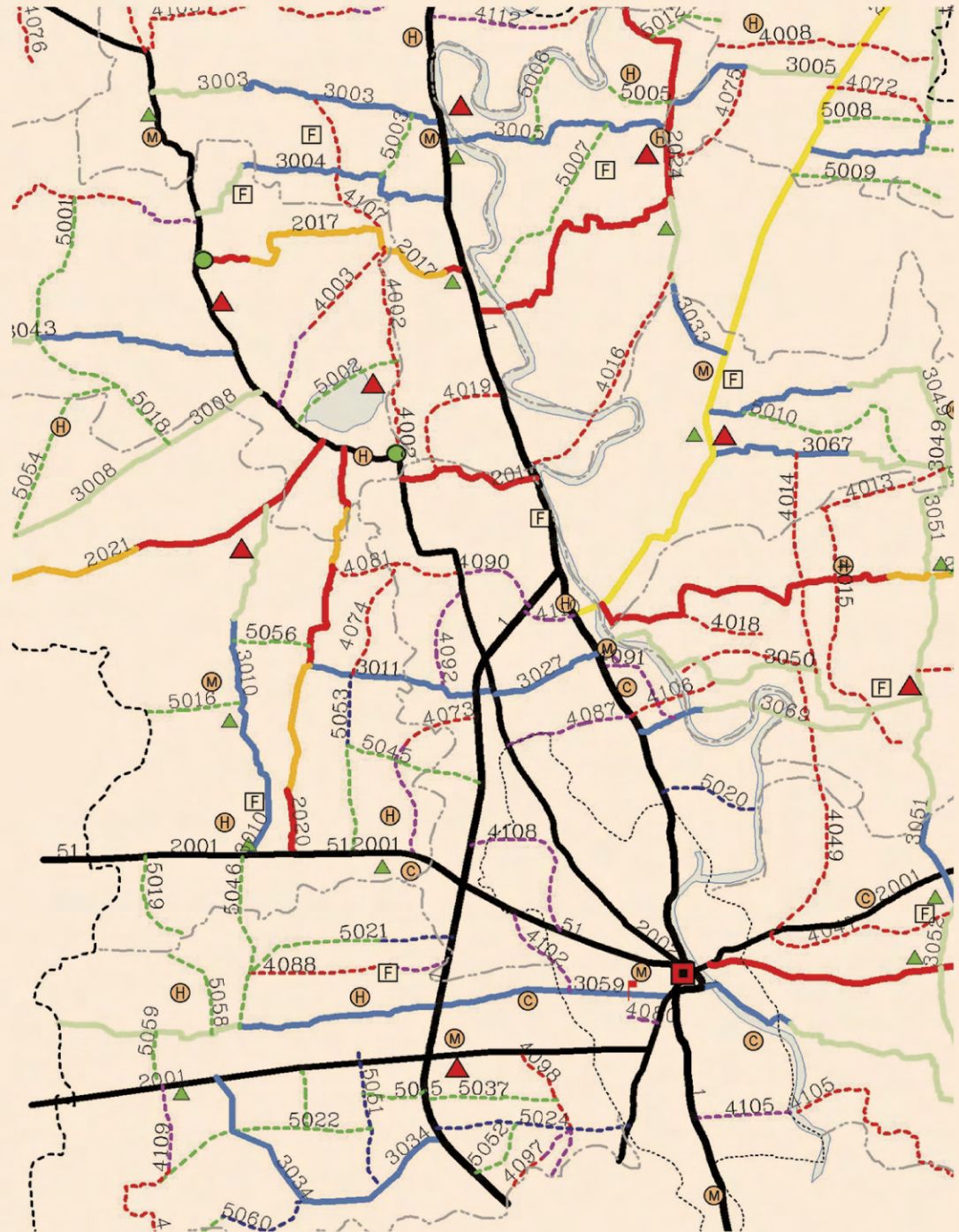




**Local Government Engineering Department (LGED)  
and  
Japan International Cooperation Agency (JICA)**



# **DHAKA DIVISION**

**Rural Infrastructure Maintenance Management Unit (RIMMU)**

**March 2005**

**INVENTORY OF LGED ROAD NETWORK**

## **PREFACE**

It is a matter of satisfaction that LGED Road Database has been published through compilation of data that represent all relevant information of rural road network of the country in a structured manner. The Rural Infrastructure Maintenance Management Unit of LGED (former Rural Infrastructure Maintenance Cell) took up the initiative to create a road inventory database in mid nineties to register all of its road assets country-wide with the help of customized software called, Road and Structure Database Management System. The said database was designed to accommodate all relevant information on the road network sequentially and the system was upgraded from time to time to cater the growing needs. In general, the purpose of this database is to use it in planning and management of LGED's rural road network by providing detailed information on roads and structures. In particular, from maintenance point of view this helps to draw up comprehensive maintenance program including rational allocation of fund based on various parameters and physical condition of the road network.

According to recent road re-classification, LGED is responsible for construction, development and maintenance of three classes of roads, which has been named as Upazila Road, Union Road and Village Road (category A & B) in association with Local Government Institution. The basic information about these roads like, road name, road type, length, surface type, condition, structure number with span, existing gaps with length, etc. has been made available in the road inventory. Side by side, corresponding spatial data are also provided in the road map comprising this document. Updating of this road database is a continuous process as the road condition, surface type etc. are changing continuously.

Through publication of this document I wish to reiterate propagation of this message of preference for systematic planning and management of cost-effective development and maintenance of rural roads country-wide within the sphere of LGED, being fully conducive with respect to setting priority and optimal utilization of country's limited resources and alleviating poverty.

Technology is continuously advancing and innovations are taking place to cater the needs of the changing time, so is this document and software. This document is certainly not the compilation of static data; rather it will require periodic revisions, updating and refinement. Continuous updating of data is taking place in a planned way. Constructive and meaningful suggestion from any quarter to that respect will profoundly be acknowledged. I like to take this opportunity to extend thanks to JICA for their excellent cooperation to this effort.

I find myself of high spontaneity in expressing my pleasure to stamping this publication for LGED's use of highest order with regard to planning and management of rural roads of the country that would hopefully bring out the best in all of us.

  
**(Md. Shahidul Hassan)**

## *Preface*

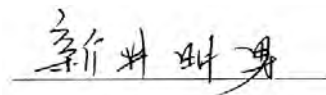
The importance of infrastructure in catalyzing development is well-known. With a predominantly rural economy, infrastructure plays a vital role in supporting socio-economic development of Bangladesh, which is dependent on roads for commercial activities and at the same time delivery of government services.

The Local Government Engineering Department (LGED) is one of the leading government organizations responsible for planning and implementation of rural infrastructure development and is a driving force in national development in Bangladesh. Over the decades of experience LGED has shown its active involvement in rural infrastructure development. Starting with only 4,000 km of primary and secondary highway networks in 1971, Bangladesh has now an extensive road network of nearly 223,000 km covering four broad categories of roads – national highway, regional highway, feeder road and rural road.

LGED has the responsibility of constructing and maintaining the rural road network. To restructure the organization with effective management system, the Rural Development Engineering Centre (RDEC) Setting-up Project, the technical cooperation project between LGED and JICA has been started. The project took over relevant engineering functions developed at the Head Office and different projects of LGED in the field of planning, designing, quality control, research and development. It is expected that the centre will strengthen the engineering capacity of LGED Head Office, field level organizations and local government institutions, not only in the fields of civil works, but also in social, economic and environmental areas through the provision of different technical support programs.

The Inventory of LGED Road Network is one of the remarkable outputs of technical cooperation between LGED and JICA. This publication would certainly serve as a source of information on the trend of development of rural road network of the country. I hope the data accumulated in the inventory would be used for effective planning and maintenance of rural roads and other infrastructural development and at the same time contribute to the steady progress of rural infrastructure development of Bangladesh.

I congratulate the LGED officials and JICA Experts for their effort in preparing this inventory.



Akio ARAI  
Resident Representative  
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## Acknowledgement

It's an excellent piece of documentation work on LGED road network and achievements of LGED's different rural infrastructure building initiatives. It does not give the mere description of the road network that has been developed and managed by LGED, but at the same time it also reflects other sectoral attribute and spatial information that has been achieved over the years date back from early 1960s.

This document is a long felt need though some stray attempts had been made earlier on a very ad-hoc basis. This is for the first time a well organised handy printed document is being published showing maps and the tabular description of roads and road infrastructure side by side, leaving scope for visualising how roads and eventual social development components are going at the very interior Bangladesh along with road and other related development.

This book shows the out-lay of the physical facilities developed throughout the country. One can easily see the trend of development of road transport infrastructure coupled with marketing out-fits, and can contemplate how country's agriculture and local agro-based cottage and small industries could be flourished in a planned way. At the same time social development status of a particular location can easily be identified by seeing the location of social infrastructure like schools, hospitals, community centres, recreation facilities etc. This book is a complete document displaying existing and future potentials of different parts of rural Bangladesh – in the field of agriculture, livestock, fisheries and other prospective areas; which could be extremely useful in rural infrastructure planning for all other Government agencies and development partners.

I want to express my heartiest gratitude to Japan International Cooperation Agency (JICA) for their fabulous help, not only for printing this very valuable document but also for the help and support for enhancing data collection methods from the field by providing equipment and training to LGED personnel. I also like to extend my special thanks to Mr. Kanezo Takeuchi, Team Leader, RDEC Setting-up Project for his continuous support and initiatives to get this document printed and giving me mental support in numerous way.

I hope everybody will find this document very useful and supportive in getting real data about rural road network throughout the country. Our sincere effort will be devoted for regular updating of this document in the years to come with my fellow colleagues who have largely contributed towards the compilation of this valuable document.



**(Akhund Habibul Alam)**  
Additional Chief Engineer.

# INVENTORY OF LGED ROAD NETWORK

## Table Of Contents

Introduction	1
Country Summary	4
Division Summary	5
Jamalpur District	6
Dewanganj Upazila	7
Islampur Upazila	10
Jamalpur-S Upazila	14
Madarganj Upazila	18
Melendah Upazila	20
Sarishabari Upazila	24
Bakshiganj Upazila	27
Sherpur District	30
Jhenaigati Upazila	31
Nakla Upazila	34
Nalitabari Upazila	37
Sherpur-S Upazila	40
Sreebordi Upazila	43
Mymensingh District	46
Haluaghat Upazila	47
Ishwarganj Upazila	52
Nandail Upazila	54
Phulpur Upazila	58
Gouripur Upazila	64
Bhaluka Upazila	69
Fulbaria Upazila	73
Gaffargaon Upazila	77
Mymensingh-S Upazila	81
Muktagacha Upazila	87
Trishal Upazila	92
Dhobaura Upazila	99
Netrokona District	102
Atpara Upazila	103
Barhatta Upazila	106
Durgapur Upazila	109
Khaliajuri Upazila	112
Kalmakanda Upazila	114
Kendua Upazila	117
Madan Upazila	121
Mohanganj Upazila	124
Netrakona-S Upazila	126
Purbadhala Upazila	130
Kishoreganj District	133
Austagram Upazila	134
Bajitpur Upazila	136
Bhairab Upazila	138
Hossainpur Upazila	140
Itna Upazila	142

## Table Of Contents

Karimganj Upazila	144
Katiadi Upazila	149
Kishoreganj-S Upazila	152
Kuliarchar Upazila	158
Nikli Upazila	160
Pakundia Upazila	162
Tarail Upazila	166
Mithamoin Upazila	170
Tangail District	172
Basail Upazila	173
Bhuapur Upazila	176
Ghatail Upazila	181
Gopalpur Upazila	185
Kalihati Upazila	189
Madhupur Upazila	193
Mirzapur Upazila	197
Nagarpur Upazila	204
Shakhipur Upazila	209
Tangail-S Upazila	212
Delduar Upazila	215
Dhaka District	217
Dhamrai Upazila	218
Dohar Upazila	222
Keraniganj Upazila	230
Nawabganj Upazila	235
Savar Upazila	242
Tejgaon Circle Upazila	250
Gazipur District	257
Gazipur-S Upazila	258
Kaliakoir Upazila	262
Kaliganj Upazila	267
Kapasias Upazila	271
Sreepur Upazila	274
Narshingdi District	282
Belabo Upazila	283
Monohardi Upazila	286
Narshingdi-S Upazila	289
Palash Upazila	294
Raipura Upazila	296
Shibpur Upazila	301
Narayanganj District	305
Araihazar Upazila	306
Sonargaon Upazila	312
Bandar Upazila	316
Rupganj Upazila	319
Narayanganj-S Upazila	326
Munshiganj District	331
Gazaria Upazila	332
Lauhajong Upazila	335
Munshiganj-S Upazila	338
Sirajdikhan Upazila	342

## Table Of Contents

Sreenagar Upazila	346
Tongibari Upazila	349
Manikganj District	354
Daulatpur Upazila	355
Ghior Upazila	358
Harirampur Upazila	360
Manikganj-S Upazila	363
Saturia Upazila	368
Shivalaya Upazila	371
Singair Upazila	374
Faridpur District	378
Alfadanga Upazila	379
Bhanga Upazila	383
Boalmari Upazila	386
Charbhadrasan Upazila	390
Faridpur-S Upazila	393
Nagarkanda Upazila	398
Sadarpur Upazila	405
Madhukhali Upazila	408
Rajbari District	411
Baliakandi Upazila	412
Goalanda Upazila	418
Pangsha Upazila	420
Rajbari-S Upazila	429
Madaripur District	439
Kalkini Upazila	440
Madaripur-S Upazila	445
Rajoir Upazila	450
Shibchar Upazila	453
Gopalganj District	457
Gopalganj-S Upazila	458
Kasiani Upazila	464
Kotwalipara Upazila	468
Muksudpur Upazila	471
Tungipara Upazila	476
Shariatpur District	478
Bhedarganj Upazila	479
Damuddya Upazila	483
Goshairhat Upazila	486
Naria Upazila	489
Shariatpur-S Upazila	492
Janjira Upazila	495



# Introduction and Structure of LGED Road Database

## 1. Background

The road transport infrastructures are the valuable asset of the country. The Government of Bangladesh and the Development Partners have invested a huge amount of resources in rural infrastructure development in Bangladesh, most of these are on road infrastructures to improve rural transport network, employment generation and contribute towards alleviation of poverty. The Local Government Engineering Department (LGED) under the Local Government Division of the Ministry of Local Government, Rural development and Cooperatives has been entrusted with the responsibilities, among others; the development, improvement and maintenance of rural infrastructures of the country. To establish a systematic planning approach with respect to setting priority and optimum utilization of country's limited resources in this sector a reliable database is pre-requisite. The purpose of this road database is to use it as a planning tool for development and improvement of rural infrastructures under LGED as a whole, and more emphasis on the planning and management of the rural road network from improvement and maintenance point of view.

The Rural Infrastructure Maintenance Management Unit of LGED (former Rural Infrastructure Maintenance Cell) took up the initiative to create a road inventory database in mid nineties to register all of its road assets country-wide with the help of customized software called, Road and Structure Database Management System. The system was developed to compile and update the information on LGED roads and the appurtenant structures all over the country using a relational database management system. It was designed to accommodate all relevant information on the road network sequentially and the system was upgraded from time to time to cater the growing needs. The current road database accommodates all basic information about road network, like; road name, road type, length, surface type, condition, structure number with span, existing gaps with span, etc. in well structured fashion.

Another important aspect of this database is that the road information stored in the database are linked to the GIS database, so that it is easily possible to make perfect matching between the road database and the road maps using a common ID number. In this way, all roads in the database are completely consistent with the roads in the road map. That means any road shown in road map should have corresponding entries in the tabular database and vice-versa. The road map does not only provide the mere description of the road network, but at the same time it also shows accumulated physical development in all other sectors that has been

achieved over the years in the same place. Updating of this road database is a continuous process as the road condition, surface type etc. are changing continuously.

Through the maps compiled to this document, it would be possible to see the expansion of road transport infrastructure in the rural area linking with marketing out-fits. The map also indicates the socio-economic development in rural area showing the spatial distribution of social infrastructures, like; school, hospital, small and cottage industries, community centres, recreation facilities, etc. along with other physical features. Thus, the road database and maps presented side by side in this document could be extremely useful for planning and management of rural infrastructures of the country.

## 2. Road Network Under LGED

According to the road classification, LGED is responsible for construction, development and maintenance of three classes of roads, which has been named as Upazila Road (UZR), Union Road (UNR), Village Road (VR) in collaboration with Local Government Institution. There are about 4231 Upazila Roads, 7504 Union Roads and 67658 and Village Roads and more than 163600 structures (bridges and culverts) on these roads all over the country. As per the inventory updated in February 2005, the lengths of each category of road, also the surface type, are furnished in table-2.1 below:

**Table- 2.1: Summary of LGED Road Network, Country-wide**

<b>Surface Type</b>	<i>Road Length in Km</i>			
	<b>UZR</b>	<b>UNR</b>	<b>VR</b>	<b>Total</b>
Bitumen Surfaced	17687	8360	7365	33412
Brick Pavement	3399	3299	5705	12403
Concrete Pavement	225	193	237	654
Earthen	14885	30650	157899	203434
<b>Total in Km</b>	<b>36195</b>	<b>42502</b>	<b>171206</b>	<b>249904</b>

It is to mention that the Upazila road length has been increased significantly from last revision due to transfer of 6280 km of roads from RHD to LGED and also according to recent Road Re-classification by the Planning Commission of Bangladesh; another 5720 km of Union roads has been upgraded to Upazila Road category by definition.

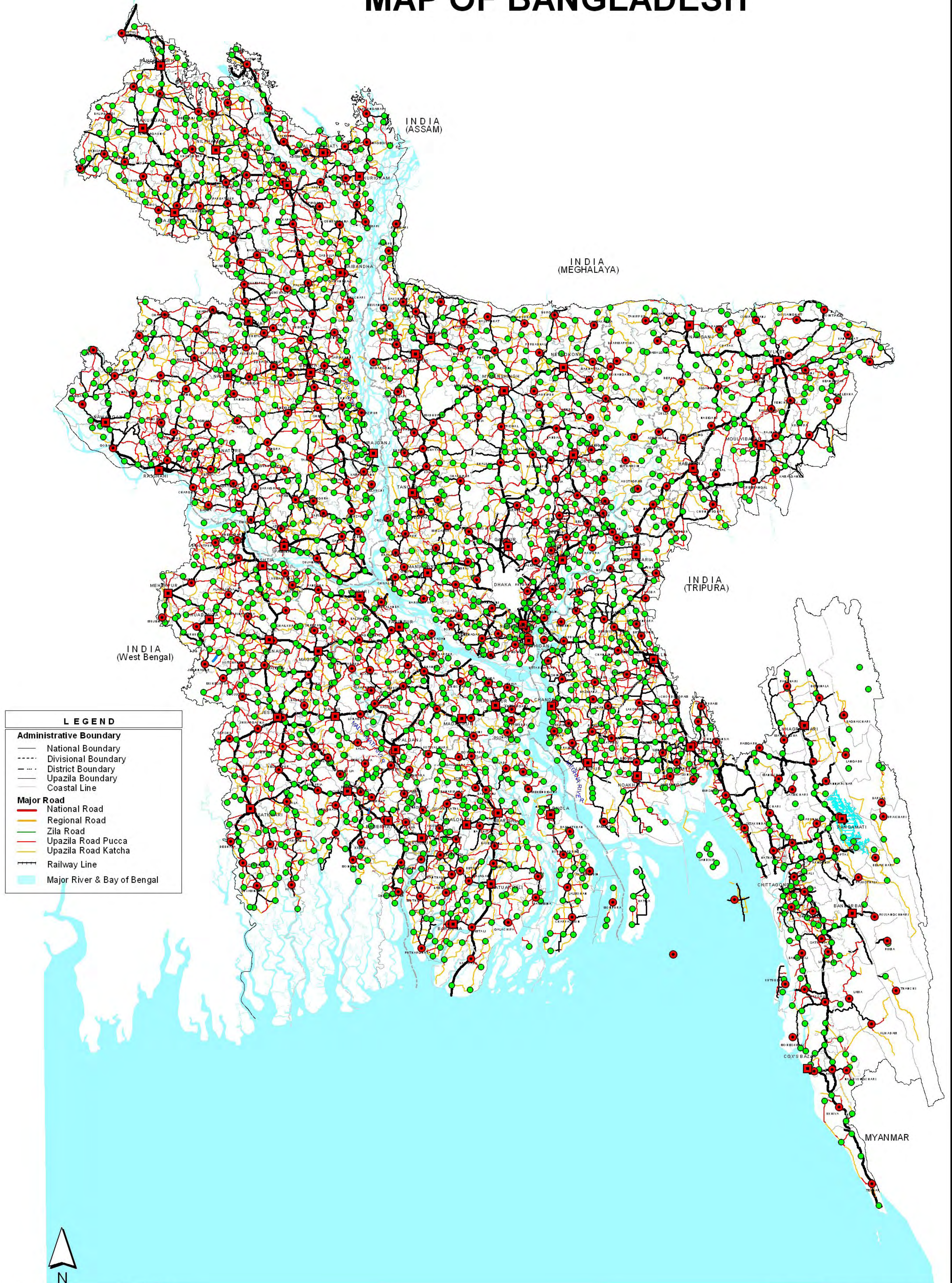
### **3. Structure of this Document**

This document comprises of six volumes, one for each administrative division of the country. Each volume contains the following documents in sequence;

- a. Country map followed by country summary of LGED road network showing road lengths under various categories, surface types and their condition in tabular form and in chart country-wide.
- b. Division map followed by a divisional summary of LGED road network showing road lengths under various categories, surface types and their condition in tabular form and in chart division-wise.
- c. District map followed by a district summary of LGED road network showing road lengths under various categories, surface types and their condition in tabular form and in chart district-wise.
- d. Upazila road map followed by a list of all Upazila Roads, Union Roads and Village roads within each individual Upazila showing the road category, road name, length, surface type, structure number with span, existing gaps with span, etc. for each individual road.

The following pages of this document contain detailed inventory of the country's rural road network under LGED and also the road map showing the alignment of these roads along with the location of other features surrounding the roads.

# MAP OF BANGLADESH



## LEGEND

### Administrative Boundary

- National Boundary
- - - Divisional Boundary
- · - · District Boundary
- · - · Upazila Boundary
- - - Coastal Line

### Major Road

- National Road
- Regional Road
- Zila Road
- Upazila Road Pucca
- Upazila Road Katcha
- Railway Line
- Major River & Bay of Bengal

30 0 30 Kilometers

Prepared By : GIS Unit, LGED

**LOCAL GOVERNMENT ENGINEERING DEPARTMENT  
COUNTRY SUMMARY OF ROAD**

ROAD TYPE	NUMBER OF ROAD	TOTAL LENGTH (Km)	SURFACE TYPE-WISE BREAK-UP (Km)				CONDITION OF BC & RIGID PVT. ROAD (As of December, 2003) (Km)				STRUCTURE		EXISTING GAP	
			EARTHEN	FLEXIBLE PAVEMENT (BC)	BRICK PAVEMENT (WBM/HBB/ BFS)	RIGID PAVEMENT (CC/RCC)	GOOD	FAIR	POOR	BAD	NUMBER	SPAN (m)	NUMBER	SPAN (m)
Upazila Road	4252	36155	14884	17646	3401	225	9004	5868	1986	937	46626	269528	6310	112150
Union Road	7513	42361	30551	8350	3268	193	5005	2221	824	336	43318	205206	11160	125327
Village Road-A	29717	94056	83194	6317	4365	180	4005	1688	513	186	51591	230373	28019	216960
Village Road-B	38266	77273	74821	1025	1370	57	794	191	71	24	23091	92681	24733	156226
<b>TOTAL</b>	<b>79748</b>	<b>249846</b>	<b>203450</b>	<b>33338</b>	<b>12404</b>	<b>654</b>	<b>18808</b>	<b>9967</b>	<b>3393</b>	<b>1484</b>	<b>164626</b>	<b>797788</b>	<b>70222</b>	<b>610662</b>

