病院、村落市場のある Ramganj 町まで８ｋｍ、Lakshmipur － Comilla を接続する主要国道まで１ｋｍの道路上に位置する。現在の架橋位置には小幅員２．０ｍのコンクリート橋が架かり，利用交通は人と力車が中心である。また、本路線は主要幹線道路と国道を結ぶ横断道路としての機能が高く、周辺地域（裨益推定人口２万人）の豊富な農産物（米、野菜）の搬出を含め将来交通の急速な増加が予測される。LGED はこれらの効率的な整備の一環として橋梁取り付け道路の整備に着手しており、本橋の架橋がこの整備に必要・不可欠なものである。

14.　ナトレ県

52-03-N1 橋梁

本橋は国道（Natore-Bogra）経由で大市場・病院が存在する Natore HQ まで約１０ｋｍ、村落市場、学校が存在する Dighapatia 村まで主要幹線経由で３ｋｍ、Hatiandaha 村まで２００ｍの距離に位置する。橋梁の周辺地域（裨益推定人口２０万人）には豊富な農産物（米、野菜、菜種油、サトウキビ）の産地が控え、現状はそれら産物の移動を力車、人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を容易にし、そのアクセス時間の短縮と合わせ周辺地域全体の発展および社会生活の向上に高い効果が期待できる。

52-05-01 橋梁

本橋は大市場・病院が存在する Baraigram 町まで国道（Natore-Pabna）経由で約６ｋｍ、前記国道沿いで村落市場、学校を有する Kadam Chilan 村まで３００ｍの距離に位置する。橋梁の後背地域（裨益推定人口５万人）には豊富な農産物（米、野菜、菜種油、バナナ）の産地が控え、現状はそれら産物の移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を容易にし、そのアクセス時間の短縮と合わせ周辺地域全体の発展および社会生活の向上に高い効果が期待できる。

15.　シラジゴンジ県

55-01-N1 橋梁

本橋は大市場・病院が存在する Sirajganj HQ まで約１４ｋｍの距離で、村落市場、学校を有する Baghbati 村まで４ｋｍに位置する。橋梁の周辺地域（裨益推定人口８万５千人）には豊富で多種に亘る農産物（米、小麦、野菜、菜種油、サトウキビ）の産地が控え、現在はそれら産物の移動を力車、人力により搬出しており、雨季の期間それらの通行は完全に遮断される。従って、本橋の架橋は物流の促進・社会生活機能の確保の上で高い効果が期待できる。

55-01-N2 橋梁

本橋は 55-01-N1 橋梁と同じ路線上に位置し、その架橋に効果をさらに拡大する。

55-02-01 橋梁

本橋の架橋位置はジャムナ河を挟んだ対岸に位置し大市場、病院の存在する Tangail HQ から約３０ｋｍ、村落市場､学校が存在する Chowhali 村まで６ｋｍの距離にある。また、本橋は幹線道路上に隣接し Manikganj 県へのアクセスをも容易にするものである。本橋の周辺・後背地域（裨益推定人口３万５千人）には多種に亘る農産物（米、小麦、野菜、菜種油、サトウキビ）の生産と加工業（織物、縫製）が盛んで、それら産品の安定的供給が望まれている。現在はそれらの産品を牛車、力車、人力により搬出しており、雨季の期間それらの通行は完全に遮断される。従って、本橋の架橋は物流の促進・社会生活機能の確保の上で高い効果が期待できる。

55-07-06 橋梁

本橋は大市場、病院の存在する Ullapara HQ まで国道（Ullapara-Tarash）経由で約５ｋｍ、前記国道まで約１ｋｍの距離に位置する。本橋の後背地域（裨益推定人口１万５千人）は多種に亘る農産物（米、小麦、野菜、菜種油、サトウキビ）の生産が盛んで、現状はそれらの産品を人のみ通行可能な竹橋に頼り、雨季の期間この交通は完全に遮断される。従って、本橋の架橋が物流の促進・社会生活機能の確保の上で高い効果が期待できる。

55-07-13 橋梁

本橋は大市場、病院の存在する Ullapara HQ まで国道（Ullapara-Tarash）経由で約７ｋｍ、前記国道まで約１ｋｍの距離に位置する。本橋の後背地域（裨益推定人口２万人）は農産物（米、小麦、野菜、菜種油）の生産が盛んで、現状はそれらの産品を牛車、力車、人力により搬出しており、雨季の期間この交通は完全に遮断される。従って、本橋の架橋が物流の促進・社会生活機能の確保の上で高い効果が期待できる。

16.　パブナ県

56-02-01 橋梁

本橋は大市場の存在する Chatmohar HQ まで国道(Natore-Chatmohar - Bhangura）経由で４ｋｍ、病院の存在する Bhangura 町まで約１２ｋｍ、前記国道から架橋位置まで約２ｋｍの距離に位置する。本橋の周辺地域（裨益推定人口５万人）は多種に亘る農産物（米、小麦、野菜、菜種油、サトウキビ）の生産が盛んで、現状はそれらの産品を力車、人のみ通行可能な竹橋に頼り、雨季の期間この交通は完全に遮断される。従って、本橋の架橋が物流の促進・社会生活機能の確保の上で高い効果が期待できる。

56-03-01 橋梁

本橋は大市場の存在するFaridpur HQまで国道(Bhangura - Faridpur -Sirajganj) 経由で４ｋｍ、病院の存在するBhangura 町まで約１２ｋｍ、前記国道から架橋位置まで約２ｋｍの距離で主要幹線上に位置する。本橋の周辺地域（裨益推定人口４万人）は多種に亘る農産物（米、小麦、野菜、菜種油、サトウキビ、トウモロコシ）の生産が盛んで、現状はそれらの産品を力車、人のみ通行可能な竹橋に頼り、雨季の期間この交通は完全に遮断される。従って、本橋の架橋が物流の促進・社会生活機能の確保の上で高い効果が期待できる。

17.　ボグラ県

57-01-02 橋梁

本橋は大市場､病院の存在するBogra HQから約２５ｋｍ、村落市場、学校の存在する Majhira 村まで約７ｋｍに位置する。本橋の周辺地域（裨益推定人口３万５千人）には豊富な農産物（米、小麦、菜種油）の産地が控え、物流の現状は小舟を利用した渡河で力車、人力により搬送、雨季の期間のこれらの交通は完全に遮断される。従って、本橋の架橋は物流の促進・社会生活機能の確保の上で高い効果が期待できる。

57-01-04 橋梁

本橋は大市場､病院の存在するBogra HQから約２５ｋｍ、村落市場、学校の存在する Majhira 村まで約７ｋｍに位置する。本橋の周辺地域（裨益推定人口７万人）には豊富な農産物（米、小麦、菜種油）の産地が控え、物流の現状は竹橋を利用した力車、人力により渡河、雨季の期間のこれらの交通は完全に遮断される。従って、本橋の架橋は物流の促進・社会生活機能の確保の上で高い効果が期待できる。

57-01-06 橋梁

本橋は大市場、病院の存在するBogra HQから約６ｋｍ、そのBogra HQに接続する国道まで約１ｋｍの主要幹線上に位置する。この区域は国道・主要幹線の道路網の発達し県庁ボグラの地域ネットワーク圏に属している。本橋の後背地域（裨益推定人口５万人）は豊富な農産物（米、野菜、バナナ、菜種油）の産地で、物流の現状は渡河を人力に頼り国道までは牛車、リキシャにより搬送しており、雨季の期間はこれらの交通が完全に遮断される。従って、本橋の架橋は広大な後背地域の安定的な物流・社会生活機能の確保の上で高い効果が期待できる。

資料 11-2 第二期施工橋梁

1. ダッカ県

01-03-02 橋梁

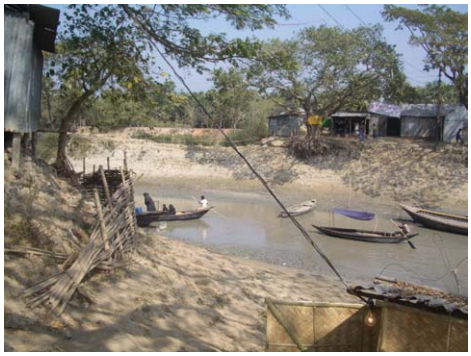
本橋は多くの市場や学校、病院などの主要機能が集中した経済・商業と教育の中心地である Uttara の町まで 5km 程度と近い位置にある．周辺地域は米や小麦などの農産物の生産が盛んで，多くのバザールも点在している．また，本路線は Dumni の町へつながる新しい道路網の一部でもある．しかし物流の現状は，乾季には竹橋で確保されているが，それ以外の時期には完全に遮断され、生活維持と地域経済発展に障害を与えている．従って、本橋は通年の地域経済活動のみならず、新しい道路ネットワークを形成するもので，大きな裨益効果が期待される。

01-06-N1 橋梁

本橋は Dhamrai・Nayer hat・Pathalia・Savar・Rowail・Suapur・Nannar・Kalampur hat・Sombhag といった大市場や政府機関がある町や村に周辺を囲まれており、その中心に位置している．周辺地域は米を中心として野菜や小麦などの農産物の生産が非常に盛んである。しかし物流の現状は、乾季には竹橋で確保されているが、それ以外の時期には完全に遮断され、生活維持と地域経済発展に障害を与えている。従って、本橋は１年を通した地域経済活動が可能となり、大きな裨益効果が期待できる。

2. ナラヤンゴンジ県

03-04-01 橋梁



本橋の周辺地域は米を中心として野菜や小麦などの農産物の生産が盛んであるが、小さなバザールが数箇所あるぐらいで、大市場や病院はかなり離れた場所に存在する。従って、生活に対して多くの不便さと貧困があり、生活水準が非常に低い地区であると言える。物流の現状は、橋梁が無いために小舟による渡河に頼っている。そのため、力車・バスやトラックが通行できないため、物流や人の移動が活発にならず、地域経済の発展に対して大きな障害となっている。従って、本橋は１年を通した地域経済活動が可能となり、大きな裨益効果が見込める。

3. ムンシゴンジ県

04-02-03 橋梁

本路線は大市場がある Hossaindi の町にアクセス道路で、病院・学校や大市場のある Bhaber Chal の町へつながる National Road に接続する重要路線である。また、周辺地域は米を中心として野菜や小麦などの農産物の生産と紡績が非常に盛んである。しかし現在の架橋位置は、人のみが渡る事のできる簡易的な竹橋が架かっており，トラックやバス・力車を利用した物流や人の移動が全くできず，地域経済発展の障害になっている．従って、本橋は１年を通した地域経済活動が可能となり、大きな裨益効果が見込める。

04-02-N5 橋梁

本橋は 04-02-03 橋梁と同じ路線上に位置し、その架橋による効果を拡大させるために 04-02-03 橋梁と同じ時期に施工することとした。

04-05-04 橋梁

本路線は大市場がある Sekharnagar の町にアクセス道路で、病院・学校や大市場のある Sreenagar の町へつながる National Road に接続する重要路線である。周辺地域は米を中心として野菜や小麦などの農産物の生産が盛んである。しかし物流の現状は，乾季には竹橋で確保されているが，それ以外の時期には河川幅が 100m となる上，水深も 5m 以上となるため，完全に遮断されてしまい，生活維持と地域経済発展の障害になっている．従って、本橋は 1 年を通した生活水準の維持と地域経済活動が可能となり、大きな裨益効果が期待できる。

4. マニクゴンジ県

05-01-01 橋梁

本地域は、Dhaka の中心地と、経済と商業の中心地である Manikganj を結ぶ Regional Road に非常に近く、その Road 沿いには数多くのバザールが点在している．さらに大市場がある Jotmantop Hat の町や病院と大市場のある Singair の町や Maniknagar Hat の町側へのアクセスも可能である。周辺地域は米を中心に小麦・菜種油などの農産物が豊富である．しかし物流の現状は、乾季は支障がないが、乾季以外の時期は河川幅が広がり、水深も上昇するために遮断されて地域経済の発展に支障をきたしている。従って、本橋は通年を通じてその生活水準の維持と地域社会の活性化につながり、裨益効果（推定裨益人口も 10 万人）は絶大である。

05-04-04 橋梁

本地域は大市場がある Bachamapa Hat の町に隣接しており、市場や病院がある Daulatpur の町まで 6km、Shamganj の町まで 7km と近く、アクセスが容易である。本橋周辺は米を中心に野菜・小麦・菜種油などの農産物が豊富な地域である。しかし物流の現状は、乾季は河川に水がないために支障はないが、それ以外の時期には河川幅が大きく広がり、物流などは完全に遮断されてしまい、地域経済の発展に支障をきたしている。従って、本橋は通年を通じた生活導線を確保して、その地域生活水準を維持し、地域経済を活性化させることが期待できる。

05-04-05 橋梁

本橋は 05-04-04 橋梁と同じ路線上に位置し、その架橋による効果を拡大させるために 05-04-04 橋梁と同じ時期に施工することとした。

05-05-N2 橋梁

本路線は、Dhaka の中心地と経済・商業の中心地である Manikganj を結ぶ Regional Road にアクセスする道路で、その反対方向は大市場がある Bailarteakl の町や Nayar Hat の町へアクセスできる。横断道路としての役割もある。本橋周辺は米を中心に小麦・菜種油などの農産物が豊富な地域である．しかし物流の現状は、乾季は河川に水がないために支障はないが、乾季以外の時期は河川幅が広がり増水するため、物流などが遮断され，地域経済の発展に支障をきたしている．従って、本橋は通年を通じてその生活水準の維持と地域社会の活性化につながるものと期待される。

05-06-02 橋梁

本橋は National Road に面した大市場や病院のある Shivalaya や Uthali の町まで 2km 程度と非常に近い。また、本路線は大市場や病院がある Ghior の町へのアクセス路線として大きな役割を担っている。周辺地域は米を中心に野菜・小麦・菜種油などの農産物が豊富な地域である。しかし物流の現状は、乾季は河川に水がないために支障はないが、乾季以外の時期には河川幅が広がり増水するため、物流などが遮断されて地域経済の発展に支障をきたしている。従って、本橋は１年を通した経済活動と安定した生活基盤を築き上げることが可能となり、その地域経済の発展に大きく寄与するものと考える。

5.　ラジバリ県

11-03-01 橋梁

本橋周辺は米や野菜を中心に麻・小麦などの農産物が豊富な地域である。架橋位置には小さなバザールが河川に接するように存在しているが、橋が無いため渡河は小さなボートに頼っている。そこで架橋すれば、本地域から 13km ほど離れた大市場がある Pangsha の町へのアクセス時間が短縮されて便利になる上に、トラックや力車による物流や人の移動が盛んになり、地域経済活動が活発になる。また、本地域からわずか 3.5km しか離れていない Kalimahar の町に病院があるため、対岸地区に居住する人々も常時活用することが可能となってくる。

6. ゴパルゴンジ県

12-02-N2 橋梁

本橋からわずか 0.5km の位置に Komaria Hat の町の大市場があり、周辺地域は米を中心とした農産物の生産が盛んである。しかしその架橋位置には現在，橋がなく，渡河は小船を利用している。そこで、本橋を架橋すれば、トラック・バスや力車の通行が可能になり、物流や人の移動が活発になる。また、Komaria Hat の町の大市場へのアクセス時間も短縮できる。さらに道路整備ができている Regional Road を経由することにより、病院のある Gopinathpur の町へのアクセス時間も短縮される。よって、本橋は地域社会経済の発展（推定裨益人口：4 万人）に大きく寄与するものと考える。

12-03-03 橋梁

本地域は大市場がある Khandarpar の町まで 3km 程度、National Road までも 5km 程度と非常に近い。周辺地域は米を中心として菜種油や豆などの農産物の生産が盛んである。しかしその架橋位置の河川は常時、幅 42m、水深 0.9m もあり、現在は竹橋が架かっているだけである。特に乾季以外の時期には，河川幅が 53m 以上，水深も 3.8m 以上となるため、物流や人の移動が完全に遮断されてしまい、生活維持と地域経済発展の障害になっている．従って、本橋は 1 年を通した生活水準の維持と地域経済活動の活性化につながり、大きな裨益効果が得られる。

12-03-06 橋梁

本地域は大市場がある Maharajpur の町と Dignagar の町と Raghdi の町の 3 方向へのアクセスが可能で、それぞれの町は National Road との接続点となっている。周辺地域は米を中心に麻や豆などの農産物の生産が盛んである。しかしその架橋位置には竹橋が架かっているだけで、乾季以外の時期は河川幅 42m、水深 3.6m 以上となり，物流や人の移動は遮断されてしまい、生活維持と地域経済発展の障害になっている。従って、本橋は 1 年を通した生活水準の維持と地域経済活動の活性化につながり、大きな裨益効果(推定裨益人口:3 万人)を得ることができる。

7. ファリドプル県

16-01-N2 橋梁

本橋の架橋位置は病院・学校等が多数存在する地域経済・商業の中心地 Faridpur 町から約 3km に位置し、Faridpur 町へのアクセスする国道まで約 100m の距離にある。また、橋梁の後背地域（裨益推定人口約 3 万人）には豊富な農産物（米、小麦、野菜、菜種油）の産地が控え、現状はそれらの移動を人のみが通行可能な竹橋に頼り、雨季には完全に交通が遮断される。従って、本橋の架橋が車輌等による物流・人の移動を容易にし、そのアクセス時間の短縮と合わせ後背地域の生活基盤の安定およびその活性化を促進させるものと考えられる。

8.　コミラ県

19-10-N1 橋梁

本橋は経済と商業の中心地で病院や学校も存在する Homna の町に 6km 程度と近く、本路線は 4km 程離れた National Road に直接アクセスしている。周辺地域は米を中心に野菜・麻などの農産物が豊富な地域で、対岸側には 4 箇所の小さなバザールが点在している。しかし現在の物流は、橋が無いためにトラックは大きく迂回して Homna の町へアクセスしている。従って、本橋は物流や人の移動が盛んになり，アクセス時間も短縮できる。主要地区周辺の貧困地区を活性化することで，その周辺地区全体に裨益効果（推定裨益人口：25,000 人）が得られる。

9.　チャンドプル県

21-01-N1 橋梁

本地域から経済と商業の中心地 Chandpur の町まで 12km 程度、大市場のある Babul hat や Matlab hat まで 7km 程度、Lalpur hat まで 2km 程度で 4 つの町の中心に位置している。また National Road まで 2km 程度である。周辺地域は米を中心に野菜などの農産物の生産が盛んで、多くのバザールが点在している。しかし現状は竹橋があるだけで、乾季以外の時期には交通が遮断され、生活維持と地域経済発展に障害を与えている。従って、本橋は 1 年を通した地域経済活動のみならず、新しい物流ネットワークも形成されて、アクセス時間も短縮されてより広域な裨益効果（推定裨益人口：22,000 人）が期待できる。

21-01-N2 橋梁

本橋は 21-01-N2 橋梁と同じ路線上に位置し、その架橋による効果を拡大させるために 21-01-N2 橋梁と同じ時期に施工することとした。

10.　フェニ県

22-02-04 橋梁

本橋は首都 Dhaka と Comilla、Chittagong 県を結ぶ主要国道に沿い村落市場のある Porshuram 村に接続する道路上に位置し約 5km の距離にある。本橋の後背地域（裨益推定人口 2 万人）は農産物（米、野菜）の生産と加工業（木材加工、竹製品）が盛んである。現在はそれらの産品を人力等により渡河しており、雨季には遮断される。従って、本橋の架橋は物流の拡大・社会生活機能の確保の上で高い効果が見込める。また、現在の物流の拠点である Fulgazi 村との接続も含め、より広域な地域ネットワークが構築されその効果はさらに高いものになる。

11.　ナトレ県

52-04-02 橋梁

本橋は大市場・病院が存在する Baraigram 町まで約 9km の距離で、村落市場、学校を有する Majgaon 村、Jonail 村、Nagar 村の上記 4 箇町・村のちょうど中間に位置する。橋梁の周辺地域（裨益推定人口 5 万人）には豊富な農産物（米、野菜、菜種油、サトウキビ）の産地が控え、現在はそれら産物の移動を仮盛道路に頼り、この仮盛道路は雨季毎に流失し完全に交通が遮断される。従って、本橋の架橋が物流・人の移動を促進・拡大し、そのアクセス時間の短縮と合わせ周辺地域全体の発展および社会生活の向上に高い効果が期待できる。

12.　シラジゴンジ県

55-06-01 橋梁

本地域は病院や学校・大市場が存在する主要都市である Tarash の町まで 6km 程度と近い。本橋周辺は米を中心に野菜・麻・小麦・菜種油などの農産物が豊富な地域である。しかし現在、架橋位置には竹橋が架かっているだけで、乾期以外の時期は河川幅が広がり、水位も上昇して通行は完全に遮断されてしまい、地域経済の発展に支障をきたしている。従って、架橋によってトラック・力車や人の通行が 1 年を通して可能となることで、物流が盛んとなり、地域経済活動が活発になる。その裨益効果（推定裨益人口：25,000 人）は大きい。

55-06-02 橋梁

本橋は 55-06-01 橋梁と同じ路線上に位置し、その架橋による効果を拡大させるために 55-06-01 橋梁と同じ時期に施工することとした。

55-07-07 橋梁

本地域は病院が存在する Ullah Para の町まで 9km 程度、大市場がある Boalia hat までは 1km 程度と非常に近い。周辺地域は米を中心に野菜・小麦などの農産物が豊富な地域であり、多くの小さなバザールが点在している。しかし架橋位置には橋が無く、乾期時には河川に水がほとんど無いためにすべて通行可能であるが、それ以外の時期には河川幅 40m、水深 3m に達してしまうため、通行が遮断されてしまう。そこで架橋すれば、トラックや力車や人の通行が 1 年を通して可能となり、物流が盛んになって地域経済活動が活発になる。その周辺地区全体の裨益効果（推定裨益人口：30,000 人）は大きい。

55-07-08 橋梁

本地域は病院が存在する Ullah Para の町まで 1km 程度、大市場がある Boalia hat までは 6km 程度と近い。本橋周辺は米を中心に野菜・小麦・麻・菜種油などの農産物が豊富な地域である。しかし架橋位置には橋が無く、乾期時には河川に水がほとんど無いために通行可能であるが、それ以外の時期には河川幅 40m、水深 2.5m に達してしまうため、通行が遮断されてしまう。そこで架橋すれば、トラックや人の通行が 1 年を通して可能となり、物流が盛んになり地域経済活動が活発になる。その周辺地区全体の裨益効果（推定裨益人口：3 万人）は大きい。

55-07-12 橋梁

本地域は病院が存在する Ullah Para の町まで 4km 程度、大市場がある Krishokganj hat までは 4km 程度と 2 つの町に近い。周辺地域は米・野菜・小麦などの農産物が豊富で、多くの小さなバザールが点在している。しかし現在、架橋位置には竹橋が架かっているが、乾季以外の時期は河川幅が広がり、水位も上昇するために通行が遮断されてしまい、地域経済の発展に支障をきたしている。そこで架橋すれば、トラックや人の通行が 1 年を通して可能になり、地域経済活動が活発になる。その裨益効果（推定裨益人口：15,000 人）は大きいものと考えた。

13. パブナ県

56-01-02 橋梁

本橋は大市場、病院の存在する Pabna HQ から約 10km、村落市場、学校が存在する Dapunia 村と Maligachha 村に接続する主要幹線上の中間約 2.5km の距離に位置する。またこの区域は国道・主要幹線の道路網の発達と相まって県庁パブナの地域ネットワーク圏に属している。本橋の周辺地域(裨益推定人口 4 万人)には豊富な農産物(米、野菜、菜種油、サトウキビ）の産地が控え、現在これら産品を河床の仮盛土の施工により搬出しているが、雨季には交通が遮断される。従って、本橋の架橋は周辺地域を含めた地域ネットワーク圏全体の安定的な物流の拡大・社会生活機能の向上の上で高い効果が期待できる。

14. ボグラ県

57-02-N3 橋梁

本地域は大市場が存在する主要都市である Sherpur の町まで 4km 程度と非常に近い。また，本地域から National Road に容易にアクセスできる。周辺は米・野菜・小麦などの農産物が豊富で、多くの小さなバザールが点在している。しかし現在，架橋位置には橋が無い。特に雨期には河川幅が 50m に広がり、水位も 4.5m に上昇するために通行が遮断されてしまい、地域経済の発展に支障をきたしている。そこで架橋すれば、トラックや人の通行が 1 年を通して可能となり、地域経済活動が Sherpur の町を含めて広域にわたって活発になる。その裨益効果（推定裨益人口：30 万人）は非常に大きい。

57-02-N5 橋梁

本地域は大市場が存在する主要都市である Sherpur の町まで 4km 程度と非常に近く、National Road へのアクセスは容易にできる。本橋周辺は米を中心に麻・小麦などの農産物が豊富で、多くの小さなバザールが点在している。現在，架橋位置には橋が無く、乾季は水位が低いので通行は可能であるが，それ以外の時期には河川幅 50m まで広がり、水位も 3m まで上昇するため、通行は遮断されてしまい、地域経済の発展に支障をきたしている。架橋すれば、トラックや人の通行が 1 年を通して可能となることで、物流が盛んになり、地域経済活動が Sherpur の町を含めて広域にわたって活発になる。その裨益効果（推定裨益人口：15 万人）は非常に大きい。

57-09-02 橋梁

本地域は病院や学校や大市場が存在する主要都市である Dhupchachia の町まで約 6km、大市場のある Mathurapur の町までは 1km 程度と非常に近い。本橋周辺は米・麻・小麦などの農産物が豊富で、多くの大小の市場も点在している。しかし現在，架橋位置には橋が無く、乾季以外の時期には河川幅が広がり、水位も上昇するため、通行は遮断されてしまい、地域経済の発展に大きく支障をきたしている。そこで架橋すれば、トラックや人の通行が 1 年を通して可能となることで、物流が盛んになり、地域経済活動が周辺地域を含めて広域にわたって活発になる。その裨益効果（推定裨益人口：4 万人）は大きい。