

Impact Evaluation Study of Rural Infrastructure Development Project: Greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona Districts) - 2nd Revised



Carried out by Evaluation Sector Implementation Monitoring and Evaluation Division (IMED) Ministry of Planning, Government of the People's Republic of Bangladesh

Conducted by Research Evaluation Associates for Development Ltd. (READ)

June 2011

Impact Evaluation Study of Rural Infrastructure Development Project: Greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona Districts) - 2nd Revised

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FOREWORD

Local Government Engineering Department under the Local Government Division, Ministry of LGRD and Cooperatives implemented the project titled "Rural Infrastructures Development Project: Greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj and Netrokona Districts)—2nd Revised" from July 2002 to June 2009 with an investment cost of 26,355.66 lakh Taka.

Evaluation Sector of Implementation Monitoring and Evaluation Division (IMED) under the Ministry of Planning contracted out the evaluation of this project to M/S Research Evaluation Associates for Development Ltd (READ) a Consulting Firm through open competition. The major objectives of evaluation were to review implementation status of roads, bridges/culverts, Growth Centers/Rural Markets and Tree Plantations; assess the impact of project activities agricultural productions, trade business, reduction in transport costs and time, increase of productivity of rural poor through skill training and over socio economic betterment of the rural people and to identify the strengths and weaknesses of the project.

In many respects, the project outcome has shown that the LGED interventions are effective in encouraging women, particularly poor women's participation to road and allied socio economic development endeavors. LGED has completed all the types construction works almost as per scheduled targets (at 97% level); Local communities are now enjoying the benefits of improved communication systems and the benefits accrued are certainly comparatively more than those achieved in the control areas and the major benefits are increased marketing of agricultural products, gaining fair price for the same; better communication to schools and health centers etc.

I, sincerely congratulate M/S READ team for conducting the evaluation study and successfully completing the report in time. I also thank Syed Md. Haider Ali, DG (Evaluation Sector) along with his professional colleagues to provide guidance and supervisory supports to the M/S READ team members. I would also like to appreciate local administration for their all cooperation and spontaneous response of project beneficiaries and participation of local influential/civil society members in the local level workshop.

I am very hopeful that the recommendations of the evaluation study will be much helpful in improving implementation of similar projects more cost-effective in future.

(Md. Habib Ullah Majumdar) Secretary IMED, Ministry of Planning

PREFACE

The Evaluation Sector, one of the six sectors of Implementation Monitoring Evaluation Division (IMED) under the Ministry of Planning is supposed to conduct impact evaluation for at least 10% of the completed projects of the GOB in each financial year. But due to present shortage of manpower/workforce which at present constitutes one third of the total strength, can not evaluate more than 3% to 4% of the completed projects of the GoB.

Despite the constraint, last financial year 2010-2011, Evaluation Sector, IMED conducted the impact evaluation of 9 completed GoB projects of which 6 projects have been evaluated by outsourcing research firms and 3 evaluation studies have been completed by the in house professional officers of the Evaluation Sector. One of the outsourcing firms- M/S Research Evaluation Associates for Development Ltd (READ has been awarded the contract-money of taka 16.99 lakh by the Evaluation Sector of IMED, Ministry of Planning to carry out the impact evaluation on the Project titled " Rural Infrastructures Development Project: Greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kshoreganj and Netrokona Districts)—2nd Revised" which was implemented by Local Government Engineering Department under the ministry of LGRD and Co-operatives " from July 2002 to June 2009 with an investment cost of 26,355.66 lakh Taka.

The major objectives of evaluation are to review implementation status of roads, bridges/culverts, Growth Centers/Rural Markets and Tree Plantations; assess the impact of project activities agricultural productions, trade business, reduction in transport costs and time, increase of productivity of rural poor through skill training and over socio economic betterment of the rural people and to identify the strengths and weaknesses of the project. To carry out the evaluation work- the consulting firm conducted field investigations in 64 villages of 32 unions in 32 Upazilas of 6 districts; interviewed 3200 respondents (intervention =2400; control=800); conducted 310 intensive interviews; 24 FGDs; observed through on the spot physical verifications of the sample infrastructures; and also conducted one local level stakeholders' workshop as well as reviewed PCR, PP and Evaluation Report.

Some of the findings of the evaluation study are found remarkable: Survey evidenced that the intended impacts of the project activities had been positive to a great extent. Some useful recommendations from the findings are: Use proper and good quality of construction materials (steel bar, cement, coarse and fine aggregates); Set up block beside the roads; restrict movement of heavy vehicles; take measures to protect the roadside plantations; improve drainage system in the growth centers/rural markets; ensure regular supervision and timely maintenance and repair of Roads/bridges/culverts; and ensure adequate budget allocations and also emergency allocations of budget for flood damaged structures. The findings of this impact evaluation are also presented in a workshop organized by the Evaluation Sector, IMED. Workshop has been attended by concerned professionals represented by the country's reputed agencies, project personnel both from the Ministry and the directorate levels and invited guests of different organizations.

I take the opportunity to congratulate M/S READ team for conducting the evaluation work and also concerned IMED professionals in making total efforts to complete the report in time. I also express my thanks to officials of LGRD and Co-operatives Ministry for their kind cooperation. Thanks are also due to all members of Technical and Steering Committee members especially to Secretary, IMED for providing us useful advice and guidance. I hope that the lesson learnt and recommendations that are made would contribute to improve the quality and effectiveness of the future project to be implemented by LGRD and Co-operatives.

(Syed Md. Haider Ali) Director General Evaluation Sector, IMED Ministry of Planning

Abbreviation

DHQ	District Head Quarter
FGD	Focus Group Discussions
FRB	Feeder Road Type-B
FSU	First Stage Sampling Unit
IMED	Implementation Monitoring and Evaluation Division
LCS	Labour Contracting Society
LGED	Local Government Engineering Department
NGO	Non-Government Organization
NHQ	National Head Quarter
PCR	Project Completion Report
PP	Project Proforma
RR	Rural Road
SPSS	Statistical Package for the Social Sciences
SSU	Second Stage Sampling Unit
TOR	Terms of Reference

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Executive Summary

Background of the Project: Due to undeveloped rural road transportation marketing facilities of greater Mymensingh region (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona district), the farmers were not eager to produce more agricultural product as they could not get fair price for their product. To address the situation of undeveloped rural road transportation and marketing facilities in the greater Mymensingh region, priorities were fixed to select schemes initiating implementation of constructing Upazila level (FRBs) roads and Rural roads with or without bridges and culverts, establishment of markets (growth centers) and plantation of trees on the roads to augment commercial and economic activities of the rural areas, particularly targeting the poor of the poorest.

Project Brief

- **Sponsor:** Ministry of LGRD & Co-operatives/Local Government Division
- Executing Agency: Local Government Engineering Department (LGED)
- Location of the Project: 6 districts of greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona Districts)

•	Estimated cost (in Lakh Taka):	Gob (FE)	Project Aid (PA)	Total
	Original:	21060.00		21060.00
	Latest Revised:	26355.66	263	55.66

• Duration of the project: 01.07. 2002 to 30 June 2009

Objectives of the Project were to:

- a. Improve overall rural road transportation network and help agricultural development through construction of Upazila roads (feeder roads) including bridge/culverts as well as Union roads (rural roads) in greater Mymensingh region;
- b. Speed up the rural economy and increase the trading business through improvement of physical infrastructure Growth Center and important rural Hat/Bazars;
- c. Increase the productivity of the rural poor involved with the project work and help to reduce poverty through skill development programme;
- d. Make social forestry through plantation of trees for maintaining balance in environmental condition;
- e. Rehabilitation of 2004 flood damaged roads including bridges and culverts; and
- f. Rehabilitation of 2007 flood damaged roads including bridges and culverts and Growth Centre/village Hat-Bazar.

Objectives of the Assignment

- (i) To review the implementation status of the following major components of the project:
 - > Construction status of feeder road type-B of Upazila and Union rural roads;
 - > Construction status of bridge/culverts on FRB and Union rural road;
 - Status of Tree plantation on FRB and Union rural road;
 - Status of construction of growth centers/rural markets;
 - > Status of 2004 and 2007 flood rehabilitated roads, bridges/culverts and growth centers; and
 - > Operation and maintenance by local LGED offices.
- (ii) To assess the impact of the project activities on major expected areas as follows:
 - Agricultural productivity, trade/business, reduction in transport cost and time, productivity of rural poor through skill training, direct and indirect employment opportunities of the rural poor especially for the women through Labour Contracting Society (LCS), improvement in environment through social forestry etc.
 - > Overall socio-economic betterment of the rural people of the project area.
- (iii) To identify the strengths and weaknesses of the project and suggest appropriate recommendation to overcome the weakness in future similar projects.

Study Methodology: Method followed was through:

- On the spot physical verifications: Trained field investigators under supervision of Civil Engineers conducted the physical verifications and recorded findings in standardized check list (predesigned and pre-tested); and
- Beneficiary level household sample surveys in the catchments (48 villages) of the infrastructures (FRB/RR with or without bridges/culverts) were conducted. Samples were taken from both the

treatment (project intervention: Unions and villages) areas and also Comparison/Control areas from the adjacent Upazilas/Unions and Villages having comparatively less or no infrastructures.

 In the absence of availability of baseline data; the questionnaires and all other data collection instruments (where applicable), inquired the status at both pre (2002 or prior) and post project (2009 and current) periods.

Quantitative Household Sampling and sample size: A stratified multi-stage sampling methodology was applied to select the survey units (i.e. household). From the 6 districts (Mymensing, Tangail, Jamalpur, Sherpur, Kishoreganj, Netrokona), upazilas, unions, and villages (where roads, bridges and culverts, tree plantations, growth center and rural market located), were selected as the first stage sampling unit (fsu), second stage unit (ssu) and third stage sampling unit respectively. Finally, required number of households was selected within each selected village. Sample size was determined scientifically: z statistic is 1.96, which corresponds to the 95% confidence level; d is the level of accuracy that is considered 3%; and design effect is 1.5. The households were selected with systematic random sampling procedure using an appropriate sampling interval. Districts are fixed but the numbers of Upazilas, Unions and Villages are allocated proportionate to the coverage of infrastructures completed. Sample households were the catchments of construction works. Clusters of sample households per village comprised 33 households. From each household, one adult earning male member was selected for interviews; while from every alternate household an adult female in addition to the male respondent, preferably the wife of the male member was interviewed. See table below for distribution samples:

District	Project Intervention sample areas			Comparison/Control sample areas			e areas	
	Upazilas	Unions	Villages	HHs	Upazilas	Unions	Villages	HHs
Mymensing	6	6	12	400	2	2	4	135
Tangail	7	7	14	465	2	2	4	135
Jamalpur	5	5	10	330	1	1	2	65
Sherpur	1	1	2	70	1	1	2	65
Kishoreganj	3	3	6	200	1	1	2	65
Netrokona	2	2	4	135	1	1	2	65
Total	24	24	48	1600	8	8	16	530

Data Collection from field: Data for the study were collected from January to February 2011. The data collection of the study was done through both quantitative and qualitative investigations which are given below.

Methods	Data collection
Review of documents	Reviewed PP, PCR and Evaluation reports
Physical Observation	Observation Checklists was completed for available infrastructures in the sample areas
Household level Quantitative Data Collection	3200 (100%)
Intensive interviews with selected users of infrastructures: brief interviews were completed (additional)	122 Intensive interviews were completed
Intensive interviews with the concerned project personnel and allied officials	188 (97%) out of 194 were completed
Focus Group Discussions (FGDs): one per union	24 (100%) were completed
Local level Workshop	Conducted a local level workshop in Kalihati upazila, Tangail on 3 February 2011; and
Catchments (Union) Profile (primarily development aspects)	32 (100%) on Catchments (Union) Profile data were collected

Assessment Physical Targets Review of PCR and Allied Reports: Implementation of the project could not be started in 2002, as there was a need for adjusting the backlog allocation, adjust the revised work programme, to complete the incomplete works and to implement the rehabilitation works of 2004 and 2007. At the end of June/2009 the overall physical progress of the project was 97.66% and financial targets achieved was 95%. The project provided better road communication in the rural areas through construction of roads and bridge/culverts on Upazila, Union & Village roads. Construction of roads created marketing facilities of agricultural products through development of rural markets. A few problems were encountered during implementation. Inadequate allocation hampered

project implementation at the beginning of the project. Moreover, devastating flood occurred in 2004 & 2007 and it hampered the implementation activities. As a result period of implementation was extended & the cost of the project was also increased.

Findings of Physical Observations of Infrastructures: The study team observed and physically verified construction of different types of infrastructures: Upazila FRB roads, Union Rural roads, Bridges/culverts on Upazila & Union rural roads (newly constructed and Flood damaged/rehabilitated); tree plantation on Upazila & Union roads; and growth centers/rural markets. The observations specifically verified the implementation status, and it also investigated the status of current repairs and maintenance and the level of use and its effectiveness.

Infrastructure	S	Actual targets Reported: PCR	Sample of the	e Status observed Types of Problems the		
Upazila roads	FRB	81.91 km: 92% achievement	study 39.55 km (48%) on 27 Upazila FRB roads	 14 roads: 18.21 km (46%): No problem and fully operational. 10 roads: 18.47 km (47%) operational but with some minor problems Rest 4 roads: 2.87 km (7%) operational but with major defects 	 Minor problems: pot holes found and carpeting damaged in a few places. Major problems: serious damage of carpeting; settling down of pavement; removal of earth from the shoulder; and big pot holes in road surface. Roads are partly 	
Union roads	(RR)	400.91 km: 98% achievement	51.69 km (13%) on 37 Union roads	 17 roads: 29.07 km. (56%) No problem and fully operational. 13 roads: 13.44 km (26%) operational but with some minor problems 7 roads: 9.17 km (18%) operational but with major defects 	 Rodust are party constructed: local people mentioned that kutcha part of the rural road become unusable during rainy season due to serious damage. No maintenance work done in most of the roads after construction 	
Flood Rehabilitated Roads (200 2007)	4 &	347.35 km: 95% achievement	35.561 (10%) km on 12 roads	 2 roads: 8.561 km (24%) No problem and fully operational. 16 roads: 24.8 km (70%) operational but with some minor problems Rest 1 road: 2.20 km (6%) operational but with major defects 		
Bridge/culver Upazila Road	ts on FRB	1807.31 m: 95% achievement	42 m bridge on 2 FRB roads (5%)	 Both bridges found operational and connected with pucca road on both side All the component of the bridge/culvert i.e. pier, abutments, girders, cross beam, top slab, railing, retaining and wing 	 Approach road of 30 m bridge on Tangail- Dhalpara road was totally damaged due to erosion of earth and shrinkage down ward which created sharp vertical slope; and Approach road of 12 m bridge on Islampur- Jhagrarchar road found partly damaged. 	

Summary findings of observed infrastructures

wall are in good condition

Infrastructures	Actual targets Reported: PCR	Sample of the	Status observed	Types of Problems
Bridge/culverts or Union Rura Roads	n 4153.54 m: 98% achievement	62.6 m bridge on 3 Union/ Rural roads (5%)	 Both bridge/culverts found operational All the component of the bridge/culverts i.e. pier, abutments, girders, top slab, railing, retaining and wing wall are in good condition 	 Condition of approach roads of 1 culvert is good and Another one is not in good condition – both side slopes are not smooth, both side approach road are partly damaged and in few places, pot holes have been formed which creating problems to smooth movement of vehicles
Flood rehabilitated bridges/ culverts	117.00 m: 100% achievement	88 m bridge (75%) on 2 roads	 Both of the bridges found operational All the component of the bridge and culvert i.e. pier, abutments, girders, cross beam, top slab, railing, retaining and wing wall are in good condition Approach roads of the both observed bridges are found good 	• No problem
Tree plantation or FRB and Unior Rural roads	n 338.53 km: 96% achievement	38.4 km (11%) tree plantatio n on 9 roads	 On observed tree plantation on 9 roads, out of a target of 35,745 nos. of trees, 34345 nos. (96%) were planted. 	 As per observation on an average 36% road side trees were surviving No trees were replanted in place of dead trees.
Growth Centers/Rural Markets	14 growth centers/rural markets: 100% achievement	12 growth centers/r ural markets (86%)	 Growth Centers 1 no. is operating with no problem 3 nos. are operating with some problems Use of Growth Centers and its benefits: Additional increase in terms of gross income from the market annually is 231% during post implementation period over the previous period; Frequencies of commencement of market in terms of number of days in a week increased by 5 days or 250%; 	 Water logging due to heavy rainfall and flood; Lack of cleanliness of the market area; Main road connecting growth center is not developed is not metalled (pucca road); No drainage system; No office room; Tube well stolen; and No latrine or Latrine is out of order.

• Average number of persons visiting the market increased additionally by 67%; and Saleable items from the market increased.

Infrastructures	Actual targets Reported: PCR	Sample of the	Status observed	Types of Problems
Growth Centers/Rural Markets		study	Rural markets: • 3 nos. are operating with good condition • 5 nos. are now operating with problems • Use of Rural Markets and its benefits: • Additional increase in terms of gross income from the market annually is 246% during post implementation period over the previous period; • Market days commenced improved from 104 at pre project period to 360 days during post project period and an additional improvement of 246%; • Average number of persons visiting the market increased additionally by 590%; and • Sellable items from the market increased.	 Inadequate drainage system; Problem of drinking water; Lack of cleanliness of the market area; Drainage Problem/ No drainage system; Main road connecting bazaar road is kaccha; Tubewell is out of order; Water logging due to heavy rain fall as the drainage work not adequate; Inside road condition of the market is not good; Somewhere plaster of floor of sheds are damaged; Large portion of bazaar area were destroyed for river erosion (Shaikh para BNP bazaar development, Dewanganj, Jamalpur)
			The obvious impact of such an increase in the volume of trade and commerce due to operational of a rural market would be on increase of wage earnings and employment, particularly for the poor.	

Observations of the infrastructures through physical verifications prove that the assigned tasks of various construction works was carried out at almost hundred percent level, but subsequently, the performances on the repair and maintenance works of the infrastructures are not as good. In the overall analyses, it may be surmised that about a quarter of the infrastructures are now facing problems and during rainy season, communications are becoming certainly more difficult. And lastly, the findings on the survival of the trees on the road side are very poor. The growth centers and the rural markets have certainly accelerated trade and commerce in the rural areas by manifold, but it is

also true that some of the centers are devoid of some essential amenities like tube wells, toilets, connecting roads and cleanliness.

Findings of Intensive Interviews with Users: Users opined that Improved road communication exposed rural farm communities to: **Enhanced** Utilization of modern fertilizer/pesticide--10%; **Frequent** use of modern technology of crop production--9%; **Extended participation to** crop diversification--3%; Greater levels of agri products to markets--11%; Higher levels of earning due to fair price of agri products--57%; and Increased productivity of farm laborers due to raise in their wages--10%. Users estimated that on average travel time per destination has been reduced to half (31 minutes on average) now compared to the past (68 minutes on average), while the cost for travel per destination has increased by about 33%. Since travel time has been reduced to half, the estimated cost for carrying goods must have reduced substantially, because the users would currently transport same quantity of goods at half the time compared to the past. Users opined that increased agricultural production and improved marketing of agri products created opportunities and scope for increased income for the farm families; and the users unanimously (100%) affirmed that income of the families has been raised.

Assessment by Key Informants (Project Engineers) and Local Stakeholders: Of the available Engineers at Upazila level. 71% claimed that they were involved in the implementation of the project. From among the local government officials, elected or allied GOB officials, only 15% claimed that they were somewhat involved in the project. Engineers most of the times (75%) supervised construction, but rarely checked (only 25% of the times) the quality of work. Problems faced in implementing the project were: land acquisitions, Contractors avoiding to complete work as per specifications and some incidences of external factors (irregular pressures or demands) also cause delays and problems in completing the targets in time. More than three fourths of Engineers (77%) claimed that local women participated in the project work: as a labor: on soil digging, brick crushing, filling sand, cooking, RCC construction--100%; Carpeting--12%; and Tree plantation and nursing--8%. There was no provision for training or orientation of the Engineers. However, it is felt that in future orientation of the Engineers on social mobilization, gender participation and tree plantation can be planned. allied local officials (From Agriculture, Fisheries, Education, UNO Office and Elected Officials of Upazila and Union Parishad and NGOs) mentioned about the problems of water logging (13%); Erosion of road side mud/soil in the absence of adequate tree plantations (28%); and about a quarter of the respondents also mentioned that felling of trees by local influential as a problem (23%).

Strengths of the Project: Local stakeholders identified increased income opportunities and improved rural economy as the major gains achieved due to the project, while the engineers identified development of road communication as the major achievement. Enhanced opportunities of Marketing of Agricultural products have been perceived as a benefit almost in comparable proportion by the LG engineers (46%) and the local Stakeholders (33%). More than one third of the Local stake holders (38%) identified improvements in the access to educational and health services, but very meager proportion (7%) LG Engineers identified it.

Weaknesses of the Project: Majority of the key informants (55%) mentioned about the following problems:

- Problems of Road Construction (12%): Narrow or Less wide road and Not capable for running heavy vehicle (Problem of moving heavy vehicles); Road side damaged because of absence of culverts; Roads not constructed properly; Part of the total length of road constructed and part still remains mud constructed;
- Problems of Repair and Maintenance (32%): Lack of maintenance; Carpeting of road damaged; and Lack of monitoring/supervision
- Inadequate Tree Plantation (2%)
- Other local Problems (5%): Roads are dug and Water flows through drains created on the road; Absence of Community contact; Speed breakers; Roads filled up local water sources; and local people were not involved in the construction work sufficiently
- Other Institutional Problems of LG (27%): Inadequate funds allocated for the project; lack of training and orientation of project personnel; Long term planning was not feature while designing Roads (in terms of length, width and also selecting the sites)

FGD Findings: More than two thirds of the participants (71%) could specify 'construction of road' as one of the components of the project infrastructures; only about one sixth (17%) could identify 'construction and operations of the Growth Centers' as another component, while only about a tenth

(12%) could separately identify 'Bridges and Culverts', but 'tree plantations' as a component was identified even by less than one tenth of the participants. Findings suggest that LGED projects uphold the image of predominantly construction of roads, while other components particularly, 'Growth Centers' and 'Tree Plantation' was very meagerly known by the community. Participants although opined that the roads are in operating conditions but these are currently beset with the following problems: Road side slightly broken in few places; In some places road carpeting is damaged and pot holes have been formed, which are creating difficulties to move and not possible to move after rain; Part of the road is kaccha which are creating problems of movements; Road is narrow creating problem to movements of all kinds of vehicles; and Bending trees on the roads sometimes cause accidents. All the bridges are now in operational conditions and are assessed to be good, except in 2 places where approach road are partly damaged and pot holes exist on the approach roads, which need immediate repairs.

Growth centers/rural markets: All the participants expressed that growth centers/rural markets are now operating, but have some problems except one area: No drainage system; Lack of tube well for drinking water/ tube well is out of order; Lack of cleanliness; Water logging due to heavy rain fall as the drainage work not adequate; Inner road of the market are kaccha and pot wholes have been created in some places; and Somewhere plaster of floor of sheds are damaged. All participants mentioned that there is no female shopkeeper in growth centers/rural markets, but female customers are available and numbers of female customers are increasing gradually.

Tree plantation: In two places FGD participants stated that road side tree plantation was done by the LGED under this project; in one place, trees have been cut down by the Forest department, now no trees are there; and in another place present condition of the trees are good and maintenance of the road side plantations are regularly done by the poor women.

Findings of Local Level Workshop: The participants opined that most of the roads are damaged because of frequent movements of heavy vehicles. But no repair work was undertaken since construction. In many instances, only a part of the total length of a road was completed resulting to difficulties of communication and consequently people suffered. In many rural roads, there are often movements of heavy vehicles, while the rural roads are too narrow for such transports.

Benefits accrued as assessed by the participants are as follows: Improved communication through construction of roads eased the traveling of school/college going male and female students and indirectly such opportunity enhanced future prospects of increased rates of education of the locality; Good road transportation and improved marketing of agricultural products resulted to earning of fair price and profits for the farm producers; Improved communication network created additional job opportunities for the poor, such as increased involvement of local people as transportation laborers (van drivers) and as factory laborers.

Improved communication system contributed to accelerated production and marketing of fish, horticulture (vegetables and fruits), poultry and diary products (cattle raising); Poor women of the locality achieved opportunities to produce and market vegetables and thereby gained additional income; Improved communication reduced both travel time and cost of marketing of farm products; above all, access to good communication impacted on raising of costs of land in the area and in some instances, land value rose by five times.

Selection of sites or areas of construction of roads was often interfered due to political influences. And in some instances, roads were constructed comparatively in areas of lesser priority. In many cases roads were incomplete in the sense that it did not cover the expected distance. Moreover almost all the roads are unfit for movements of heavy vehicles.

Findings and Discussions of Quantitative Household Survey of Beneficiaries: Household level beneficiary survey showed comparability of samples in terms of age, income, education, family size and parity between the Intervention and the Control areas.

Status of Roads: Three fourths of the beneficiaries in the Intervention areas (75%) claimed that their areas are covered by LGED constructed Rural Roads at the Union Level, while 29% claimed that they have FRB (Upazila connected) roads in their areas. In the Control areas, only 22% claimed that they use Pucca Road (metal road) in their areas, while the rest are either un-metalled or Kaccha Road. Analyses of findings clearly underscore that the use of motorized vehicles in the Intervention areas compared to those in the Control areas have increased at much higher rates as per perceptions of the

beneficiary samples during the post project period. As for example, in the Control areas only 5% of the beneficiaries mentioned about plying of trucks, while in the Intervention areas it is 59% and again in the control areas only 1% mentioned about plying of buses, while in the Intervention areas, it is 20%.

Assessment of Agriculture Productions: Findings from difference-in-differences estimation indicate that significant increase in productions of crops during post project period both in the Intervention and in the Control areas in respect of all the four crops (P<0.001). However, statistical analysis shows that in the Intervention areas, production of all types crops increased more significantly (p<0.01) than in the control areas except fruits production.

In respect of yielding multiple crop production of crops comparatively show that the situation has improved both in the Intervention and in the Control almost equally with slight edge in favor of the Interventions areas. Findings show that in respect of all the six factors which caused acceleration of agricultural productions during post project period were comparatively more favorable in the Intervention areas than in the control areas. Particularly in respect of availability of quality seeds due to improved communications, the intervention areas have an edge over the control areas additionally by 15%; and also in respect of marketing of agricultural products, it is 20%. Fifteen percent more respondents in the Intervention areas over the Control areas claimed to have gained earning fair price for agricultural products.

Perceptions of Socio Economic Benefits: In the intervention areas at pre project period, more than a third (39%) of the respondents mentioned that travel to important places was not at all easy or not possible, while during post project period, a tenth (10%) perceived traveling as not easy or difficult. On the contrary, in the Control areas at pre project period, more than half (51%) of the respondents mentioned that travel to important places was not at all easy or not possible, while during the post project period, a tenth (10%) perceived traveling as not easy or difficult.

Time and cost of transportation: As regards reduction of transportation costs, more than one third of the respondents (35%) in the Intervention areas and only about one sixth (15%) in the Control areas perceived that the costs of transportation decreased currently compared to periods prior to commencement of the Project. In the Intervention areas average time has been reduced by 33 minutes and in the Control areas average time reduced by 21 minutes.

Impact of Monthly Family Income: To assess the impact of Intervention on average monthly family income statistical significance test (Pair sample test) was conducted. The analysis shows that overall average monthly family income increased by Tk. 4690 and Tk. 3265 in the Intervention and Control areas respectively. Pair sample test (Pre-post) shows that average monthly family income in Intervention areas increased significantly after the implementation of project (d=35.2; p<.01). It is also found that in the Control area, the monthly family income also increased significantly (d=23.4; p<.01). But the value of d-statistic for the difference in differences estimator indicates that intervention area is more highly significant than control area in terms of increasing average monthly income. The results show that percentage income increased in the intervention area is higher (43%) than control area (35%). The P-value shows that there are significant differences in increasing monthly family income between two areas (control and intervention).

Impact of Monthly Family Expenditures: To assess the impact of Intervention on average monthly family expenditure statistical significance test (Pair sample test) was conducted. The analysis shows that overall average monthly family expenditure increased by Tk. 2662 and Tk. 2465 in the Intervention and Control areas respectively. Pair sample test (Pre-post) shows that average monthly family expenditure in the Intervention areas increased significantly after the implementation of project (d=51.18; p<.01). It is also found that in the Control area, the average monthly family expenditure increased significantly (d=22.9; p<.01). But the value of d-statistic for the difference in differences estimator indicates that Intervention area value is more highly significant than control area in terms of increasing average monthly family expenditure. The P-value shows that there are significant differences in increasing monthly family expenditure between two areas (control and intervention).

School Enrollment: Findings show that overall enrollment has significantly improved in the intervention area with greater levels of increased enrollment of the girls in schools during the post project period (p<.01)—findings reflect positive impact of communication development.

Benefits Accrued on Improved Communication (Females only): For the females opportunities to visit markets (bazaars), schools/colleges, health centers increased both in the Intervention and in the Control areas, but it increased much more accelerated way in the former areas (intervention) than in the latter (Control). Scope for increased earning opportunities for the women increased both in the Intervention and in the Control areas almost comparably with slight edge in case of the Intervention areas. Interestingly, more than a quarter of the females in the Intervention areas (29%) compared to only one tenth in the Control areas (10%) claimed that their mobility beyond their locality enhanced.

Strengths of the Project: In the control areas more than a quarter of the respondents (28%: males and females combined) perceived that the area did not gain any additional benefits during the period lapsed between 2002 to 2009 when project was implemented in the interventions areas, whereas in the Intervention areas, 100% of the respondents observed that some benefits were gained during the period.

Respondents in the Intervention areas overwhelmingly (91%) acclaimed that they had been benefited with improved road communications, while little less than two thirds (64%) in the Control areas held same views. Specific benefits accrued due to improved Communications comparatively are:

		Intervention	Control
		%	%
•	Increased performances of trade/commerce/cottage industries	77	60
•	Increased agricultural production/improved crop productions	71	56
•	Decreased damages of crops	46	34
•	Increased price/value of agri products	36	41
•	Increased job opportunities: overall and local labor/transport sector	95	36
•	Increase opportunity of education	93	54
•	Growth NGO/voluntary associations particularly health care	34	23
•	Positive impact on environment: Reduced water logging/flooding/ Benefits accrued due to tree plantations: road embankments are being safe; environmental balance; demands for trees (fruits and fire woods) met	58	0
•	Increased Opportunities for Women: mobility, earning scope and visits to schools, health centers, markets and places beyond locality	99	45

Weaknesses/problems encountered: due to Project Interventions in the Intervention areas only: in post 2009 over the period falling prior to 2002. About a fifth of the respondents (18%) did not perceive of any problem due to improvements of road communications in their areas. Weaknesses of Project Identified in Intervention areas are:

•	Environmental balance affected due to mobility of transports: air/sound pollution Trade and commerce caused guarrels/violence/crimes in the markets	83% 18%
•	Created water logging/flooding Increasing Road accidents	8% 8%

Summary (Overall) Recommendations

Roads/Culverts/Bridges

- Improve Construction Qualities ensuring following specific tasks:
 - Use proper and good quality of construction materials; make provisions (in the tender document) for sample testing of construction materials (steel bar, cement, coarse and fine aggregates) from recognized laboratory prior to use;
- Set up block beside the roads;
- Restrict movement of heavy vehicle;
- Widen Road to accommodate vehicles of different size and load carrying capacities;
- Raise the height of the roads in selected flood prone areas;
- Ensure approach road on bridge and culvert are filled with earth, which should be properly compacted; during filling of earth compaction should be done 200 mm layer by suitable road roller and before carpeting the sub base should be well compacted (In some cases the height of filling exceed 1.5 to 2 meter in default);

- Ensure regular supervision and timely maintenance and repair of Roads/bridges/culverts and involve local Government (Engage Kabikha Project)
- Community may be mobilized and trained to control traffic, particularly to restrain movements of heavy vehicles in their respective localities;
- Develop quality full roads: avoid completion of part of the roads; involve Local Community/UP to finalize road sites and size take measures to reduce political pressures;
- Ensure timely financial support and ensure adequate budget allocations and also emergency allocations of budget for flood damaged structures; and
- Ensure regular supervision and strong monitoring by the responsible officer and workers and Zero tolerance mentality should be developed of Project Director and other officers for regular field visit and quality control check.

It is an imperative that LGED in future emphasizes on quality of construction of all kinds of infrastructures more than on numbers or quantity. In response to request for drawing an overall master plan for rural infrastructures, the Chief Engineer, LGED assured that such plan is available with them, but the problem arises when political pressures and influences of the powerful cause deviations from their plans. In future for better management of road use by transports by various types and categories of vehicles the local level authorities may be oriented to introduce different road signs for different categories roads—rural or upazila roads.

Growth centers/rural markets

- Market should be large: community demands extending of markets; community may be motivated to donate more land;
- Proper maintenance needed;
- Drainage system needed and Drainage system should be developed in growth centers/rural market; and
- Ensure management and maintenance of growth centers by Bazaar committee;
- Tube wells and toilets are essential in the markets.

For efficient marketing of agricultural products, the need is to create extended provisions of storage, packaging and networking between sellers and buyers. In some markets to rationalize further use of farm lands, plans, if suitable, could be designed for vertical rise of infrastructures instead of extending markets (flatly) on useful fertile farm lands.

> Tree plantation

- Prior to tree plantations, community need to be oriented by LGED about their responsibilities on maintenance and protection;
- Both IMED and LGED need to communicate with Forest Department asking them to take measures against felling down of trees; and
- LGED to mobilize local women, particularly from among the poor to take care of the trees and provide budget allocations to compensate the labour to be given by the community in this regard.

Conclusion: Study findings clearly evidence the following that:

- LGED has completed all the types construction works almost as per scheduled targets at 97% level: newly constructed FRBs, RRs, Reconstruction of Flood damaged roads; Construction of bridges and culverts and reconstruction of bridges and culverts; construction of Growth Centers and Rural markets and tree plantations;
- Local communities are now enjoying the benefits of improved communication systems and the benefits accrued are certainly comparatively more than those achieved in the control areas (as estimated in this impact evaluation survey) and the major benefits are increased marketing of agricultural products, gaining fair price for the same; better communication to schools and health centers etc.;
- In many respects, the project outcome has shown that the LGED interventions are effective in encouraging women, particularly poor women's participation to road and allied socio economic development endeavors;
- But the problems are that the infrastructures are showing both major and minor wear and tear in many places without actions resulting to prompt and timely repairs; for which probably both failure of a sound supervisory and monitoring system and also inadequate financial allocations could be held responsible;

- Local communities complained about site selections and interference by the political elites in this regard; this caused partial completion of roads leaving often a vital section as incomplete (as kaccha/mud road);
- The local communities including the local government are not involved in many stages of the project interventions (construction and maintenance works); and lastly
- LGED programs, as evidenced from this survey, missed the opportunities of launching extensive orientations, both of the project personnel (particularly engineers) and the local stakeholders in raising their awareness about the physical, social and economic benefits across gender and socio economic status (poor and non poor) of the impact of good roads, rural markets/growth centers and tree plantations.

Improved Communication system accelerates mobility and trade and commerce, which in turn impacts positively on the socio economic life of the people. In the current study, data underscored the same assumption to be true more in the project intervention area during post project period than in the Control area due to differential improvement in the communication system. In the intervention areas, average monthly family income increased and more significantly, the average monthly expenditures on components like health education and energy consumptions increased at much higher rates than in the control areas evidencing achievements of improved of quality of life in the intervention area.

Chapter – I Background Information

Background of the Project

Due to undeveloped rural road transportation marketing facilities of greater Mymensingh region (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona district), the farmers were not eager to produce more agricultural product as they could not get fair price for their product. According to population census of 2001 the population of greater Mymensingh region is about 14.08 million with a total household of about 3,603,442. The principal crops of this region are rice, jute, oilseed, wheat, sugarcane and vegetables. Cattle are the main among domestic animals. To address the situation of undeveloped rural road transportation and marketing facilities in the greater Mymensingh region, priorities were fixed to select schemes initiating implementation of constructing Upazila level (FRBs) roads and Rural roads with or without bridges and culverts, establishment of markets (growth centers) and plantation of trees on the roads to augment commercial and economic activities of the rural areas, particularly targeting the poor of the poorest.

In greater Mymensingh region, the Upazila roads (FRB roads) and Union road (R-1) having a length of 81500.00 km of which 1236.00 km were upgraded and the remaining 6914.00 km were not yet been taken up for development. The total length of bridge/culvert on the above Upazila roads (feeder roads) was about 29310 m, of which 11856.00 m were constructed and the remaining 17454 m are yet to be constructed. A total number of growth centers and rural markets are 725 of which only 145 nos were developed and the remaining 580 nos were yet to be developed. With the above background to fulfill the local need for improved road communication, better marketing facilities, increasing agricultural product, generating employment opportunities increasing socio-economic condition of the vast majority of rural poor, this project was taken up for implementation.

Project Brief

- **Sponsoring Ministry/ Division:** Ministry of LGRD & Co-operatives/Local Government Division
- **Executing Agency:** Local Government Engineering Department (LGED)
- Location of the Project: 6 districts of greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona Districts)

•	Estimated cost (in Lakh Taka):	Gob (FE)	Project Aid (PA)	Total
	Original:	21060.00		21060.00
	Latest Revised:	26355.66		26355.66

• Duration of the project: 01.07. 2002 to 30 June 2009

Objectives of the Project were to:

- a. Improve overall rural road transportation network and help agricultural development through construction of Upazila roads (feeder roads) including bridge/culverts as well as Union roads (rural roads) in greater Mymensingh region;
- b. Speed up the rural economy and increase the trading business through improvement of physical infrastructure Growth Center and important rural Hat/Bazaars;

- c. Increase the productivity of the rural poor involved with the project work and help to reduce poverty through skill development programme;
- d. Make social forestry through plantation of trees for maintaining balance in environmental condition;
- e. Rehabilitation of 2004 flood damaged roads including bridges and culverts; and
- f. Rehabilitation of 2007 flood damaged roads including bridges and culverts and Growth Centre/village Hat-Bazaar.

Objectives of the Assignment

- (i) To review the implementation status of the following major components of the project:
 - > Construction status of feeder road type-B of Upazila and Union rural roads;
 - > Construction status of bridge/culverts on FRB and Union rural road;
 - Status of Tree plantation on FRB and Union rural road;
 - Status of construction of growth centers/rural markets;
 - Status of 2004 and 2007 flood rehabilitated roads, bridges/culverts and growth centers; and
 - > Operation and maintenance by local LGED offices.
- (ii) To assess the impact of the project activities on major expected areas as follows:
 - Agricultural productivity, trade/business, reduction in transport cost and time, productivity of rural poor through skill training, direct and indirect employment opportunities of the rural poor especially for the women through Labour Contracting Society (LCS), improvement in environment through social forestry etc.
 - > Overall socio-economic betterment of the rural people of the project area.
- (iii) To identify the strengths and weaknesses of the project and suggest appropriate recommendation to overcome the weakness in future similar projects.

Scope of services:

Prepare study design and plan field works considering the following components of the project. Sampling has been made on the basis of coverage of work in 6 districts below:

Сс	overage of the work	Area Coverage
\triangleright	295.00 km of FRB + 450.00 km of union roads	6 districts of greater
	constructed	Mymensingh region
\triangleright	400.00 m on FRB roads + 600.00 m of union roads where	(Mymensingh, Tangail,
	bridge/culverts	Jamalpur, Sherpur,
\succ	Tree plantation on 750 km of FRB and Union roads	Kishoreganj & Netrokona
\succ	Development of 150 growth center/markets	Districts)
\succ	Flood rehabilitation on 297 km of roads and 775 m of	
	bridges/culverts.	

Chapter – II Study Methodology and Data Collection

Objectives of the current evaluation are to assess the infrastructures and components to augment rural economy and agricultural production. Study design includes sample spots (Unions/Villages) both as Intervention/Treatment and the Control/Comparison areas. The former (Intervention areas) refers to unions and villages included in the project and where Roads with or without bridges/culverts connecting FRBs/RRs constructed/reconstructed; and the latter (Comparison areas) refers to unions and villages with either no roads (FRBs/RRs) or are at a lower proportions/intensity. In addition, in the absence of availability of baseline data; the questionnaires and all other data collection instruments (where applicable), inquired the status at both pre (2002 or prior) and post project (2009 and current) periods by integrating questions for the purpose. Questionnaires were framed retroactively to obtain data from the pre project period. This arrangement ensured measurement of the net effects of the project or changes occurring due to project structures/components implemented.

A. Methods of assessments of Sample of structures (FRB and RR with bridges/culverts): quality and coverage of target numbers

Method followed was through on the spot physical verifications: Trained field investigators under supervision of Civil Engineers conducted the physical verifications and recorded findings in standardized check list (pre-designed and pre-tested).

B. Assessment of the impact of the project interventions on acceleration of agricultural production and income generation

Beneficiary level sample survey in the catchments (48 villages) of the infrastructures (FRB/RR with or without bridges/culverts) selected for physical verifications. The targets were included randomly selected sample households (33 per village) and from each household, both males (preferably head of the household and a married adult female (currently or ever) were interviewed using structured and standardized questionnaire for interpersonal interviews. The samples were taken from both the treatment (project intervention: Unions and villages) areas and also Comparison/Control areas from the adjacent Upazilas/Unions and Villages having comparatively less or no infrastructures.

A conceptual framework of the comparison (Posttest--only Control Group Design) is as follows (Ref-5):



X = Interventions: Catchments (Unions & Villages) with communicable rural roads with or without bridges and culverts constructed/reconstructed by the project; and O = Control: Catchments (Unions & Villages) without bridges or culverts, i.e., non communicable or disconnected infrastructures (treated as Control):



Sample Design and Technique including Sample Size & Distribution

Sampling was done for both quantitative household level and also for qualitative in depth investigations. The former is for beneficiary level assessment of benefits accrued due to project interventions and the latter is to assess the status of completion and operations of the physical structures and also elicit opinions and perceptions of influential and those of the project personnel.

For Quantitative Household Sampling and sample size

Matching the objectives of the study, sample size for the quantitative (beneficiary sample) part of the study was determined delineating precision level and level of significance. The purpose of the study was to evaluate the project impacts on the beneficiaries. The design covered the changes occurred due to implementation of construction works (Infrastructures/Components) of the major interventions and outcome of the project: communication network (Roads: FRBs/RRs and Bridges and Culverts), growth centers/rural markets, tree plantations and overall socio-economic development for improved standard of living of the beneficiaries.

A stratified multi-stage sampling methodology was applied to select the survey units (i.e. household). From the 6 districts (Mymensing, Tangail, Jamalpur, Sherpur, Kishoreganj, Netrokona), Upazilas, unions, and villages (where roads, bridges and culverts, tree plantations, growth center and rural market located), were selected as the first stage sampling unit (fsu), second stage unit (ssu) and third stage sampling unit respectively. Finally, required number of households was selected within each selected village. Sample size was determined scientifically. The households were selected with systematic random sampling procedure using an appropriate sampling interval. Districts are fixed but the numbers of Upazilas, Unions and Villages are allocated proportionate to the coverage of infrastructures completed (See Table-2). Sample households were the catchments of construction works. Clusters of sample households per village comprised 33 households.

Sample size

Sample size of beneficiaries (farmer household) from each district $n=[z^2 p(1-p)/d^2] \times Design effect$

Where n= the desired sample size Z= the standard normal deviate, usually set at 1.96 at 95% confidence level; The target proportion is p to have a particular characteristic. If there is no reasonable estimate of p, then consider p= 50% (p=0.50)

The degree accuracy or precision level is d. The higher value of d will yield lower sample size and smaller value of d will yield higher sample size.

Suppose 50% of the households (beneficiaries) have increased income or wages and improved their socioeconomic status and standard of living;

z statistic is 1.96, which corresponds to the 95% confidence level. d is the level of accuracy that is considered 3%. And design effect is 1.5.

The sample size is n= 1601; approximately 1600 households from 6 districts for Intervention area samples; while the Control area samples comprised one-third of the samples for the Intervention areas.

As targeted 33 households per village, a total of 1600/33 = 48 villages were selected from the Intervention areas. Two villages were selected per Union so that total number of Unions were 48/2 = 24 unions. Moreover one union was selected per Upazila, hence the total number of Upazilas and Unions are equal (24 each).

As for estimating the respondents per sample household, it was proposed that the head of the household being also the earning member would be selected and the person would be obviously mostly males. Hence from each household, one adult earning male member was selected for interviews; while from every alternate household an adult female in addition to the male respondent, preferably the wife of the male member was interviewed. Without interviewing a female member of a household, it would be difficult to assess the socio economic outcome, as females are the better sources of data (more valid and reliable) on household level information, particularly on health and education and also on household expenditures. Besides, the PP specifies project interventions to accelerate income earning status of the poor and the disadvantaged women. The household level beneficiaries comprised both male and female respondents.

Table 1 below shows the distribution of the infrastructures completed by districts and number of Upazilas covered.

District	Upazilas covered by project	Infrastructures completed t project		
		Number	%	
Mymensing	12	187	25	
Tangail	11	219	28	
Jamalpur	7	139	19	
Sherpur	5	25	4	
Kishoreganj	10	98	14	
Netrokona	10	71	10	
Total	55	739	100	

Table 1: Distribution of Upazilas by total number of infrastructures completed by project

Applying the proportions of coverage of the project infrastructures completed per district, the number of Upzilas, Unions and Villages were determined.

Table 2: Distribution of sample size by districts,	Upazilas,	unions a	nd villages	for both
Intervention and Control Areas				

District	Project Intervention sample				Comparison/Control sample			Total sample areas				
		ar	eas			are	as					
	Upazilas	Unions	Villages	HHs	Upazilas	Unions	Villages	HHs	Upazilas	Union	Village	HHs
Mymensing	6	6	12	400	2	2	4	135	8	8	16	535
Tangail	7	7	14	465	2	2	4	135	9	9	18	600
Jamalpur	5	5	10	330	1	1	2	65	6	6	12	395
Sherpur	1	1	2	70	1	1	2	65	2	2	4	135
Kishoreganj	3	3	6	200	1	1	2	65	4	4	8	265
Netrokona	2	2	4	135	1	1	2	65	3	3	6	200
Total	24	24	48	1600	8	8	16	530	32	32	64	2130

Table 3 shows the distribution of the respondents by districts, Upazilas, unions and villages for both Intervention and Control Areas.

District	District Intervention area Respondents		Control areas Respondents			Total Respondents				
	HHs	Respo	ondents	HHs per	Respo	Respondents		Respondents		S
		Male	Female	district	Male	Female		Male	Female	Total
Mymensingh	400	400	200	135	135	67	535	535	267	802
Tangail	465	465	232	135	135	67	600	600	299	899
Jamalpur	330	330	165	65	65	33	395	395	198	593
Sherpur	70	70	35	65	65	33	135	135	68	203
Kishoreganj	200	200	100	65	65	33	265	265	133	398
Netrokona	135	135	68	65	65	32	200	200	100	300
Total	1600	1600	800	530	530	265	2130	2130	1065	3195

Table 3: Distribution of the Households and Respondents for both Intervention and Control Areas.

Selection of Upazila Samples

Fulfilling the conditions of the ToR, area sampling was applied covering Districts and Upazilas. The Upazilas (samples) were selected by the levels of coverage of completed infrastructures. For intervention area, those Upazilas with increased (high) intensity of coverage of completed infrastructures were selected randomly, while for Control area, those Upazilas with low intensity or nil coverage of completed infrastructures were selected randomly. The cutoff points for selection of Upazilas were the mean scores on infrastructures completed, which was estimated below:

- The total number of Upazilas covered is 55 and the total number of Infrastructures completed is 739 (See Table 1); and
- Hence the mean number of infrastructures completed per Upazila is 13 (however in cases of 2 Upazilas, exceptions to mean score was made, as components completed in these 2 Upazilas was less than average score).

Table 4 next page shows the distribution of Upazilas by high and low intensity of infrastructures completed by districts.

Districts	For Univ	/erse	For samp	les
	High intensity Upazilas: Scores above or equal to 13	Low intensity Upazilas: Scores below 13	High intensity Upazilas: Scores above or equal to 13	Low intensity Upazilas: Scores below 13
Mymensing	Muktagacha (20); Isawrganj (20); Bhaluka (16); Fulbaria (22); Trisal (19); Nandail (32); Sadar (13)	Haluaghat (10); Gafargaon (12); Gouripur (7); Fulpur (10); Dhobaura (6)	Muktagacha (20); Isawrganj (20); Bhaluka (16); Fulbaria (22); Trisal (19); Nandail (32)	Gouripur (7); Dhobaura (6)
Tangail	Kalihati (30); Madhupur (26); Mirzapur (24); Basail (15); Bhuapur (15); Ghatail (39); Sakhipur (20); Gopalpur (18); Nagarpur (13)	Sadar (12); Delduar (7); Dhanbari (0);	Kalihati (30); Madhupur (26); Mirzapur (24); Basail (15); Ghatail (39); Sakhipur (20); Gopalpur (18)	Delduar (7); Dhanbari (0);
Jamalpur	Sharishabari (18); Islampur (26); Bakshiganj (21); Sadar (16); Milandha (25); Dewanganj (24)	Madarganj (9)	Sharishabari (18); Islampur (26); Bakshiganj (21); Milandha (25); Dewanganj (24)	Madarganj (9)
Sherpur	Sreebordi (9: closest to average)	Nakla (3); Nalitabari (4); Jhenaigati (7); Sadar (2)	Sreebardi (9: exceptions: closest to average)	Nakla (3);
Kishoreganj	Pakundia (14); Kotiadi (17); Bajitpur (13); Karimganj (13)	Sadar (12); Hosenpur (10); Kuliarchar (7); Tarail (7); Austagram (1); Bhairab (4); Itna (0); Mithamoin (0); Nikli (0)	Pakundia (14); Kotiadi (17); Bajitpur (13);	Nikli (0)
Netrokona	Sadar (18); Modon (9: closest to average);	Durgapur (7); Kalmakanda (6); Kendua (4); Purbadhala (8); Mohanganj (7); Autpara (5); Barhatta (4); Khaliajhuri (3)	Sadar (18); Modon (9: exception closest to average)	Khaliajhuri (3)
Total	29 High intensity Upazilas including 2 Upazilas with closest scores in the districts of Netrokona and Sherpur	30 Low intensity Upazilas (2 Upazilas with low scores considered in High Intensity category)	24 High intensity Upazilas	8 Low intensity Upazilas

Table 4: Distribution of Upazilas by high and low intensity of infrastructures completed by districts

In Netrokona and Sherpur Districts, in the absence of Upazilas with scores equal to or above 13 (High intensity), Upazilas with closest scores were selected under the category High Intensity (performing).

Selection of the Unions and Villages under High and Low Intensity (performances) categories were at the field level consulting the Key Informants including personnel of LGED at those levels.

Qualitative Investigations

Qualitative investigations were conducted applying following methods:

Literatures/Documents Search: Project Document (PP), PCR, Evaluation Report of IMED and Progress Reports were reviewed, primarily to assess the physical progress: comparison of targets versus achievements both physical (construction of structures, their use, equipment) and financial.

Observations: Physically verified the structures as detailed in the sample table above. The verifications of the structures, such as the FRBs and RRs with or without bridges and

culverts (newly constructed and Flood damaged/rehabilitated); growth centers and tree plantations were carried out by trained investigators using standard guidelines (pre-tested) under the guidance of the of expert Civil Engineer/Consultant. The observations specifically verified the implementation status, and it also investigated the status of current repairs and maintenance and the level of use and its effectiveness.

Samples for Observations of Physically Structures

Distribution of sample infrastructures and Components of the Project for Observations through physical check-up:

a) For total 6 districts and 24 Upazilas from Intervention areas

Name of Sample Infrastructures	Length of observed sample infrastructure		
	Target	Physically	
		Observed	
Observe 30 km out of 295 km of FRB construction	30 km	39.55 km	
Observe 45 km out of 450 km of union roads construction	45 km	51.69 km	
Observe 40 m out of 400 m bridge/ culverts on FRB	40 meter	42 meter	
Observe 60 m out of 600 m bridge/ Culverts on Rural roads	60 meter	62.6 meter	
Observe 15 out of 150 growth center/ markets	15 nos.	12 nos.*	
Observe Tree plantation on 75 km (out of 750 km) of FRB and Union roads	75 km	38.4**	
Observe Flood rehabilitation on 30 km (out of 297 km) of roads	30 km	35.06 km	
Observe Flood rehabilitation on 78 m (out of 775 m) of bridges/ culverts	78 meter	88 meter	

*Growth centers/markets are not available in the sample Upazilas

**Actual length of tree plantation is less than targeted observed length

24 Focus Group Discussions (FGDs) only intervention areas: FGDs with Community influential/leaders was conducted in the selected Unions only for Interventions/Treatment areas. Each FGD comprised 8 participants: males, females, youth leaders representing teachers, businessmen, religious leaders, field workers, women and poor leaders, farmers. FGDs apart from investigating the quality and use effectiveness of the structures, intensively inquired about the expected outcome effectiveness of the structures/components, such benefits accrued in-terms of communication, agricultural productions, tree plantations; growth centers, enhancing school and health center attendance, development of agricultural products marketing and creating job opportunities (improving standard of living of the catchments population).

Intensive Interviews: 194 intensive interviews were conducted with the following: Only from Intervention/Treatment areas

LGED personnel (50): Project Director—1 at NHQ; Assistant Engineers—1 NHQ; Accountant— 1 at NHQ; Administrative Officer – 1 at NHQ; Executive Engineer—3 DHQ; Assistant Engineers—4 DHQ; Sub Assistant Engineers – 4 DHQ; Upazila level Concerned Field Officers/Engineers/Sub Assistant Engineers/Accountant -- 35

Allied Officials Field (144): Upazila Chairmen/Vice Chairmen—24; UP Chairmen and members—24; Upazila Nirbahi Officers—24 at Upazila level; Upazila Education Officers—24; Upazila Agriculture Officers—24; UHFPOs-24

Further at the suggestion of the Specialist Consultant of IMED during Technical Committee Meeting 122 Intensive Interviews were conducted with selected users of the infrastructures. This facilitated in-depth understanding of the users' view points on the impact of the infrastructures improving socio-economic status.

Unions (32: 24 intervention and 8 Control areas): Catchments' Community Profile: Data from all the Intervention and Control Unions development status, such as number of Schools, markets, communicable and non communicable Upazila/rural roads, growth centers, tree plantations status. This was collected by using a standard checklist.

Design of Analyses of Findings: A Conceptual Framework

The flow chart below delineates assessment of the following input, output and outcome variables of the project impacting on the: a) communication network and to facilitate the marketing of agricultural products; b) situations of agricultural productions and the contributions of the project structures/Components: FRB/RR with or without bridges/culverts, Growth centers and tree plantations and c) Creation of annual and seasonal employment opportunities for the rural poor people consequential to improved income though construction/reconstruction and development activities under the project.

Flow Chart-1 on Study Indicators



The flow chart above delineates the processes of project implementation (inputs) and achievements: (outputs and outcome/impact indicators) and the consequent impact on the target beneficiaries. Column 1 specifies the interventions (inputs); Column 2 explicates the outputs and column 3 underscores the outcome/impact indicators of the project as in Project documents: PP, PCR and Evaluation Report. Column 4 describes the population involved in the project and were influenced and benefited by project inputs and outputs.

Data Collection

The study was implemented in 6 Districts, 32 Upazilas, 32 unions and 64 villages of Greater Mymensingh covering 3200 respondents in 2130 households. READ implemented the study in the following steps.

- **Development of Questionnaires/Guidelines and Checklists:** Twelve types of data collection instruments were developed for the study. To meet the objectives of the study the following data collection instruments were developed and also reviewed during training through field pretest by the investigators and Technical Committee and Steering Committee of IMED and approved by concerned authority of IMED.
 - 1. Household questionnaires: Intervention areas
 - 2. Household questionnaires: Control areas
 - 3. FGD Guidelines in intervention areas: Community leaders/farmers/leaders of women and poor
 - 4. Intensive Interviews with Users of Infrastructures
 - 5. Intensive Interviews Questionnaires: LGED personnel at NHQ & DHQ
 - 6. Intensive Interviews Questionnaires: LGED personnel at Upazila
 - 7. Intensive Interviews Questionnaires: Allied officials at Upazila
 - 8. Observation Checklist: Roads
 - 9. Observation Checklist: Tree Plantation
 - 10. Observation Checklist: Bridges and culverts
 - 11. Observation Checklist: Growth Centers
 - 12. Union Profile: Allied Projects, Schools, Health centers, markets, roads and others
- **Training of Survey Teams:** Training of 34 survey manpower was conducted for 5 days, of which, 2 days were for field practices combined with pre-testing of data collection instruments: survey questionnaire and qualitative guidelines. The training was conducted from 3 January 2011 to 8 January 2011 and the field pre-test was conducted at Savar Upazila in between the training (on 5 and 6 January 2011).

Monitoring, Supervision and Quality Control: Each Field Team was guided and managed by one Field Supervisor, who regularly maintained contacts with the Co-Team Leader and or Field Coordinator in READ office to report on day to day basis on the progress of data collection at respective Unions. The field supervisor in each team was responsible for ensuring supervision and management of each team at the field level by assigning and taking stock of team's day's work by individual interviewers; arrange and accommodation, coordinate with local influential and maintain regular liaison with READ office at Dhaka. The Field Supervisors in addition to their functions of supervision and field management ensured quality control checks through random interviews.

Quality control of filled in questionnaires ensured by the Consultants, READ Quality Control Officers and the Supervisors through random checks of selected questions of the filled in interviews, which is professionally termed as LQAS. In addition, concerned personnel of IMED also visited the field for enhanced data quality.

Data Collection from field: Data for the study were collected from January to February 2011. The data collection of the study was done through multiple methods through both quantitative and qualitative investigations.

- Reviewed PP, PCR and Evaluation reports;
- Observation Checklists was completed for all the available infrastructures in the sample areas
- Hundred percent of the household level quantitative data collection (beneficiaries

interpersonal interviews) was completed: 2400 respondents from the Intervention areas and 800 respondents from the Control areas of 6 districts, 32 Upazilas, 32 unions and 64 villages (48 in intervention and 16 in control areas) of Greater Mymensingh in the following distribution:

Respondents	Intervention Areas: 1600 Households	Control Areas: 530 households	Total Areas: 2130 households	
Males respondents	1600	530	2130	
Females respondents	800	270	1065	
Total respondents	2400	800	3200	

- 122 intensive interviews with selected users of infrastructures: brief interviews were completed (additional);
- 188 (97%) Intensive interviews out of 194 with the concerned project personnel and allied officials were completed:
 - ✓ 46 (92%) of LGED officials out of 50;
 - ✓ 142(99%) of allied official out of 144;
- 24 (100%) Focus Group Discussions (FGDs) were completed (one per Union);
- Conducted a Local level Workshop in Kalihati Upazila, Tangail on 3 February 2011; and
- 32 (100%) data on Catchments (Union) Profile (primarily development aspects) were collected.

List of Sample Area of Data Collection: Household data were collected from the following sample areas:

		Intervention a	reas		as	
Districts	Upazilas	Unions	Villages	Upazilas	Unions	Villages
Mymensing	Muktagacha	Bashati	Bilshingla Prananathbari	Gouripur	Ramgopalpur	Paschimpara Ramgopalpur
	Isawrganj	Atahrabari	Uttar Bangao Sarati	Dhobaura	Ghoshgaon	Jhigatala Ghoshgao
	Bhaluka	Hobirbari	Awalatali Naluabari		· ·	
	Fulbaria	Kushmail	Newgi Kushmail Kushmail			
	Trisal	Kanihari	Riarta Kushtia			
	Nandail	Musuli	Kalaihati Marenga			
Tangail	Kalihati	Bangra	Khilda Aultia	Delduar	Delduar	Kandapara Mirkumulli
	Madhupur	Alokdia	Shimbari Dakkhin Laufula	Dhanbari	Jadunathpur	Krishwnapur Islampur
	Mirzapur	Owarshi	Moishamura Nagarbhadgram			
	Basail	Kauljani	Kauljani Badiajani			
	Ghatail	Deulabari	Jhunkail Rasulpur			
	Shakhipur	Gajaria	Jhilimpur Baro Mousha			
	Gopalpur	Hemnagar	Bholarpar Belua	·		
Jamalpur	Sharishabari	Doail	Chaparkona Royderpara	Madarganj	Balijuri	Nadagari Paschim Sukhnagari
	Islampur	Parthoshee	Dengarchar Laudatta			
	Bakshiganj	Battrajore	Ujanpara Battrajoir			
	Milandha	Fulkocha	Paschim Bakai Bakai			
	Dewanganj	Chikajani	Baolatali Takimari			
Sherpur	Sreebardi	Garjaripa	Ghorjan Garjaripa	Nakla	Chandrakona	Reharchar Char Bassur Ali
Kishoreganj	Pakundia	Sukhia	Charpalash Uttar Sukhia	Nikli	Nikli	Kumarcchara Bhabanipur
	Kotiadi	Masua	Betal Horikeshor			
	Bajitpur	Gazirchar	Gazirchar Alkha			
Netrokona	Sadar	Dakkhin Bishiura	Palashhati Kumarura	Khaliajhuri	Mendipur	Priyo Khara Nurpur
	Modon	Modon	lmadpur Fochika			
6 Districts	24 Upazilas	24 Unions	48 villages	8 Upazilas	8 Unions	16 villages

Data Consolidation and Analysis

Data collection and data consolidation occurred simultaneously. Completed interview schedules were brought to READ office Dhaka phase by phase for processing. Data consolidation activities, such as editing, coding, translating, classifying and data entry into the computer software for analysis have been carried out separately. Frequency tables (one, two or multi ways) are prepared for interpretations and analysis. Statistical and computer tools (SPSS and d-Base, EPI soft wares, Fox pro) used for data analysis.

Chapter-III Findings on Infrastructures

Section 1: Assessment Physical Targets Review of PCR and Allied Reports

Local Government Engineering Department (LGED) under the Ministry of LGRD and Cooperatives of Local Government Division was executed the project "Rural Infrastructure Development Project: Greater Mymensingh (Mymensingh, Tangail, Jamalpur, Sherpur, Kishoreganj & Netrokona District) included construction of Upazila roads (FRBs), union/rural roads (RRs), bridges/culverts on FRBs, bridges/culverts on RRs, road side tree plantation, development of growth centers, 2004 and 2007 flood rehabilitation works of roads and bridges/culverts. The project was taken up to fulfill the local need for improved road communication, better marketing facilities, increasing agricultural product, generating employment opportunities increasing socio-economic condition of the vast majority of rural poor.

Financing arrangement (Allocation of the project): The project has been funded by the Government of Bangladesh. The estimated cost and the actual cost of the project are given below.

(In lakh Taka)

Description	Estimated Cost		Actual	Cost over-run (% of
	Original	Latest revised	expenditure	original cost)
Total Taka	21060.00	26355.66	25060.80	19.00%
Project Aid (DPP)	-	-	-	-

Implementation Period: The implementation period of the project was originally scheduled from July 2002 to June 2007. Subsequently the project period was revised and extended up to June 2009 as shown in the chart below.

Implementation	Period as per PP	Actual	Time Over-run	Remarks
Original	Latest Revised	Implementation period	(% of original implementation period)	
2002-2003 to	2002-2003 to	2002-2003 to	40%	Project Duration
2006-2007	2008-2009	2008-2009		was extended from
(01.07.2002 -	(01.07.2002-	(01.07.2002-		July 2007 to June
30.06.2007	30.06.2009)	30.06.2009)		2009

Project revision with reasons: The Project was revised with some additional cost but time extension from 1st July 2007 to 30 June 2009 due to the following reasons:

- Implementation of the project could not be started in 2002. Thus to adjust the backlog allocation, adjust the revised work programme, to complete the incomplete works and to implement the rehabilitation works of 2004 and 2007;
- There was no provision of allocation for salary and allowances for extended period of the project. It was therefore, necessary to make provision for salary and allowances' including salary compensation of the project staff for manpower component for the extended period and the project was revised accordingly; and
- In the middle of 2007, heavy flood occurred in the country. Many roads, bridges, culverts & growth centers were damaged in the project area of Rural Infrastructure Development Project: Greater Mymensingh. Transport and communication networks were disrupted seriously. The countrywide flood damage situation was reviewed in a meeting held in the Planning Commission. As per decisions of the review meeting an amount of Tk. 2500.00 lakh was allocated for rehabilitation works of damaged roads, bridges, culverts including

bridge approaches, u-drains, Rip-Rap works, retaining walls, RCC protection works etc, growth centers & rural hat/bazars and the project was revised incorporating the flood damaged works for implementation.

SI. No.	Name of al component (s) PCP/PP/TAPP	Unit	Target (as p DP	per revised P)	Actual F	Progress	% achie	vement
			Financial (Taka in Lakh)	Physical Quantity	Financial (Taka in Lakh)	Physical Quantity	Financial	Physical
1	2	3	4	5	6	7	8	9
Α.	Physical/Civil Works							
01.	(a) Construction of Upazila roads (Feeder road type-B)	km	2532.57	89.10	2325.70	81.91	92%	92%
02.	(b) Construction of Union and village road	km	9825.33	409.42	9628.72	400.96	98%	98%
03.	(c) Construction of bridge/culverts on Upazila roads (FRB)	m	2958.57	1900.17	2804.17	1807.31	95%	95%
04.	(d) Construction of bridge/culverts on Union and village road.	m	5710.15	4254.96	5570.89	4153.54	98%	98%
05.	(e) Development of Growth Centre/Rural Markets	nos	262.55	14	262.55	14	100%	100%
06.	Tree plantation on the Upazila roads (FRB) and Union roads (Rural roads)	km	98.42	351.72	98.35	338.53	100%	96%
07.	Rehabilitation of 2004 flood damage	d Road	s/bridges					
	i) Development of Upazila roads (Feeder road type - B) (BC)	km	1010.00	101.00	1010.00	101.00	100%	100%
	ii) Development of Union roads (Rural road) (Earth work + BC)	km	1550.09	226.35	1550.09	226.35	100%	100%
	iii) Construction of Bridge/Culvert on Upazila roads	m	47.26	75.00	47.26	75.00	100%	100%
	iv) Construction of Bridge/Culvert on Union roads	m	27.23	42.0	27.23	42.00	100%	100%
08.	Rehabilitation of 2007 flood damage	d Road	s/bridges & m	arkets			0	0
	(a) Development of Upazila/Union roads	km	1370.00	68.50	923.05	47.00	67%	69%
	(b) Construction of B/C on Upazila/ Union Roads including bridge approaches, U-drains, RCC protection works etc.	km	600.00	400.00	450.00	300.00	75%	75%
	(c) Development of Growth centre/ village Hat-bazar.	No	20.08	1	20.08	1	100%	100%
	Sub Total =		26012.25		24718.09			
В.	Manpower	Mm	177.91	1764.00	177.36	1764.00	100%	100%
C.	Transport: Motorcycle	nos	50.00	50 nos	50.00	50 nos	100%	100%
D.	Furniture and office equipment							
	Personal Computer & accessories	nos	9.00	9 nos	9.00	9 nos	100%	100%
	Office furniture	L.S.	4.00	L.S.	4.00	as per need	100%	100%
	Photo copier	nos	7.00	7 nos	7.00	7 nos	100%	100%
	Fax	no	.50	1 no	.50	1	100%	100%
	Subtotal D		7.50		7.50		100%	100%
F.	Office Contingency	L.S.	95.00	L.S.	94.85	as per need	100%	100%
	Total		26355.66		25060.80		95%	97.66%

Component-wise Progress (As per latest approved PP):

Activities of the project were implemented according to the Annual Development Programme and at the end of June/2009 the overall physical progress of the project was 97.66% and financial targets achieved was 95%.

Analysis of the post-Implementation situation and result of the project:

- Whether the beneficiaries of the project have clear knowledge about the target/objectives of the project: Beneficiaries of the project do not have clear knowledge about the target/objectives of project as the project is spread over a wide area. They do not have idea about the total target of the project. But they well understood the benefits of reduced transportation cost, better marketing facilities, easy availability of agricultural inputs etc.
- **Programme for use of created facilities of the project:** Created facilities are currently being used by the local people.
- Impact of the project :
 - ✓ Direct: The project provided better road communication in the rural areas through construction of roads and bridge/culverts on Upazila, Union & Village roads. Construction of roads created marketing facilities of agricultural products through development of rural markets. Thus, the Project provided direct benefit to the rural people.
 - ✓ Indirect: Interview with the local residents revealed that improved road communication helped in rapid supply of inputs in agriculture and marketing of the agriculture products. As a result, agricultural production have substantially been increased. Improved road network helped to increase the commercial & economic activities in the project area.
- **Employment generation through the project:** 50 Million man days of employment were created through implementation this project. Some indirect employment in the transport sector and agriculture sector have also been developed.
- **Possibility of self employment:** The project has provided improved road communication along with tree plantation increasing economic and commercial activities of the rural areas which has created possibility of self-employment.
- **Possibility of women-employment opportunity:** The project improved transportation and marketing facilities which have created direct and indirect employment opportunities for the rural poor. There is ample scope for women to be engaged in the business activities. Woman employment opportunity has developed through roads side Tree plantation and care taking activities.
- Women's participation in development: Women were directly engaged in the implementation of the project activities like construction of work, tree plantation and care taking programme.
- **Probable Impact on Socio-Economic activity:** Rural communication network development through construction of roads & bridges and culverts has created direct & indirect impact on socio-economic development in the project area. This will have effect on Primary education and health services.
- **Impact on environment:** Bridge and culverts have been constructed and designed in such a manner that they do not create any water logging or obstacle to the natural flow of water. Instead of adverse impact on environment, the project has provided good impact on environment by plantation works done on the road sides.
- **Sustainability of the project:** Periodic and routine maintenance will be done by local Govt. Bodies and LGED.
- **Contribution to poverty alleviation/reduction:** Development of transport communication facilitated increase of agriculture production and commercial activities in the project area. The income of rural people especially poor who are directly and indirectly involved in the business activities will be increased which will contribute towards poverty reduction.
- Opinion of the public representatives, local elite, local administration, teachers, religious leaders, women's representatives etc.: The construction of rural roads and bridge/culverts has brought good impact on the rural areas. For this reason, the project schemes were very much demanding to the public representatives, religious leaders and

other local elites and their opinion was taken in the preparation of schemes.

- **Problems encountered during implementation:** Infrastructure built under this project was affected by the flood 2004 and 2007.
- **Time & Cost Over-run:** Inadequate allocation hampered project implementation at the beginning of the project. But when the project got momentum, Planning Commission provided adequate allocation to complete the project. Moreover, devastating flood occurred in 2004 & 2007 hampered the implementation activities. As a result period of implementation was extended & the cost of the project was also increased.

Section – 2: Findings of Physical Observations of Infrastructures

The study team observed and physically verified construction of different types of infrastructures: Upazila FRB roads, Union Rural roads, Bridges/culverts on Upazila & Union rural roads (newly constructed and Flood damaged/rehabilitated); tree plantation on Upazila & Union roads; and growth centers/rural markets. The observations specifically verified the implementation status, and it also investigated the status of current repairs and maintenance and the level of use and its effectiveness. The steps and mechanism for direct observations were: collecting information in details from the project areas; Collecting information from project officials of LGED and Direct observation by the Field Investigators.

Summary findings of observed infrastructures: See detailed findings of each individual infrastructure in Appendix 1.

Infrastruct	tures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems		
Upazila roads	FRB	Target was 89.10 km and actual achievement is 81.91 km (92%)	Sample observed 39.55 km (48%) on 28 Upazila FRB roads	 Out of observed 39.55 km on 28 Upazila FRB roads: 14 roads: 18.21 km (46%) were found fully operational with no problems 10 roads: 18.47 km (47%) are operational but with some minor problems Rest 4 roads: 2.87 km (7%) are operational but with major defects 	 Minor problems are pot hole found and carpeting damage in few places in the road. The vehicle can move but will create problem in future. Major problems are the vehicle could not run freely due to serious damage of carpeting, settle down of pavement, removal of earth from the shoulder and big pot hole in road surface. No maintenance work done in most of the roads after construction. 		

Infrastructures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems
Union Rural Roads	Target was 409.42 km and actual achievement is 400.91 km (98%)	Sample observed 51.69 km (13%) on 37 Union roads	 Out of observed 51.69 km on 37 Union rural roads: 17 roads: 29.07 km (56%) were found fully operational with no problems 13 roads: 13.44 km (26%) are operational but with some minor problems 7 roads: 9.17 km (18%) are operational but with major defects 	 Minor problems are: damage of carpeting in few places, crack and pot hole on road surface. The vehicle can move but in future will create problem due to further deteriorate of the road. Major problems are: damage of carpeting in many places, settle down of pavement, removal of earth from shoulder, big pot hole on road surface. The vehicle cannot run freely and immediate repair needed. The local people also mentioned that the kutcha part of the developed rural road become unusable during rainy season due to serious damage. No maintenance work done in most of the roads after construction.

Infrastructures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems
Flood Rehabilitated Roads (2004 & 2007)	Target was 395.85 km rehabilitation of flood damaged road on FRB & Union roads and actual achievement is 347.35 km (95%)	Sample observed flood rehabilitated 35.06 km (10%) on 12 roads	 Out of observed 35.06 km on 12 flood rehabilitated roads : 4 roads: 10.56 km (30%) were found no problem and fully operational 7 roads: 22.3 km (64%) are operational but with some minor problems 1 road (Dhalapara-Chapri road): 2.2 km (6%) found operational but with major problems 	 Minor problems are: formation of pot holes, damage of carpeting in few places and cracks on road surface. Major problems are: Carpeting broken in many places, pot hole developed in most of the surface, road sides broken in some places. No repair and maintenance work was done
Bridge/ culverts on Upazila FRB Roads	Target was 1900.17 m of bridges/culvert s on Upazila FRBs and actual achievement is 1807.31 m (95%)	Sample observed 42 m bridge on 2 FRB roads (5%)	 Observed bridges were found operational and connected with pucca road on both side All the component of the bridges i.e. pier, abutments, girders, cross beam, top slab, railing, retaining and wing wall are in good condition 	 Approach road for both observed bridges found in bad condition: Approach road of bridge on Tangail-Dhalpara road was totally damaged due to erosion of earth and shrinkage down ward which created sharp vertical slope. Approach road of bridge on Islampur- Jhagrarchar road found partly damaged No repair and maintenance done after construction

Infrastructures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems
Bridge/ culverts on Union Rural Roads	Target was 4254.96 m of bridges/ culverts on Union rural roads and actual achievement is 4153.54 m: 98% achievement	Sample observed 62.6 m bridge/ culverts on 3 Union/Rural roads (5%)	 Observed bridge/culverts were found operational All the component of the bridge/culverts i.e. pier, abutments, girders, top slab, railing, retaining and wing wall are in good condition 	 Condition of approach roads of 1 bridge/culvert is good Approach of the another bridge/culvert is not in good condition – both side slopes are not smooth, both side approach road are partly damaged and in few places, pot holes have been formed which creating problems to smooth movement of vehicles Condition of approach roads of one bridge/culvert are in almost good – but have small pot hole in one or two place which not creating problem to move vehicles After construction to till date no maintenance work was done
Flood rehabilitated bridges/ culverts	Target was 117.00 m of bridges/ culverts on Upazila and actual achievement is 100%	Sample observed 88 m flood rehabilitated bridges (75%) on 2 roads	 Both of the bridges found operational All the component of the bridges i.e. pier, abutments, girders, cross beam, top slab, railing, retaining and wing wall are in good condition Approach roads of the both observed bridges are found good 	• No problem
Infrastructures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems
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Tree plantation on FRB and Union Rural roads	Target was tree plantation on 351.72 km of FRB and Union roads and actual achievement is 338.53 km (96%)	Sample observed 38.4 km (11%) tree plantation on 9 roads	 On observed tree plantation on 9 roads, out of a target of 35,745 nos. of trees, 34345 nos. (96%) were planted Various types of trees were planted such as, Mehogoni, Akashmoni, Nim, Garjan, Shegun, Shishu, Karoi, Jackfruit, Mango, Blackberry, Eucalyptus 	 As per observation on an average 36% road side trees are surviving No tree was replanted in place of dead trees Only in one place (Tree plantation on Baira-Kolghat-Doyel-Kendua road, Sarishabari, Jamalpur), trees are felled down by the persons from the Forest Department, now no trees are there
Growth Centers/ Rural Markets	Target was 14 growth centers/rural markets development and actual achievement is 100%	Sample observed 12 nos. growth centers/rural markets (86%)	 Growth Centers: Out of observed 4 growth centers: 1 no. is operating with no problem 3 nos. are operating with some problems Use of Growth Centers and its benefits: Additional increase in terms of gross income from the market annually is 231% during post implementation period over the previous period; Frequencies of commencement of market in terms of number of days in a week increased by 5 days or 250%; Average number of persons visiting the market increased additionally by 67%; and Saleable items from the market increased 	 Growth Centers: ✓ Water logging due to heavy rainfall and flood; ✓ Lack of cleanliness of the market area; ✓ Main road connecting growth center is not developed is not metalled (pucca road); ✓ No drainage system; ✓ No office room; ✓ Tube well stolen; and ✓ No latrine or Latrine is out of order.

Infrastructures	Project total achievement: Reported PCR	Sample observed	Status observed	Types of Problems
Growth Centers/ Rural Markets	Reported PCR		 Rural markets: Out of observed 8 rural markets 3 nos. are operating with good condition 5 nos. are operating with some problems Additional increase in terms of gross income from the market annually is 246% during post implementation period over the previous period; Market days commenced improved from 104 at pre project period to 360 days during post project period; an additional improvement of 246%; Average number of persons visiting the market increased additionally by 590%; and Sellable items from the market increased additionally by 590%; and Sellable items from the market increase of wage earnings and employment, particularly for the poor. 	 Rural Markets: Inadequate drainage system (1); Problem of drinking water (1); Lack of cleanliness of the market area (3); Drainage Problem/No drainage system (2); Main road connecting bazaar road is katcha (1); Tubewell is out of order (2); Few local businessmen (Rice and Garments) have grabbed the open pucca platform of the markets and doing their own business (1); Water logging due to heavy rain fall as the drainage work not adequate (1); Inside road condition of the market is not good (1); Somewhere plaster of floor of sheds are damaged (1); Large portion of bazaar area of one bazaar was destroyed for river erosion (Shaikh para BNP bazaar development, Dewanganj, Jamalpur)

Observations by the Community on Roads: During observation of the infrastructures while discussing with community people who gathered on the spot, identified following impacts accrued from road construction.

- Communication has improved all over the project area connecting schools, colleges growth centers, hat, bazaar, upazila, district town, and health center, hospital different directions have been developed.
- Transportation of agricultural product towards hat/bazaar and other commercial places has improved and farmer get fair price.
- Increased production of different crops, vegetables in the rural areas has been achieved.
- Employment has been generated among rural poor including women and landless.
- Allied developments, such as pisci culture, poultry farm, rice husking mill, tree plantation have also been achieved.

Observations by the Community on Growth Centers: During observation of the infrastructures while discussing with community people who gathered on the spot, identified following impacts accrued from establishments and operations of the growth centers and rural markets:

- Increased marketing opportunities of agriculture products
- Farmers and businessman are getting fair price on sale of agriculture products
- Most of the agri and other products are brought to the markets from the different unions.
- Consumers are coming from different unions to purchase and sell different products.
- Increased employments are achieved due to operationlization of growth centers/rural markets: unemployed youths are finding jobs
- Greater numbers of women are now coming to the markets for buying
- Income of the farmers have increased substantially
- Increased marketing opportunities is also an incentives for the farmers to diversify their agricultural products; farmers are finding markets for their fruits and vegetables
- Improved communication facilitate increased number of community people to visit the Growth centers and the rural markets; consequently these centers are functioning as social and economic hub where people also can share and exchange their ideas covering different aspects of their life.

Recommendation/suggestions for the present and future guideline

- Repair works for the minor damaged roads are needed to be under taken immediately, so that conditions of those roads do not deteriorate further.
- Budget allocation for maintenance work to be increased.
- Proper turffing should be provided on earthen shoulder of the roads.
- Regular inspection and close supervision by the LGED officials are needed.
- Remaining kutcha part of developed rural roads to be developed.
- Monitoring and maintenance cell may be established to monitor and maintenance work.

Observations of the infrastructures through physical verifications prove that the assigned tasks of various construction works was carried out at almost hundred percent level, but subsequently, the performances on the repair and maintenance works of the infrastructures are not as good. In the overall analyses, it may be surmised that about a quarter of the infrastructures are now facing problems and during rainy season, communications are becoming certainly more difficult. And lastly, the findings on the survival of the trees on the road side are very poor. The growth centers and the rural markets have certainly accelerated trade and commerce in the rural areas by manifold, but it is also true that some of the centers are devoid of some essential amenities like tube wells, toilets, connecting roads and cleanliness.

Chapter IV Findings of Qualitative in-depth investigations

Section 1. Findings of Intensive Interviews with Users

At the suggestion of the Specialist Consultant of IMED (during Technical Committee Meeting), 122 Intensive Interviews were conducted with selected users of the infrastructures. This facilitated in-depth understanding of the users' view points on the impact of the infrastructures improving socio-economic status. Among them 117 are engaged directly in farming and 5 in Farm business. Following presentation summarizes salient findings of users' intensive interviews.

Overwhelming majority of the users' sample could identify the period when the infrastructures were constructed in their locality and they mentioned the period between 2002 to 2008. Only a meager portion of the users (about a sixth) could not specify the year of construction of the facilities. Previously roads were un-metalled/mud built and the roads were with pot holes and were near unworthy for travel. Most of the users assessed previous roads as either bad or very bad; only about a tenth identified roads as good or moderately good. Users, 50% of the times claimed that the roads were used by pedestrians/bullock or push cart and rest fifty percent of the times roads were used by rickshaw, vans or bi-cycles; only rarely (1%) motor cycles had been plying on the roads. On the contrary, currently most of the vehicles plying on the roads are engine driven (Motorcycle-11%, Tempo/ tomtom/ votvoti-44%, Bus- 5%, and CNG-15%) and the rest are Rikshaw-12%, Thelagari-1%, and On foot- 2%.

Currently almost all the members of the family use the roads, which was not possible earlier. Users estimated that on average a road is used by 10,000 people per day. Travel time per destination has been reduced to half (31 minutes on average) now compared to the past (68 minutes on average), while the cost for travel per destination has increased by about 33%. Since travel time has been reduced to half, the estimated cost for carrying goods must have reduced substantially, because the users would currently transport same quantity of goods at half the time compared to the past. In a matter of five to ten years, it is unlikely that major shift (change) in occupation in a community would occur, such transformation should take more time. Even then, as mentioned by the users, more than 90% of the persons eligible to be in occupation were engaged in farming (owner farmers, share croppers or agri labourers) and about 7% were engaged in business including farm products, while currently more than 10% are engaged in farm business.

Users opined that increased agricultural production and improved marketing of agri products created opportunities and scope for increased income for the farm families; and the users unanimously (100%) affirmed that income of the families has been raised. Improved road communication exposed rural farm communities to:

- Enhanced Utilization of modern fertilizer/pesticide 10%;
- Frequent use of modern technology of crop production 9%;
- Extended participation to crop diversification 3%;
- Greater levels of agri products to markets 11%;
- Higher levels of earning due to fair price of agri products 57%; and
- Increased productivity of farm laborers due to raise in their wages 10%.

And all the factors above contributed to increased agricultural production leading to gains in increased income through marketing of farm products.

Section 2. Assessment by Key Informants (Project Engineers) and Local Stakeholders

Intensive interviews (188) for conducting in-depth assessment of the status of construction and use of the infrastructures were conducted with:

- 44 Project Engineers: 10 at National and at District levels; 34 at Upazila level;
- 2 Project Accountants: 1 National and 1 at Upazila level
- 90 Allied Officers at Upazila level;
- 50 Elected officials of local Government: 34 at Upazila level and 15 at Union level
- 2 NGO Branch Managers at Upazila level

Of the available Engineers at Upazila level during data collection, 71% claimed that they were involved in the implementation of the project. From among the local government officials, elected or allied GOB officials, only 15% claimed that they were somewhat involved in the project. Those of the local Government officials claiming some involvement, most of them were the elected officials. Engineers most of the times (75%) supervised construction, while only 25% of the times they estimated that they invested to assess the quality of work. The engineers claimed that they invested 25% of their time for activities on bidding and tender finalization. District level Engineers claimed that 100% of the targeted work as per PP was completed, while such claim was at 97% by the Upazila level Engineers. About one tenth of the Upazila Engineers (11%) claimed that they faced some problems in implementing the project and these included the problems of land acquisitions, Contractors avoiding to complete work as per specifications and some incidences of external factors (irregular pressures or demands) also cause delays and problems in completing the targets in time.

Out of 44 Engineers, majority (84%) opined that the local community participated in the project by:

•	Contributing labor locally	91%
•	Donating land	35%
•	Resolving local disputes	24%
•	Participating contractor	3%

More than three fourths of Engineers (77%) claimed that local women participated in the project work by:

- As a labor: on soil digging, brick crushing, filling sand, cooking, RCC construction 100%
- Carpeting

- 12% - 8%

• Tree plantation and nursing

There was no provision for training or orientation of the Engineers. However, it is felt that in future orientation of the Engineers on social mobilization, gender participation and tree plantation can be planned.

Although the Engineers opined that there was no environmental problem faced due to the project. On the contrary, allied local officials (From Agriculture, Fisheries, Education, UNO Office and Elected Officials of Upazila and Union Parishad and NGOs: n = 142) mentioned about the problems of water logging (13%); Erosion of road side mud/soil in the absence of adequate tree plantations (28%); and about a quarter of the respondents also mentioned that felling of trees by local influential as a problem (23%).

Section 3. FGD Findings

FGDs with Community influential/leaders were conducted in the selected Unions only for Interventions/Treatment areas. Of the total FGD participants 86% were males and the rest 14% are females; 48% are farmers, 38% are businessmen, 10% are service holders, 3% teachers; and Day labor (1%). Among the farmers and businessmen, many are UP Chairman and Members, Influential, Community Leaders, Social Workers.

Perception about the infrastructures developed under RIDP project in the sample areas:

More than two thirds of the participants (71%) could specify 'construction of road' as one of the components of the project infrastructures; only about one sixth (17%) could identify 'construction and operations of the Growth Centers' as another component, while only about a tenth (12%) could separately identify 'Bridges and Culverts', but 'tree plantations' as a component was identified even by less than one tenth of the participants. Findings suggest that LGED projects uphold the image of predominantly construction of roads, while other components particularly, 'Growth Centers' and 'Tree Plantation' was very meagerly known by the community.

Perceptions about the status of roads and bridge/culverts: The participants narrated the sequences of construction of roads and bridges/culverts phased over the following years:

- 6 were constructed in 2006
- 4 in 2005
- 3 in 2003
- the rest 4 were in 2004, 2007, 2008 and 2009
- 2 bridges/culverts in 2005 and 1 in 2005-2006

Out of 17 roads covering different places/areas:

- in 11 places, road condition is good and maintenance work not needed;
- in 3 places maintenance work was already done by LGED;
- in 2 places repair and maintenance is needed and
- in 1 place maintenance work is on going by LGED.

Participants although opined that the roads are in operating conditions but these are currently beset with the following problems:

- Road side slightly broken in few places
- In some places road carpeting is damaged and pot holes have been formed, which are creating difficulties to move and not possible to move after rain
- Part of the road is katcha which are creating problems of movements
- Road is narrow creating problem to movements of all kinds of vehicles
- · Bending trees on the roads sometimes cause accidents

All the bridges are now in operational conditions and are assessed to be good, except in 2 places where approach road are partly damaged and pot holes exist on the approach roads, which need immediate repairs.

Perceptions about the status of Growth centers/rural markets:

- Out of 4 growth centers/rural markets, 3 were constructed in 2005 and another 1 in 2006.
- All growth centers/rural markets are currently functioning.
- All the participants expressed that growth centers/rural markets are now operating, but have some problems except one area:
 - ✓ No drainage system
 - ✓ Lack of tube well for drinking water/ tube well is out of order

- ✓ Lack of cleanliness
- ✓ Water logging due to heavy rain fall as the drainage work not adequate
- ✓ Inner road of the market are katcha and pot wholes have been created in some places
- ✓ Somewhere plaster of floor of sheds are damaged

Perceptions about the status of Tree plantation:

- In two places FGD participants stated that road side tree plantation was done by the LGED under this project
- In one place, trees have been cut down by the Forest department, now no trees are there
- In one place present condition of the trees are good and maintenance of the road side plantations are regularly done by the poor women
- Participants also mentioned that poor women were engaged in road side plantation work and consequently, they were financially benefited
- For road side tee plantation poor people are earning some money by selling tree leaves and branches/sticks; and they are also using as these as firewood/fuel
- Participants also ascertained that tree plantations ensure environmental balance

Perception about women participation: The participants of 5 Upazilas (Kalihati, Gopalpur, Modhupur of Tangail; Ghatail in Mymensingh and Pakundia in Kishoreganj) opined that no female worker was engaged during construction work. But in the rest 19 Upazilas, the participants affirmed local women's participation in the road construction works.

Section 4. Findings of Local Level Workshop

A local level workshop was conducted to assess the impact on the project of Rural Infrastructure Development Project: Greater Mymensingh (Mymensing, Tangail, Jamalpur, Sherpur, Netrokona and Kishoreganj) Districts on 3 February 2011 at Upazila Auditorium, Kalihati Upazila, Tangail at 11.00 am to 2 pm. The workshop was jointly organized by the IMED and READ with support from the Upazila Engineer's office of LGED, Kalihati, Tangail.

The workshop was presided by Mr. Md Mosharaf Hossain, Assistant Director, IMED. Mr. Hasan Imam Khan, Chairman, Upazila Parishad and Mr. Md. Mamun ul Hasan UNO, Kalihati were present as Guest of Honour. Among others present were Md. Ansar Ali, Mayor, Kalihati Pourashava, Md. Anwar Hossain, Vice Chairman, Kalihati pourashava, Md. Mahbob Hosain, Ex. Engineer, LGED, Assistant Engineer, LGED and Md. Abdul Momin, Upazila Engineer, LGED. The workshop was moderated by Engr. Md. Quddusur Rahman, Consultant, READ along with Susoma Ferdous, Additional Director, READ and Md. Nazrul Islam, Deputy Director, READ. Thirty (30) participants representing cross section of the people of the locality participated in the discussions. Distribution of the participants in the workshop is as follows:

Participants' Identity	Total No.	Male	Female
Beneficiaries: Farmers, School teacher, Imam, Businessmen, Local Influential	15	9	6
Upazila Chairman	1	1	0
Upazila Nirbahi Officer	1	1	0
Upazila Vice Chairman	1	1	0
Pouroshava Mayor, UP Chairman	2	2	0
Upazila Education Officer & Upazila Agriculture Officer	2	2	0
LEGE Executive Engineer & Assistant Engineer, LGED Upazila Engineer	3	3	0
IMED Assistant Director	1	1	0
READ Consultant, Additional Director, Deputy Director and Program Officer	4	3	1
Total	30	23	7

Participants actively interacted in the discussions and made valuable comments on different issues concerning rural infrastructures executed by LGED during the year 2002 to 2009. The salient points raised by the participants in the workshop are specified in the following presentations.

During the year 2002 to 2009 the following infrastructure were developed by LGED in Kalihati Upazila.

- Construction of new Upazila road 11.03 km
- Rehabilitation of 2004 & 2007 flood damaged road 9.673 km.
- Tree plantation 6.50 km covering in 5 different roads.

Comments of the participants

The participants informed that the construction works were undertake by the contractors and the materials used were examined prior to construction. The quality of the work was good and satisfactory. Local people joined as laborers during the construction. But the participants opined that most of the roads are damaged because of frequent movements of heavy vehicles. But no repair work was undertaken since construction. In many instances, only a part of the total length of a road was completed resulting to difficulties of communication and consequently people suffered. In many rural roads, there are often movements of heavy vehicles, while the rural roads are too narrow for such transports.

Benefits accrued as assessed by the participants are as follows:

- Improved communication through construction of roads eased the traveling of school/college going male and female students and indirectly such opportunity enhanced future prospects of increased rates of education of the locality;
- Good road transportation and improved marketing of agricultural products resulted to earning of fair price and profits for the farm producers;
- Improved communication network created additional job opportunities for the poor, such as increased involvement of local people as transportation laborers (van drivers) and as factory laborers;
- Again improved communication system contributed to accelerated production and marketing of fish, horticulture (vegetables and fruits), poultry and diary products (cattle raising);
- Poor women of the locality achieved opportunities to produce and market vegetables and thereby gained additional income;
- Improved communication reduced both travel time and cost of marketing of farm products;
- Above all, access to good communication impacted on raising of costs of land in the area and in some instances, land value rose by five times;

Concerns for Repair of Roads: The Executive Engineer mentioned that currently allocations for repair of rural roads are meager. In most of the cases as rural roads are used by vehicles beyond the capacity of the roads, conditions of the roads deteriorate creating frequent needs for their repairs. His comments were appreciated by all the participants, particularly the beneficiaries participating in the workshop.

As a special remark, the participants underscored the need for the poor women to be used as laborers in the repair work and according to them already, the rural women laborers are involved in the repairing the non metal mud roads.

Tree Plantation Endeavors: Both the Executive Engineer and the Upazila Engineer mentioned that in total in five roads covering a length of 6.5 km, tree plantations to the extent of 12000 plants, such as Mehogoni, Akashi, Neem and a few fruit bearing trees were planted. Of these trees, about 70—80% are now surviving. The Upazila Engineer also mentioned that on a part of the roads, coconut trees were planted, but later on people from the vicinity uprooted these and re-planted the same in their own yards. Some of the participants opined that on the road side planting of wood bearing trees is better than fruit bearing trees. On the contrary, the Upazila Agricultural Officer, mentioned that planting of large trees on the road side with wide areas of shadows might damage farm production in the farm lands situated in the close proximity of the roads. He however emphasized that planting of fruit bearing trees on the road side is a better alternative.

The participants also remarked that currently the poor women are in charge of maintenance of the road side plantations and they are engaged as daily laborers for performing such assignments.

Growth Centers and Rural Markets: Although under the current project in Kalihati construction of Growth Center was not undertaken. Under a different project in the local Ballabazar market such infrastructures have been constructed and the quality of construction is very good. These Growth Centers are well maintained and are regularly cleaned. Regularly 10 to 12 women sellers are present in the Ballabazar market and of the persons visiting the market, about 50% are women.

Chapter V Findings and Discussions of Quantitative Household Survey of Beneficiaries

Section 1: Socio-economic and Demographic Characteristics

- > Distribution of beneficiary samples (Respondents):
- 2400 from Interventions areas: 67% were males (head of households, farmers and earning members of the family and the rest 33% were married females; and
- 800 from Interventions areas: 66% were males (head of households, farmers and earning members of the family and the rest 34% were married females.

Age of Respondents: Mean age of the males is 46 years in the intervention areas and 45 years in the control areas, while that of the females is 37 years both in the Intervention and in the Control.

Education: Mean education achieved both for Intervention and Control areas 4^{th} grade completed; but the men are one grade more qualified (5^{th}) than the women (4^{th}).

Occupation: More than 80% of the males, are engaged in Farming including farm labour in both Intervention (87%) and in Control (87%) areas; rest of the males, 9% in the Intervention areas and 17% in the Control areas are either engaged in Business, Services and Day Labourers.

More than ninety percent of the females in the Intervention areas (98%) and in the control areas (99%) are housewives; very meager percent of the women are engaged in farming, services and Day Labourers.

Mean number of children per family 3 both in the Intervention (3.06) and in the Control areas (3.32). And total members per family are around 5: Intervention (4.9) and Control (5.3). Overwhelming majority of the families are nuclear (single): Intervention (80%) and Control (79%) and the rest are Joint Families.

Socio Economic Status (SES): Assessed on composite scale and also on observations (household structures and income), the comparative distributions of the Beneficiaries are as follows:



Section 2: Assessment of use of infrastructures

Status of Roads:

Three fourths of the beneficiaries in the Intervention areas (75%) claimed that their areas are covered by LGED constructed Rural Roads at the Union Level, while 29% claimed that they have FRB (Upazila connected) roads in their areas. Comparably, in the Control areas, only 22% claimed that they use Pucca Road (metal road) in their areas, while the rest are either unmetalled or Katcha Road. Overwhelming majority of the beneficiary samples in the intervention Areas (81%) and just a simple majority in the Control areas (55%) claimed that they regularly use the roads. About third of the respondents in the Control areas (36%) perceived that the roads are not worthy of use by vehicles; on the contrary, in the intervention areas only 3 percent perceived the same. Little less than half of the respondents in the Control areas (43%) observed that the roads are broken and need repairs, while only 15% of the respondents in the Intervention areas held comparable views. In the overall assessment, only 18% of the respondents in the Intervention areas and 96% of the respondents in the Control areas perceived that they roads.

Only 8% of the males and 5% of the females in the Intervention areas claimed that they were involved in the Construction phase of the Roads.

Status of Bridges/culverts: Usability of Bridges/culverts: Majority of the respondents in the Intervention areas (55%) and only one fifth (20%) in the Control areas claimed that the Bridges/culverts are usable, while the rest in the respective areas need repairs.



Status of Repairs of Bridges/culverts: Repairs needed on the Bridges/culverts are for mending the cracks on the railings, pot holes on the foot path and uneven conditions of the approach roads.



Tree plantation: Only 4% of the respondents in the Intervention areas claimed that they have observed tree plantations in their localities and of those who observed tree plantations in the respective areas, only 2% claimed that females participated in the plantation tasks. They also mentioned that large number trees planted were felled by local power groups and a large number are damaged in the absence of maintenance.

Status of growth centers/rural markets:

A total of 14 Growth Centers/Rural Markets were constructed/ developed under the current project, of which 12 had been observed by the READ investigators. But within the catchments of household samples (24 unions), only four Growth Centers/Rural Markets constructed/developed are located. Only 17% of the respondents could identify the Growth Centers/Rural Markets constructed/developed under the current project. On the contrary, 77% of the respondents claimed that some more Growth Centers/Rural Markets were constructed/ developed under different project.

Fifty five percent of the respondents claimed that the Growth Centers/Rural Markets are used by the local people. Forty five percent of the respondents claimed that the Growth Centers/Rural Markets either need repairs or are damaged.

Percent of respondents claiming trading from the Growth Centers/Rural Markets are:

- Cash crops: paddy (21%), Wheat and corn (8%), Jute (10%), sugar cane (3%);
- Other agricultural products: oil seed (7%), pulse (4%), vegetables (42%), seeds (2%), rice (16%);
- Other consumable items: fish/meat (31%), cosmetics (20%), spices (9%) and poultry (10%)

Overwhelming majority of the female respondents (73%) ascertained that the females of the locality use the Growth Centers/Rural Markets.

Section 3: Assessment of Agriculture Productions

Production of crops: Bar graphs illustrate increase in the production of crops (paddy, Sugarcane, Vegetables, and Fruits) comparatively by areas (Intervention Versus Control) and by time periods (Pre and Post commencement of project period).



Difference-in-Differences Estimation

Difference in differences (DID) estimation is a non-experimental technique used in econometrics that measures the effect of a treatment at a given period in time. It is often used to measure the change induced by a particular treatment or event, though may be subject to certain biases (mean reversion bias, etc.). In contrast to a within-subject estimate

of the treatment effect (that measures the difference in an outcome after and before treatment) or a between-subjects estimate of the treatment effect (that measures the difference in an outcome between the treatment and control groups), the DID estimator represents the difference between the pre-post, within-subjects differences of the treatment and control groups. The difference in difference (or "double difference") estimator is defined as the difference in average outcome in the treatment group before and after treatment. The basic premise of DID is to examine the effect of some sort of treatment by comparing the treatment group after treatment both to the treatment group before treatment and to some other control group.

Findings from difference-in-differences estimation indicate that significant increase in productions of crops during post project period both in the Intervention and in the Control areas in respect of all the four crops (P<0.001). However, statistical analysis shows that in the Intervention areas, production of all types crops increased more significantly (p<0.01) than in the control areas except fruits production (see table below).

Crops			Intervention				Control				Z-	**P-
	Pre	Post	Absolute mean diff.	sd	*p- value	Pre	Post	Absolute mean diff.	sd	*p- value	value	value
Paddy	18.9	26.04	7.14	4.40	0.00	16.11	22.81	6.7	3.21	0.00	2.60	0.009
Sugarcane	70.8	114.17	43.37	42.73	0.00	65	89	24	2.07	0.00	4.1	0.000
Vegetables	26.18	38.17	11.99	11.16	0.00	24.8	34.18	9.38	8.99	0.00	4.84	0.000
Fruits	26.23	37.64	11.41	9.91	0.00	15.24	24.96	9.72	8.87	0.00	1.2	0.228

Table 5: Mean production of crops per bigha: in maund

*Pair sample d-test; **independent sample (two mean) test

Status of multiple productions of crops: Bar graphs illustrate increase in the multiple productions of crops (one crop, 2 crops, 3 crops, and 4 or more crops) comparatively by areas (Intervention Versus Control) and by time periods (Pre and Post commencement of project period).



In respect of yielding multiple crop production of crops comparatively show that the situation has improved both in the Intervention and in the Control almost equally with slight edge in favor of the Intervention areas.

Factors causing increased crop production: Bar graphs illustrate the factors accelerating agricultural productions comparatively by areas (Intervention Versus Control) at post project period.



Findings show that in respect of all the six factors which caused acceleration of agricultural productions during post project period were comparatively more favorable in the Intervention areas than in the control areas. Particularly in respect of availability of quality seeds due to improved communications, the intervention areas have an edge over the control areas additionally by 15%; and also in respect of marketing of agricultural products, it is 20%. Fifteen percent more respondents in the Intervention areas over the Control areas claimed to have gained earning fair price for agricultural products.

Tree plantations: Three fourths (74%) of the respondents in the Interventions areas compared to just half (51%) in the Control areas claimed that the programs on tree plantation were implemented in their respective areas. Two times more respondents in the Interventions area (17%) than those in the Control areas (8%) also mentioned that the trees were panted on the road side.

Bar graphs illustrate the factors of incentives to increased tree plantations comparatively by areas (Intervention Versus Control) at post project period.



Majority of the respondents in the intervention areas (52%) compared to a little less than half in the Control areas (47%) prioritized 'improved Awareness about safe Environment' as an incentive to encourage road side tree plantations.

Perceptions of the beneficiary samples comparatively rated improved agricultural productions in the intervention areas over the Control areas.

Section 4: Perceptions of Socio Economic Benefits

Conditions of Road Communications currently

Respondents almost universally acclaimed (perceived) the conditions of Road Communications currently as either Good/Very Good; while only one third of the respondents (37%) from the control held same views. Tow third (63%) of the respondents in the control areas assessed the conditions of road communications as bad (see Bar graphs).



Status of road communication

Mode of transports used in Intervention and Control Areas: Pre and Post Project:

Bar graphs below illustrate the types of vehicles used (motorized in Blue or Green Colors and non motorized vehicles in Brown/Red or Pink colors) in the Intervention and Control areas pre and post project periods.



Mode of transports used	Pre project period		Post proje	ct period
	Intervention	Control	Intervention	Control
Bicycle	66	44	93	76
Rickshaw	45	17	82	53
Horse curt/bullock cart	6	20	11	16
By boat	0	10	0	0
Van	45	27	83	57
Motorcycle	33	22	93	76
Tempo/scooter/ Auto rickshaw	2	1	78	10
Truck	0	0	59	5
Bus	1	0	20	1
Nasimon/vatvoti/ motor van	1	1	67	7

Table 6: Mode of transports used in Intervention and Control Areas: in %

The use of transports (as in bar graphs above) by types (percent of respondents perceiving) and the change over the period comparatively between Intervention and in the control areas are discussed below:

- Use of rickshaws have increased from 45% at pre project period in the Intervention areas to 82% during post project period, while in the Control areas it has increased from 17% to 53%;
- Use of Van Cart have increased from 45% at pre project period in the Intervention areas to 83% during post project period, while in the Control areas it has increased from 27% to 57%;
- Use of Tempo/scooter/ Auto rickshaw have increased from 2% at pre project period in the Intervention areas to 78% during post project period, while in the Control areas it has increased from 1% to 10%;
- Both in the Intervention and in the Control areas Almost no truck, bus, and no indigenous vehicles was ever plying on the roads during the pre project period; but during post project period use of trucks, bus, and indigenous vehicles increased (as % of respondents perceiving) to 59%, 20% and 67% respectively in the Intervention areas, while in the control areas it remained at low level (1 to 7%).
- Use of Motor Cycle have increased from 33% at pre project period in the Intervention areas to 93% during post project period, while in the Control areas it has increased from 22% to 76%;
- Use of bicycle have increased from 66% at pre project period in the Intervention areas to 93% during post project period, while in the Control areas it has increased from 44% to 76%;
- Use of Horse/Bullock Cart have increased from 6% at pre project period in the Intervention areas to 11% during post project period, while in the Control areas it has decreased from 20% to 16%.

Analyses of findings above, clearly underscore that the use of motorized vehicles in the Intervention areas compared to those in the Control areas have increased at much higher rates as per perceptions of the beneficiary samples during the post project period. As for example, in the Control areas only 5% of the beneficiaries mentioned about plying of trucks, while in the Intervention areas it is 59% and again in the control areas only 1% mentioned about plying of buses, while in the Intervention areas, it is 20%.

Perceptions about communication (travel) hardships to Important Places

Perceptions of Males: In the intervention areas at pre project period, little less than one fifth (18%) of the respondents mentioned that travel to important places was not at all easy or not

possible, while during post project period none perceived traveling as not easy or difficult. On the contrary, in the Control areas at pre project period, more than a third (39%) of the respondents mentioned that travel to important places was not at all easy or not possible, while during the post project period, only 5% perceived traveling as not easy or difficult.

Perceptions of Females: In the intervention areas at pre project period, more than a third (39%) of the respondents mentioned that travel to important places was not at all easy or not possible, while during post project period, a tenth (10%) perceived traveling as not easy or difficult. On the contrary, in the Control areas at pre project period, more than half (51%) of the respondents mentioned that travel to important places was not at all easy or not possible, while during the post project period, about a sixth (15%) perceived traveling as not easy or difficult.

Queries about the places to visit were made on three categories: Growth center/ rural hatbazaar (Green color); Administrative Centers Union Parishad/Upazila/District town (Pink color); and Service Centers: School-college/Health Centers/hospitals (blue color). Bar graphs below illustrate the perceptions of the males and females regarding their visits to these three kinds of places (in terms of ease/hardships in traveling) comparatively by intervention and control areas and by time periods (pre and post project implementation time).

Males Perceptions: Findings in the bar graphs below

- As regards visit to Growth Centers/hats/bazaars 82% of the respondents during post project period felt at ease to travel their, while during per project period only 46% said so; while in the Control areas, the perceptions changed from 48% during pre project time to 71% during post project time;
- As regards visit to Administrative Centers Union Parishad/ Upazila/ District town 100% of the respondents during post project period felt at ease to travel their, while during pre project period only 54% said so; while in the Control areas, the perceptions changed from 37% during pre project time to 70% during post project time; and
- As regards visit to Service Centers: School-college/Health Centers/hospitals 100% of the respondents during post project period felt at ease to travel their, while during pre project period only 36% said so; while in the Control areas, the perceptions changed from 22% during pre project time to 72% during post project time.





Females Perceptions: Findings in the above bar graphs

- As regards visit to Growth Centers/hats/bazaars 62% of the respondents during post project period felt at ease to travel their, while during per project period only 27% said so; while in the Control areas, the perceptions changed from 24% during pre project time to 52% during post project time;
- As regards visit to Administrative Centers Union Parishad/ Upazila/ District town 56% of the respondents during post project period felt at ease to travel their, while during pre project period only 33% said so; while in the Control areas, the perceptions changed from 18% during pre project time to 25% during post project time; and
- As regards visit to Service Centers: School-college/Health Centers/hospitals 100% of the respondents during post project period felt at ease to travel their, while during pre project period only 18% said so; while in the Control areas, the perceptions changed from 15% during pre project time to 67% during post project time;

Time and cost of transportation

As regards reduction of transportation costs, more than one third of the respondents (35%) in the Intervention areas and only about one sixth (15%) in the Control areas perceived that the costs of transportation decreased currently compared to periods prior to commencement of the Project (see bar graphs below).



Bar graphs below illustrate average (mean) time and costs per shift of transporting goods to markets comparatively time periods and by Intervention and Control areas.



- During post project over pre project period, the average time/costs per shift of transporting goods to markets:
 - In the Intervention areas average time has been reduced by 33 minutes, while the average costs reduced Tk. 10; and
 - ✓ In the Control areas average time has been reduced by 21 minutes, while the average costs reduced by Tk. 13.

Impact on Monthly Family Income

Table below specifies the average (combined for poor and non poor) monthly family income by heads (in taka) comparatively by areas (Intervention and Control) and also by time periods (Pre and Post Project Period).

Average monthly family income		Intervent	ion		*P-Value		
by heads	Pre	Post	%	Pre	Post	%	
			increase			increase	
From Crops production: include	6279	8548	36	4799	6586	37	
Vegetables/ fruits							0.31
From Poultry/Livestock	765	1156	51	767	916	19	0.00
Business	1068	1691	58	918	1067	16	0.00
Fisheries	238	355	49	230	334	45	0.02
Service	692	1149	66	669	1042	56	0.00
Subtotal (Heads relevant to	9042	12899	43	7383	9945	35	
Communication Development)							0.00
From Remittance	252	698		191	637		0.00
From Land mortgage	33	56		75	117		0.00
From Other sources include loans	662	1026		606	821		0.00
Total include all sources	9989	14679	47	8255	11520	40	0.00

Table 7: Average Monthly family income by heads: in taka

*P-value is based on Z-test

Heads of income relevant to Communication Development, particularly Poultry/Livestock, Business, and Services have shown accelerated rates (see bar next page below) of income in respect of Intervention areas over the Control areas (comparison of the columns on % additional income) during post over the pre project periods. We have conducted statistical significance test (Pair sample test) to assess the impact of Intervention on average monthly family income. The analysis shows that overall average monthly family income increased by Tk. 4690 and Tk. 3265 in the Intervention and Control areas respectively. Pair sample test (Pre-post) shows that average monthly family income in Intervention areas increased significantly after the implementation of project (d=35.2; p<.01). It is also found that in the Control area, the monthly family income also increased significantly (d=23.4; p<.01). But the value of d-statistic for the difference in differences estimator indicates that intervention area is more highly significant than control area in terms of increasing average monthly income. The results show that percentage income increased in the intervention area is higher (43%) than control area (35%). The P-value shows that there are significant differences in increasing monthly family income between two areas (control and intervention).



Table below specifies the average (combined for poor and non poor) monthly family expenditures by heads (in taka) comparatively by areas (Intervention and Control) and also by time periods (Pre and Post Project Period).

Average monthly family		Interventi	ion		*P-		
expenditures by heads					Value		
	Pre	Post	% increase	Pre	Post	% increase	
Food	3653	4763	30	3368	4468	33	0.06
Crop production	2030	2710	33	1327	1875	41	0.00
Medical Treatment	208	313	50	199	283	42	0.00
Clothing	350	500	43	315	449	43	0.50
Education	410	709	73	539	545	1	0.00
Transportation	249	334	34	354	443	25	0.00
Energy Consumptions:	138	217	57	136	199	46	0.00
electricity/ gas/kerosin							
Special Events/Occasions	421	600	43	405	574	42	0.31
Others	31	48	55	25	45	80	0.00
Total	7426	10088	36	6435	8900	38	0.15

|--|

*P-value is based on Z-test

Heads of expenditures, particularly on Medical Treatment (health care), Educational expenses, costs of energy consumptions, and costs of transportation have shown accelerated rates (see bar graphs below) of expenditures in respect of Intervention areas over the Control areas (comparison of the columns on % additional expenditures) during post over the pre project periods. Increased expenditures in these particular areas also reflect improvements in the quality of life in the Intervention areas.

We have conducted statistical significance test (Pair sample test) to assess the impact of Intervention on average monthly family expenditure. The analysis shows that overall average

monthly family expenditure increased by Tk. 2662 and Tk. 2465 in the Intervention and Control areas respectively. Pair sample test (Pre-post) shows that average monthly family expenditure in the Intervention areas increased significantly after the implementation of project (d=51.18; p<.01). It is also found that in the Control area, the average monthly family expenditure increased significantly (d=22.9; p<.01). But the value of d-statistic for the difference in differences estimator indicates that Intervention area value is more highly significant than control area in terms of increasing average monthly family expenditure. The P-value shows that there are significant differences in increasing monthly family expenditure between two areas (control and intervention).



School Enrollment

Bar graphs below illustrate comparatively between availability of school age children versus children enrolled by time periods in the Intervention areas only



Findings show that overall enrollment has significantly improved in the intervention area with greater levels of increased enrollment of the girls in schools during the post project period (p<.01)—findings reflect positive impact of communication development (see table below).

Table 9: Status of school enrollment: Number	er of School age children versus enrolled
(only in Intervention area)	

Number of School age		Boys		Girls			
children versus enrolled:	Pre	Post	P-value	Pre	Post	P-value	
Average per 10 families							
School age	7	8	0.06	8	9	0.03	
Enrolled in school	4	6	0.00	3	7	0.00	

*Z-test (two proportions)

Benefits Accrued on Improved Communication for Females only:

Only one percent of the females in the Intervention areas denied gaining any benefits due to improvement of communications, while on the contrary, majority of the females in the Control areas (55%) held such negative perceptions.



Female response on benefits for improved communication: %	Intervention	Control
Easily can go to bazaar	15	7
Easily can go to educational institution (school/collage)	17	12
Easily can go to health centers	25	5
Earning opportunities for women increased	13	11
Increased mobility beyond locality	29	10
No benefit gained	1	55
Total	100	100

For the females opportunities to visit markets (bazaars), schools/colleges, health centers increased both in the Intervention and in the Control areas, but it increased much more accelerated way in the former areas (intervention) than in the latter (Control). Scope for increased earning opportunities for the women increased both in the Intervention and in the Control areas almost comparably with slight edge in case of the Intervention areas. Interestingly, more than a quarter of the females in the Intervention areas (29%) compared to only one tenth in the Control areas (10%) claimed that their mobility beyond their locality enhanced.

Improved Communication system accelerates mobility and trade and commerce, which in turn impacts positively on the socio economic life of the people. In the current study, data underscored the same assumption to be true more in the project intervention area during post project period than in the Control area due to differential improvement in the communication system. In the intervention areas, average monthly family income increased and more significantly, the average monthly expenditures on components like health education and energy consumptions increased at much higher rates than in the control areas evidencing achievements of improved of quality of life in the intervention area.

Chapter VI Strengths and Weaknesses: Recommendations and Sustainability

Key Informants (Project Engineers) and Local Stakeholders

Strengths of the Project

Five broad areas of project benefits have been perceived by the LG Engineers (n = 44) and by the allied local officials (49 Elected, 90 GOB Employed and 3 NGO Managers) and these are shown comparatively in the Table below:

Table 10: Distribution of LG Engineers and Local stakeholders by their perception of benefits accrued from the project

Benefits Accrued from the Project	Perceptions of LG Engineers: %	Perceptions Local stakeholders: Elected and Employed Officials: %
Development of Road Communication: Availability of increased transports; Savings of Time and costs on transportation and frequencies of travels to hats, bazaars and growth centers	63	20
Accelerated Agricultural Production	14	0
Increased trading/business and marketing of agricultural products leading to fair price of agri products ensured	46	33
Rural Economy improved; Rural income raised; Employment/income opportunities increased	59	71
Improvement of education/literacy and health care services	7	38

Local stakeholders identified increased income opportunities and improved rural economy as the major gains achieved due to the project, while the engineers identified development of road communication as the major achievement. Enhanced opportunities of Marketing of Agricultural products have been perceived as a benefit almost in comparable proportion by the LG engineers (46%) and the local Stakeholders (33%). More than one third of the Local stake holders (38%) identified improvements in the access to educational and health services, but very meager proportion (7%) LG Engineers identified it.

Weaknesses of the Project: Majority (55%) of Key informants (44 Engineers; 2 Accountants, 49 Local Government Elected Officials (Upazila and Union levels), 90 Allied Departmental Officials and 3 NGO Managers) mentioned about the following problems:

- Problems of Road Construction (12%): Narrow or Less wide road and Not capable for running heavy vehicle (Problem of moving heavy vehicles); Road side damaged because of absence of culverts; Roads not constructed properly; Part of the total length of road constructed and part still remains mud constructed;
- Problems of Repair and Maintenance (32%): Lack of maintenance; Carpeting of road damaged; and Lack of monitoring/supervision;
- Inadequate Tree Plantations (2%);

- Other local Problems (5%): Roads are dug and water flows through drains created on the road; Absence of Community contact; Speed breakers; Roads filled up with from road side water sources; and local people were not involved in the construction work sufficiently.
- Other Institutional Problems of LG (27%): Inadequate funds allocated for the project; lack of training and orientation of project personnel; Long term planning was not considered while designing Roads (in terms of length, width and also selecting the sites)

Recommendations

Table below specifies the recommendations of the Project Engineers and the Allied local Stakeholders for improving Project infrastructures and its use. Topmost priority has been assigned by both groups on timely and proper maintenance and repair work (100% of the Engineers and 75% of the Local Allied Stakeholders). Almost about a half of the Project Engineers (47%) and about a quarter of the Allied Stakeholders (23%) emphasized on timely financial support and adequate budget allocations including emergency allocations of budget for flood damaged structures. Allied local stakeholders (20 to 31%) in much greater proportions than the project Engineers (6 to 9%) recommended the following:

Table 11: Distribution of Project Engineers (n = 44) and the Allied Stakeholders (n=142) by their Recommendations for improving Project infrastructures and its use

Recommendation for improving Project infrastructures and its use	Project Engineers in %	Allied Stakeholder s in %		
Ensure timely and proper maintenance and repair work (Engage Kabikha Project)	100	75		
Ensure timely financial support and ensure adequate budget allocations and also emergency allocations of budget for flood damaged structures	47	23		
Ensure Regular supervision by the responsible officer and workers and	9	31		
Zero tolerance mentality should be developed of Project Director and other officers for regular field visit and quality control check; ensure				
Community or local level supervision and monitoring by Care takers; 6 20 raise awareness of community people about the use of infrastructure; Arrange local committee/UP and LCs				
Improve Construction Qualities: Use proper and good quality of materials; Set up block beside the roads; Movement of heavy vehicle should be restricted; Road should be more wide; in selected flood prone areas raise the height of the roads; and Drainage system should be developed in growth centers/rural market	9	25		
Ensure Tree plantation both sides of the road and ensure maintenance and protection of plantations	11	13		

FGD Findings:

Strengths/Benefits accrued from the Infrastructures: The local people are currently using the roads and bridges/culverts for various purposes, such as

- ✓ carrying goods to districts
- ✓ Transporting and selling agricultural products (such as, seeds, paddy, vegetables, jute, rice, pulse, bean, wheat, mustard, potato, onion, chili, turmeric, ginger, sugarcane, maize, pine apple, banana, cucumber, cauliflower, fertilizer, pesticides etc.) to upazila, district and capital city markets
- ✓ Transporting and selling agri products to the growth centers, rural hat-bazar/markets, wholesalers
- ✓ Visiting schools and colleges
- ✓ Visiting upazila, district and other places

- ✓ Procurement fertilizers, pesticides and agri implements has become convenient
- ✓ Visiting and seeking health center care
- ✓ Buying household necessities from markets
- ✓ Engaging in various types business enterprises
- ✓ Created opportunities for increased vehicular movements, making journeys less time consuming reducing costs travels and at the same time transportation of goods and services

Before the development of the communications (construction of roads), most of the time people moved on foot and also used rickshaws, vans, cycle, bullock cart and they often could not move on the road during rainy season, when they had to depend on boat. But now truck, CNG, pick up, bus, lorry, motorcycle, car can move frequently.

Growth centers/rural markets

Strengths/benefits accrued from: Out of 32 participants in four districts, 27 participants opined that due to development of growth centers/rural markets their income has increased, while 5 participants held negative views in this regard. However those affirming positive results, specified following benefits accrued from the growth centers/rural markets:

- Different types of agri and other products are now being transacted (buying and selling) from different growth centers/rural markets; and the products transacted include vegetables, fish, meat, paddy, jute, rice, pulse, glossaries/stationeries, cloths, shoes, flour, wheat, mustard, duck-chicken, fertilizer, pesticides, potato, onion, chili, pine apple, banana, turmeric, ginger, jewelries etc.
- All participants mentioned that there is no female shopkeeper in the growth centers/rural markets, but female customers are available and numbers of female customers are gradually increasing.
- Participants opined that, as there is only one developed growth center/market under this
 project in their area; and the sellers are getting fair price for their products, they are
 eager to produce more agri products, which are paddy, jute, potato, chili, mustard, onion,
 turmeric, vegetables, mango, etc. by using modern technology. They also thought that
 the Growth Centers are the indirect incentives for increased production and marketing of
 agri products.



Bar graphs below illustrate specific relative benefits proportionally:

Weakness of the project, specially environmental impact: 39% of the participants specified following environmental problems:

- It is not possible to move during dusty weather and rainy season because the roads are not fully constructed, as part of the road is still incomplete are mud constructed (5%);
- Occurrences of road accidents are frequent, as most of the roads are constructed with too many bends and turns (7%);
- Sound, dust and air pollutions have increased due to movements of vehicles (12%);
- Roads occupy cultivable lands; hence farm lands are decreasing (8%); and
- Construction of new roads resulted in the felling of trees, which in turn affected the environment. (7%).

Recommendations for Improved performances of the Project

- Local Committees may be formed for supervision of the construction works and also for ensuring quality maintenance (61%);
- Tree plantations component need to be given more importance as in most of the places required (targeted) number plantations are completed; either because the trees are felled by local vested interest groups or adequate attention or care was not given on the maintenance of trees. For this, more efforts are needed to mobilize local women force and if necessary, they may be given orientation on maintenance of tree plantations; increased tree plantations would in future ensure strength of roads as trees would protect the roadside soil erosions (21%);
- Roads, bridges and culverts are not properly maintained and repaired; local committees may be formed to oversee maintenance and timely repairs of the infrastructures every year (14%);
- In places where water logging exists, plans may be taken to construct more bridges or culverts (1%);
- Maintenance of roads/bridges/culverts may be entrusted with the local government, which may be given financial support with technical support from LGED (27%);
- Need to widen the roads as heavy and large vehicles often use even the rural roads these days, or else their should be measures to restrict movements of heavy vehicles (13%);
- Growth centers need to be well managed and kept clean with proper drainage system and electricity (2%);

Local level Workshop

Weaknesses of the Project: Selection of sites or areas of construction of roads was often interfered due to political influences. And in some instances, roads were constructed comparatively in areas of lesser priority. In many cases roads were incomplete in the sense that it did not cover the expected distance. Moreover almost all the roads are unfit for movements of heavy vehicles.

Strengths of the Project: Improved road network contributed to:

- Traveling by the school and college going students has become smooth and less difficult, which might have resulted to enhanced enrolment in the educational institutions in the locality;
- Opportunities for accelerated marketing of the products resulting to enhanced income and profits for the farmers leading possibly to poverty alleviation;
- Improved communication network are encouraging poor women to undertake marketing of their products at a fair price;

- Easier and faster traveling between home and health centers reducing probable rates of child and maternal morbidity and mortality; and
- Participation of NGOs operations of increased numbers of non formal schools in the area.

Recommendations for future Improvements of Project Interventions

- Enhanced allocations of funds for repairs of the Rural and FRB roads;
- Construction of roads fit for movements of heavy vehicles;
- Construction of roads covering the desired length so that people can reach their destinations without facing communication hazards;
- Selection of sites for roads need to prioritize the importance of communication opportunities instead of submitting to political or vested interests;
- In the selection of sites for roads prior participation of the beneficiaries and stakeholders is important; and
- In the construction of roads first priority may be given for completion of FRBs and then connect the FRBs by Rural Roads.

Household Findings:

Strengths: Perceptions of both males and females are considered in assessing the overall strengths and weaknesses of the project interventions. In the interventions areas, every one observed that some benefits were gained due to project implementation. On the contrary, in the control areas more than a quarter of the respondents (28%: males and females combined) perceived that the area did not gain any additional benefits during the period lapsed between 2002 to 2009 (period of project implementation).



Benefits Gained: in post 2009 over the period falling prior to 2002

Respondents in the Intervention areas overwhelmingly (91%) acclaimed that they had been benefited with improved road communications, while little less than two thirds (64%) in the Control areas held same views. Specific benefits accrued due to improved Communications comparatively are:

		Intervention	Control
		%	%
•	Increased performances of trade/commerce/cottage industries	77	60
٠	Increased agricultural production/improved crop productions	71	56
•	Decreased damages of crops	46	34
٠	Increased price/value of agri products	36	41
•	Increased job opportunities: overall and local labor/ transport sector	95	36
•	Increase opportunity of education	93	54
٠	Growth NGO/voluntary associations particularly health care	34	23
•	Positive impact on environment: Reduced water logging/flooding/ Benefits accrued due to tree plantations: road embankments are being safe; environmental balance; demands for trees (fruits and fire woods) met	58	0
•	Increased Opportunities for Women: mobility, earning scope and visits to schools, health centers, markets and places beyond locality	99	45

Weaknesses/problems encountered: due to Project Interventions in the Intervention areas only: in post 2009 over the period falling prior to 2002

About a fifth of the respondents (18%) did not perceive of any problem due to improvements of road communications in their areas.



Weaknesses of Project Identified in Intervention areas are:

- Environmental balance affected due to mobility of transports: air/sound pollution -- 83%
- Trade and commerce caused quarrels/violence/crimes in the markets -- 18%
- Created water logging/flooding -- 8%
- Increasing Road accidents -- 8%

Recommendations

Suggested measures for sustainability of the developed infrastructures: Only for intervention area:

≻	Road/Bridges	
٠	Ensure regular supervision and maintenance of Roads and involve local Govt.	80%
•	Roads need to be widened	29%
•	Restrict movements of heavy Vehicles: community may be mobilized and trained to control traffic, particularly movements of heavy vehicles in their respective localities	11%
•	Develop quality full roads: avoid completion of part of roads	12%
•	Ensure Quality of Culverts: widen, fill up with soil, repair railings	12
\triangleright	Growth center/rural markets	
•	Market should be large: community demands extending of markets; community may be motivated to donate more land	20%
•	Proper maintenance needed	2%
•	Drainage system needed	3%
•	Ensure management and maintenance of growth centers by Bazar committee	41%
•	Tube wells and toilets are essential in the markets	2%
\triangleright	Tree plantation	
٠	Road side Tree plantation to be expanded with maintenance and protection	18%
\triangleright	Don't know	20%

Intensive Interviews with Users: Case studies with the Users

Users opined that the Project infrastructures accelerated agricultural production and improved marketing of agricultural products creating job opportunities. The users unanimously (100%) affirmed that income of the farm families has been raised. In addition, improved road communications exposed rural farm communities to:

- Enhanced Utilization of modern fertilizer/pesticide--10%;
- Access to the use of modern technology of crop production--9%;
- Extended participation to crop diversification--3%;
- Timely marketing of agricultural products--11%;
- Higher levels of earning due to fair price obtained through sales of agricultural products in the rural markets--57%; and
- Increased wages of the farm laborers, raised their productivity--10%.

Summary (Overall) Recommendations

- Roads/Culverts/Bridges
- Improve Construction Qualities ensuring following specific tasks:
 - Use proper and good quality of construction materials; make provisions (in the tender document) for sample testing of construction materials (steel bar, cement, coarse and fine aggregates) from recognized laboratory prior to use;
- Set up block beside the roads;
- Restrict movement of heavy vehicle;
- Widen Road to accommodate vehicles of different size and load carrying capacities;
- Raise the height of the roads in selected flood prone areas;

- Ensure approach road on bridge and culvert are filled with earth, which should be properly compacted; during filling of earth compaction should be done 200 mm layer by suitable road roller and before carpeting the sub base should be well compacted (In some cases the height of filling exceed 1.5 to 2 meter in default);
- Ensure regular supervision and timely maintenance and repair of Roads/bridges/culverts and involve local Government (Engage Kabikha Project)
- Community may be mobilized and trained to control traffic, particularly to restrain movements of heavy vehicles in their respective localities;
- Develop quality full roads: avoid completion of part of the roads; involve Local Community/UP to finalize road sites and size take measures to reduce political pressures;
- Ensure timely financial support and ensure adequate budget allocations and also emergency allocations of budget for flood damaged structures; and
- Ensure regular supervision and strong monitoring by the responsible officer and workers and Zero tolerance mentality should be developed of Project Director and other officers for regular field visit and quality control check.

It is an imperative that LGED in future emphasizes on quality of construction of all kinds of infrastructures more than on numbers or quantity. In response to request for drawing an overall master plan for rural infrastructures, the Chief Engineer, LGED assured that such plan is available with them, but the problem arises when political pressures and influences of the powerful cause deviations from their plans. In future for better management of road use by transports by various types and categories of vehicles the local level authorities may be oriented to introduce different road signs for different categories roads—rural or upazila roads.

Growth centers/rural markets

- Market should be large: community demands extending of markets; community may be motivated to donate more land;
- Proper maintenance needed;
- Drainage system needed and Drainage system should be developed in growth centers/rural market; and
- Ensure management and maintenance of growth centers by Bazaar committee;
- Tube wells and toilets are essential in the markets.

For efficient marketing of agricultural products, the need is to create extended provisions of storage, packaging and networking between sellers and buyers. In some markets to rationalize further use of farm lands, plans, if suitable, could be designed for vertical rise of infrastructures instead of extending markets (flatly) on useful fertile farm lands.

> Tree plantation

- Prior to tree plantations, community need to be oriented by LGED about their responsibilities on maintenance and protection;
- Both IMED and LGED need to communicate with Forest Department asking them to take measures against felling down of trees; and
- LGED to mobilize local women, particularly from among the poor to take care of the trees and provide budget allocations to compensate the labour to be given by the community in this regard.

Conclusion

Study findings clearly evidence the following that:

- LGED has completed all the types construction works almost as per scheduled targets at 97% level: newly constructed FRBs, RRs, Reconstruction of Flood damaged roads; Construction of bridges and culverts and reconstruction of bridges and culverts; construction of Growth Centers and Rural markets and tree plantations;
- Local communities are now enjoying the benefits of improved communication systems and the benefits accrued are certainly comparatively more than those achieved in the control areas (as estimated in this impact evaluation survey) and the major benefits are increased marketing of agricultural products, gaining fair price for the same; better communication to schools and health centers etc.;
- In many respects, the project outcome has shown that the LGED interventions are effective in encouraging women, particularly poor women's participation to road and allied socio economic development endeavors;
- But the problems are that the infrastructures are showing both major and minor wear and tear in many places without actions resulting to prompt and timely repairs; for which probably both failure of a sound supervisory and monitoring system and also inadequate financial allocations could be held responsible;
- Local communities complained about site selections and interference by the political elites in this regard; this caused partial completion of roads leaving often a vital section as incomplete (as kaccha/mud road);
- The local communities including the local government are not involved in many stages of the project interventions (construction and maintenance works); and lastly
- LGED programs, as evidenced from this survey, missed the opportunities of launching extensive orientations, both of the project personnel (particularly engineers) and the local stakeholders in raising their awareness about the physical, social and economic benefits across gender and socio economic status (poor and non poor) of the impact of good roads, rural markets/growth centers and tree plantations.

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Appendix 1 Detailed Findings of Physical Observation

Table 1: List of observed infrastructures

Districts	Upazilas	Name of the schemes	Project	Sample observed	
			achievem ents	Target	Observed
Construction of	Upazila roads (Fee	eder road type-B)			
Mymensingh	Muktagacha	 Road development from Goaltajpur madrasha to jhanka bazar road by carpeting on shibganj road of muktagacha Upazila (chain 0.000 – 1.000) km; Road development from Satrashia – Begunbari by carpeting of Muktagacha Upazila (chain 0.000 – 1.620) km; and 3. Chechua -Shibgan road development (chain 3.491 – 4.755) km 	3.62 km (1+1.62+ 1)	3 km	3.62 km
Ishwarganj 4. From Islampur madrasha to gangpara mosque to banglabazar 1.264 km road development by caroeting		1.2 km	1 km	1.2 km	
	Bhaluka	5. Bhaluka – Dhalia 1 km road development	1 km	1 km	1 km
	Fulbaria	 Koiarchala –Soaitpur road development (chain 8.074 – 8.800) km; 7. Madhupur road development (Balughat) (chain 1.000 – 1.609) km; and 8. Achim – Trisal via Purabari road development (chain 3.570 – 4.179) km 	1.852km (.588+ .609+ .655)	2.35 km	1.852 km
	Trishal	9. From Shakua to Kalir bazaar connected road development via Rampur bazaar and Barma bazaar (chain 0.000 – 0. 650) km	.65	.65 km	.65 km
Tangail Kalihati 10. Completed incomplete work of Patal – Jokar char of nikail road (cha 1300 meter); 11. Completed incomplete work of Dhunail soya – Hatia (IB road (chain 0. 750- 2. 315) km; 12. Road development of Bhandeswar G Borochana (chain 0.347 – 2.367) km; and 13. Construction of pucca road Alenga – Moora – Patal (chain 7.913 – 8.639) km		5.046 km (1.3+1+2.02 + .726)	5 km	5.046 km	
	Madhupur	14. Gangair – Alokdia road development (chain 1.157 – 3.000) km	1.82 km	1 km	1.82 km
	Mirzapur	 Mirzapur –Patharghata road development (chain 0.500 – 1. 922) km; Mirzapur –Nagarpur road development (chain 7.700 -9.348) km; and Dewanhata – Bilgazaria road development (chain 2.800- 3.880) km 	4.118 km (1.390+ 1.648+ 1.080)	3.6 km	4.118 km
Basail 18. Basail – Sunna road development (chin 2.42 – 3. 811) km		1.4 km	1.4 km	1.4 km	
	Ghatail	19. Bhuapur – Jamuria road development by BC (chin 7.622 – 8. 396) km; Bhuapur – Jamuria road development by BC (chin 8. 390- 8.940) km; and Bhuapur – Jamuria road development by BC (chin 9.000 – 9.920) km	0.774+ 0.550+ 0.920	2.15 km	2.244 km
	Gopalpur	20. Completed pucca road from Udampur to Jhaiail bazaar of Hemnagar Jhaiail road (chin 1.212 – 2.063) km	0.85 km	0.85 km	0.85 km
Jamalpur Sarishabari		21. Barrister (Panchashi –Narpara) FRB road development (chain 0.00 – 1.00) km; and 22. Barrister Abdus Salam road development (chain 4.000 – 6.000) km	4.25 km (2.1+ 2.15)	3 km	4.25 km
	Islampur	23. Islampur – Jhagrarchar road development (chain 11.800 – 12.400) km	0.7 km	0.6 km	0.7 km
	Bakshiganj	24. Tinani para - Laochapra road development (chain 4.000- 5.000) km	1 km	1 km	1 km
	Milandha	25. Construction of bridge road and link road from Godarbazar to Sarkar bari of Ghosherpara – Pathanpara road and	1 km	2.15 km	2 km
Jamalpur	Milandha	a 26. Construction of structure and road development from Purbo mor of 1 km Fulkucha bazaar to Rayer bakail (via Kha bari)			1 km
Kishorganj	Pakundia	27. Thana ghat of Mirzapur – Mathkhola - Tokbazar over agaro sindhur 3 km .25 k bramyaputra river development of connected road of bridge (chain 140.15 miter)		.25 km	3 km
Netrokona Sadar 28. Bairura -North Bishiura GC road development near Netrokona Kendua 4.80 km RHD road (chain 2.626-3.226) km Km Km Km		1 km	4.80 km		
		Total	39.55km	30 km	39.55 km

Districts	Upazilas	Name of the schemes		Sample observed	
				Target	Observed
Construction of	Union and village r	road			
Mymensingh	Muktagacha	1. Muktagacha-Debgram road development by carpeting (chain 0.960-1.860) km	1 km	1 km	1 km
	Ishwarganj	2. Road development from Utharbari UP to Boyelbari by carpeting		1 km	1.5 km
Bhaluka 3. Road development from Seed store bazaar to Awlatoli village Habirbari Union (chain 0. 500- 1.531) km		 Road development from Seed store bazaar to Awlatoli village of Bhaluka Habirbari Union (chain 0. 500- 1.531) km 	1 km	1 km	1 km
	Fulbaria	 Road development by carpeting from Fulbaria – Hatkalir bazaar road through Dhamur Falur bazaar Beltoli (chain 0.730-1.365) km 	0.602 km	0.6 km	0.602 km
	Trishal	5. Road development by carpeting from KB Ismail road to Ahmad's house (chain 10.570 – 11.570) km	1 km	1 km	1 km
	Nandail	6. Merenga – Nilgani road development by HB (chain 1.330 – 2.880) km	1.55 km	0.4 km	1.55 km
Tangail	Kalihati	 Kokorhora-Bagutia road development (chain 0.000-1.240) km; & 8. Sahadepru UP (Powktan) solakura kuchuti road development (chain 1.000- 2.000) km 	3.24 km (1.24+2)	2 km	3.240 km
	Madhupur	 Raktipara–Gopad Etimkhana via Kalimajhi Road development (chain 0.0- 0.817) km 	.82 km	3 km	.82 km
	Mirzapur	 Road development from Kadimdhala bridge to Dewbhogh Baltia government primary school (chain 0.000 – 1.433) km; and 11. Road development by HB from Dhalla bridge to Ujan bari of Dhaka Tangail road (chain 00 - 0.600) km 	.79 km (.490+ .300)	2 km	.79 km
	Basail	12. Road development from kalia to kauljani (chain 2+596 – 4+670) km	1.470km	2 km	1.470 km
Ghatail 12. Nota development from Rate Ghatail 13. Gungram–Sandhanpur–Kha 0.000–0.919) km; 14. Dhalapar 9.012 – 9.934) km; and 15. Roat to Amtoli road (chain 0.000– 3.2 Sakhipur 16. Tottarchala - Kuratoli ferry g km; 17. Road development from Kat 1.270 – 2.238) km; and 18. Shal development (chain 3.180 – 4.40		 Gungram–Sandhanpur–Khajarchala road development (part 1) (chain 0.000–0.919) km; 14. Dhalapara – Chapri road development by BC (chain 9.012 – 9.934) km; and 15. Road development of Pakutia (Boys high school) to Amtoli road (chain 0.000– 3.200) km 	4.877 km (.755+ .922+ 3.20)	5 km	4.877 km
		 Tottarchala - Kuratoli ferry ghat road development (chain 3.161– 4.151) km; Road development from Kaccha bazaar to kalidash growth centre (chain 1.270 – 2.238) km; and 18. Shakhipur– Basail through Shalgram sunna road development (chain 3.180 – 4.496) km 	3.284km (5.28+ .968+ 1.316)	3 km	3.284 km
	Gopalpur	 From Belua charpara mor to Belua bazaar through Hemnagar road completed incomplete pucca road of Gopalpur nalin bazaar (chain 2000– 2524) km and (chain 2524–3004) km 	1.052 (.524+.52 8)	1 km	1.048 km
Jamalpur	Sarishabari	20. Upazila HQ to Doail UP via Bolardia pucca road construction (chain 8.000-10, 100)	2 km	1 km	2 km
	Islampur	21. From Bulbuli high school to Doctor Manjil Murshed Khan's house road and 2 nos U drain development of Gutail road (chain 0.000 – 0.345) km	.345 km	0.3 km	0.345 km
	Bakshiganj	22. From Naim Mia's bazaar to Ghashipara Mondol bari road development	1 km	1 km	1 km
	Milandha	23. Mamudpur Gabindoganj road development and 24. Beltoli Charashguna bazaar road development	2 (1+1) km	2 km	2 km
	Dewanganj	25. Takimari Dewanganj road development and 26. Lonkkarchar road development	(3.5+ 1.715)	4.7 km	5.215 km
Sherpur	Shreebordi	27. From Kalibari to Fareque Mondol house road development via Shai Baro Duari Mosque of Gariaripar	3 km	2 km	3 km
Kishorganj	Pakundia	28. From Hosendi chowrasta to Moddho para road development of Mirzapur- Dilalour road: and 29. Aushutia bazaar to Sukhia bazaar road development	5.86km (1+4.86)	2 km	5.86 km
	Kotiadi	30. Moshua UP to Buradia bazaar road development (chain 1.184 – 2.184) km and (chain 2.184 – 2.884) km; and 31. Moshua UP HQ – Kajirchar hat via Bairagirchar bazaar road development (chain 0.000 – 1.200) km	3.7 km (1.7+2)	3 km	3.7 km
	Bajitpur	32. Sharachar – Agarpur – Masimpur road development (chain 0.000 – 0.930) km; and 33. Bajitpur – Kukrai via Koilag road development; and 34. Shararchar – Hamidpur (Halimpur) (beside rail line) road development (chain 0.000 – 0.516) km	2.75 km (1.25+ .500+1)	2.25 km	2.75 km
Netrokona	Sadar	35. Road development upto Gajgoria (Panch Kahnia) Dewpur UP office first and second part (chain 2.942 – 3.741) km (chain 3.741 – 4.666) km and 36. From Bali bazaar to Kailati UP office road development of Netrokona Modon road (chain 0.000 – 0.915) km	2.639 km (1.724+ .915)	2.75 km	2.639
	Modon	37. Modon Khalijuri road via Uchitpur (chain 0.000 – 1.000) km	1 km	1 km	1 km
		Total	55.97 km	45 km	51.69 km

Districts	Ilnazilae	azilas Name of the schemes Proje achiev ents		Sample	observed
Districts	Opazilas			Target	Observed
Rehabilitation of	f flood damaged ro	ads			
Mymensingh	Muktagacha	1. Shalora – Bondo bazaar road rehabilitation (chain 0.00 – 14.50) km	14.50 km	3.5 km	3.5 km
	Ishwarganj	 Ishwarganj – Shahidpur road rehabilitation (chain 0.00 – 3. 50) km 	4.9 km	3.5 km	3.5 km
	Trishal	3. RHD sarak Ragmara – Chakrampur GC sarak rehabilitation (chin 2.23 – 8.16) km	6 km	3 km	6 km
	Nandail	4. Nandail – Rasulpur road rehabilitation (chain 0.00 – 6.50) km	6.5 km	3 km	3 km
Tangail	Basail	5. Basail – Natiapara via GC Bilpara road repair and rehabilitation (chain 2.06 km		2 km	2.06 km
	Ghatail	6. Dhalapara – Chapri road rehabilitation (chain 0.000 – 2.200) km	2.200 km	4 km	2.200 km
	Gopalpur	7. Gopalpur – Madhupur road rehabilitation	4.80 km	5 km	4.800 km
Jamalpur	Sarishabari	8. Batara UP – Digpaith bazaar road rehabilitation	2 km	2 km	2 km
-	Milandha	9. Milandha mohish bathan road rehabilitation	1 km	1 km	1 km
Sherpur	Shreebordi	10. From Bhayadanga to Balijhuri road development	1.5 km	1 km	1.5 km
Netrokona	Sadar	11. Netrokona – Sidli GC (sadar part) road repair	5 km	1.5 km	5 km
	Modon	12. Modon – Mohonganj road repair	0.5 km	0.5 km	0.5 km
		Total	50.96 km	30 km	35.06 km
Construction of	bridge/culverts on	Upazila roads (FRB)			
Tangail	Kalihati	1. Construction of 30 meter RCC bridge on Tangail Dhalapara road	30 m	30 m	30 m
Jamalpur	Islampur	2. 12 meter Girder bridge of Islampur –Jhagrarchar road (6.80 km chain)	12 m	10 m	12 m
		Total length of observation of bridges/culverts	42 m	40 m	42 m
Construction of	bridge/culverts on	Union and village road			
Mymensingh	Ishwarganj	3x4.50x4.50 meter box culvert over Fanur khal on Dewanganj Sutia bazar road	14.6 m	12 m	14.6 m
Tangail	Modhupur	Construction of box culvert on Bhabaniteki-Dhanbari road on Shama Ghosh khal	12 m	12 m	12 m
Jamalpur	Islampur	r Construction of 36 meter bridge near Dharmapura bazaar on Dharmapura 30		36 m	36 m
		Total length of observed bridge/culverts on union rural roads	62.6 m	60 m	62.6 m
Rehabilitation of	f flood damaged br	idge	•		•
Tangail	Mirzapur	Rehabilitation of bridge on Mirzapur Haria (Amrail) road via Kamarpara	50 m	36 m	50 m
Jamalpur	Milandha	Rehabilitation of bridge over Deburchar khal on Manki Deburchar road	38 m	42 m	38 m
		Total length of observed flood rehabilitated bridge/culverts	88 m	78 m	88 m
Tree plantation	on Upazila FRB roa	ds and Union Rural roads			
Mymensingh	Bhaluka	1. Tree plantation on Dhaka – Mymensingh high way Masterbari – paragaon road and 2. Tree plantation on Dhaka – Mymensingh high way (Sunni Fields 4.40 km		8 km	4.40 km*
	N	Ltd) Mamarrishpur road	2.20)	71	40.1
T	Nandail	3. Tree plantation on Nandail – Atharabari road	16 km	7 km	16 km
Tangali	Mirrore	4. Tree plantation on Nagarban OP – Kaujani road	3 Km	13 Km	3 Km²
la se a la sua	Mirzapur Osriskskari	5. Tree plantation on Mirzapur – Patharghata road	3 Km	13 Km	3 Km
Jamaipur	Sansnapan	Tree plantation on Balra-Kolgnat-Doyel-Kendua road		1 Km	1 Km
Kichorgoni	Islampur	7. Tree plantation on Durmuth – Nilokknia road	3 Km	10 km	3 Km*
Nishorganj	Rollaui	0. Tree plantation on Bangram OF HQ - Satarchar GF 10au	Z KIII	10 KIII	Z KIII
Netrokona	Sadar	9. Tree plantation on Biraur–Dakksnin Bisnura sarak of Netrokona Kendua sarak	6 KM	13 km	6 KM"
Develorment -f	Crowth Cantra D	I otal length of observed tree plantation		/ JKM	JØ.4"
Mumonoingh	lehworceni	a i Wai Neis	1	1	1 no
Tongoil	Chatail	Containgant bazadi development	1 (10 E rec	1 110 E rece	1 110 5 rec
Tangali	Gnatall	2. Dewpara growth centre development	5 nos	5 nos	5 NOS.
		 Sagoroigni bazaar development Eakirabala bazaar development 			
		4. Fakirchala bazaar development			
		6 Ghatail growth center development			
Jamalour	Sharishahari	7 Shahiada hazaar development	1 no	1 no	1 no
Jamaipul	Islamnur	8. Degreerchar hazaar development	2 nos	3 nos	2 nos
	isiampul	9 Moholairi hazar development	21105	51105	2 1105.
	Dewancani	10. Shaikh nara BNP hazaar development	2 nos	3 nos	2 nos
Matala		10. Charmushuri bazaar development	2 1105	0 1105	2 1105.
петгокопа	Sadar	12. Baroari growth centre development	1 10	2 no	10
1	1	I otal number of observed growth centers/rural markets	12 nos	15 nos	12 nos.

*Actual length of tree plantation on the sample area is less than targeted length of observation

Table 2: Detailed Findings of Observed Upazila FRB roads

Name of Schemes and location	Size, type, period of construction and cost	Overall comments on the road
Mymensingh 1. Road development from Goaltajpur madrasha to jhanka bazar road by carpeting on shibganj road of muktagacha Upazila (chain 0.000 – 1.000) km; (RR) Union: 9 no. Kashimpur Upazila: Muktagacha District: Mymensingh	Length– 1 km Width–3.1531 m Observed length: 1 km Type: FRB road Year: 2006 – 2007 Cost: Not available	 1 km road developed by carpeting of Goaltajpur madrasha to Jhanka bazaar road at Kashimpur union of Muktagacha Upazila The road is now operational but have some problems which needed to be repaired: Pot hole have been created in 13 places In 4-5 places both side of road have been broken down Also in katcha road, which not yet developed, road side has been broken by soil erosion, which creating problem to move. Need immediate maintenance work. After construction, no maintenance work was done on this road. Local people are regularly using the road and this is the only road for move. The road is not fully pucca, for that local people demand, the remaining part of the road should be pucca as early as possible, which will be more benefited for them. During observation truck, van, motor cycle CNG, rickshaw and bicycle were found to move.
2. Road development from Satrashia – Begunbari by carpeting of muktagacha Upazila (chain 0.000 – 1.620) km Union: Kumargata Upazila: Muktagacha District: Mymensingh	Total length– 1.62 Width–3 m Observed length: 1.62 Type: FRB road Year: 12.2006 – 06.2007 Cost: Not available	 1.62 km road developed by carpeting of Satrashia – Begunbari road of Muktagacha Upazila in 2006-2007. The road is not fully pucca. The developed portion of the road is good. But in kaccha portion, road side soil have been broken down and created hole, which creating problem to move. The road is operational. Local people are regularly using the road. The road is not fully pucca, for that local people demand, the remaining part of the road should be pucca as early as possible, which will be more benefited for them. During observation truck, pick up van, rickshaw and bicycle were found to move. There are many hatcheries in the road construction area and after evening most of the pick up van carry the fish. The local people expected the road will fully pucca one day.
3. Chechua -Shibganj road development (chain 3.491 – 4.755) km Union: Dolla Upazila: Muktagacha District: Mymensingh	Length– 1 km Width–3 m Observed length: 1 km Type: FRB road Year: Cost: Not available	 LGED was developed 1 km road by carpeting on Chechua -Shibganj road at Dolla union of Muktagacha Upazila. No maintenance work was done after construction. The road is now functional with some problems i.e. many cracks were found; 20-25 pot holes on the road; and in some places carpeting settle down The local people are using the road regularly and this road is very important for them. The overall condition of the road is not good, people are facing problems to movement and vehicle movement is very difficult in this road. Need immediate maintenance work in this road. During observation traffic transaction on this road was as usual. Truck, van, rickshaw, CNG, and different types motorized vehicle are now moving on the road and van, truck and bicycle was the most movable vehicle during observation.
 From Islampur madrasha to gangpara mosque to banglabazar 1.264 km road development by carpeting Union: Ishwarganj Upazila: Ishwarganj District: Mymensingh 	Length– 1.20 Width–3 m Observed length: 1.2 64km Type: FRB road Year: 17.4.2005 – 09.08.2005 Cost: Allocated – 1648432 Actual - 1648432	 From Islampur madrasha to gangpara mosque to bangle bazar 1.20 km road was developed by carpeting in 2005 at Ishwarganj Upazila. The road is newly constructed. After construction 2 times maintenance work have done. It is known from LGED officials that after construction 2 times maintenance work has been done. The road condition is not good – road side soil have been displaced and created pot holes; many big pot holes have formed on the top slab of the road – which creating problem to movement. Local people are regularly using the road for different purpose. By using the road people can go to Upazila town, health center, hat-bazaar, school-collage. During observation rickshaw, van was the most movable vehicles.
5. Bhaluka – Dhalia 1 km road development Union: Bharadoba Upazila: Bhaluka District: Mymensingh	Length– 1 km Width–3.05 m Observed length: 1 km Type: FRB road Year: 15.5.2005 – 5.11.2007 Cost: Allocated – 35,63,831 Actual – 35,61,561	 The total length of the Bhaluka to Dhalia road is 6.03 km. Under this project LGED was developed 1 km road by carpeting of Bhaluka to Dhalia road in 2005-2007 at Bhaluka Upazila and the rest part of the road is kaccha. No maintenance work was done after construction. The road is now functioning and condition of the developed portion is good, no damage or crack or hole were found in the developed portion. But in the katcha portion, in some places holes have been created, which creating problem to move and during rainy season difficult to move. It is needed to repair. The people are now using the road to go to Union, Upazila and District town, education centers, health centers for their personal and business purpose. For local people the road is very important. Van, truck, CNG, rickshaw, trolley, lorry, cycle, motor cycle are now running in the road and van is the most movable vehicle during observation. The road is directly connected with Bhaluka, Bharadoba and Dhitpur union.
6. Koiarchala –Soaitpur road development (chain 8.074 – 8.800) km; Union: Bakrita Upazila: Fulbaria District: Mymensingh	Length588 km Width-3.66 m Observed length: .588 km Type: FRB road Year: 16.6.2005 – 13.10.2006 Cost: Allocated – 20,00,000 Actual – 19,53,629	 The total length of the Koiarchala – Soaitpur road is 5.88 km. Under this project LGED was developed .588 km road in 2005-2006 at Fulbaria Upazila. The road is newly constructed. It is known from LGED officials that after construction maintenance work was done once. The road is now regularly using by local people. The road condition is not good and have major problems - carpeting has been damaged, shoulder of road has been broken and pot holes have been formed in many places The people are now using the road to go to Union, Upazila and District town, education centers, health centers, hat-bazars for their personal and business purpose. Van, rickshaw, motor cycle, bicycle are now running in the road and van is the most movable vehicle during observation.
Name of Schemes and location	Size, type, period of construction and cost	Overall comments on the road
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7. Madhupur road development (Balughat) (chain 1.000 – 1.609) km Union: Naogaon Upazila: Fulbaria District: Mymensingh	Length- 609 km Width-3.66 m Observed length: .609 km Type: FRB road Year: 11.01.2005- 29.04.2008 Cost: Allocated – 1,974,649 Actual – 2,165,448	 On Modhupur (Balugaht) road, .609 km road was developed by carpeting in 11.01.2005-29.04.2008 at Fulbaria Upazila. Maintenance work was done once after construction. The road is newly constructed. The road is now functioning. The road condition is not good – carpeting has been damaged, road side has been broken, and in many places pot holes have been formed The people are now regularly using the road to go to hat-bazars, health centers, educational institutions, mosque, Upazila and district town and other personal purpose. For local people the road is very important. Van, rickshaw, tempo, maxi, motor cycles are now moving in the road and maxi was the most movable vehicle during observation. The road is directly connected with Naogaon, Putijana, Fulbaria.
8. Achim – Trisal via Purabari road development (chain 3.570 – 4.179) km Union: Asim Upazila: Fulbaria District: Mymensingh	Length655 km Width-3.05 m Observed length: .655 Type: FRB road Year: 19.08.2006- 16.12.2007 Cost: Allocated - 2,009,130 Actual - 2,004,951	 .655 km road was developed by carpeting on Achim-Trisal via Purabari road at Fulbaria upazial in 19.08.2006-16.12.2007. Maintenance work was done once after construction. The road is now functioning. The road condition is not good and have major problems – carpeting has been damaged, shoulder of road has been damaged and in many places pot holes have been formed The people are now regularly using the road to go to hat-bazars, health centers, educational institutions, mosque, Upazila and district town and other personal purpose. For local people the road is very important. Van, rickshaw, tempo, truck, bus, motor cycles are now moving in the road and tempo was the most movable vehicle during observation. The road is directly connected with Asim, Trishal and Fulbaria union
9. From Shakua to Kalir bazaar connected road development via Rampur bazaar and Barma bazaar (chain 0.000 – 0. 650) km (RR) Union: Rampura Upazila: Trishal District: Mymensingh	Length650 km Width-3.05 m Observed length: .650 Type of Road: FRB road Construction year: 05.01.2005-05.04.2007 Cost: Allocated - 26,99,411 Actual - 25,78,511	 .650 km road was developed by carpeting on Shakua to Kalir bazaar connected road via Rampur bazaar and Barma bazar at Trishal Upazila in 19.08.2006-16.12.2007. No maintenance work was done after construction. The road is now functioning. The road condition is good – carpeting condition is good and no damages or holes were found in the road The people are now regularly using the road to go to hat-bazars, health centers, educational institutions, mosque, Upazila and district town and other personal purpose. For local people the road is very important. Van, rickshaw, tempo, truck, motor cycle, cycle, trolley, lorry, CNGs are now moving in the road and van was the most movable vehicle during observation. The road is directly connected with Kanihar, Trishal, Sakua, Baliapara, and Mymensingh
10. Completed incomplete work of Patal – Jokar char of nikail road (chain 1300 meter); Union: Durgapur Upazila: Kalihati District: Tangail	Length– 1.3 km Width–3.05 m Observed length: 1.3 km Type: FRB road Year: Cost: Not available	 Total length of road is 2.5 km (part of the road is in Bhuapur and part is in Kalihat Upazila. LGED was developed 1.3 km road by carpeting and road shoulder filled with soil on this road. No maintenance work was done after construction. The road is now functioning. The overall road condition is good.
11. Completed incomplete work of Dhunail soya – Hatia (IBA) road (chain 0. 750-2. 315) km Upazila: Kalihat District: Tangail	Length– 1 km Width–3.05 m Observed length: 1 km Type: FRB road Year: Cost: Not available	 1 km road was developed by carpeting and road shoulder filled with soil on Dhunail soya – Hatia (IBA) road at Kalihati Upazila. No maintenance work was done after construction. The road is now functioning. The overall road condition is good – but in few places have holes in the road. Need normal maintenance work in this road
12. Road development of Bhandeswar GC-Borochana (chain 0.347 – 2.367) km and Union: Bir Basinda- Upazila: Kalihati District: Tangail	Length- 2.02 km Width-3.66 m Observed length: 2.02 km Type: FRB road Year: 19.10.2005- 28.04.2007 Cost: Allocated - 29,00,329 Actual - 29,00,083	 2.02 km road was developed by carpeting of Bhandeswar GC – Borochana road at Kalihati Upazila in 19.10.2005-28.04.2007. No maintenance work was done after construction. The road is now functioning. The road condition is moderately good – in few places carpeting has been damages and minor damages was found in the road but not creating problem to move The people are now regularly using the road to go to hat-bazars, health centers, educational institutions, mosque, Upazila and district town for personal and business purpose. For local people the road is very important. Bus, micro, truck, van, tempo, CNG, cycle, motor cycle are now moving in the road and van was the most movable vehicle during observation. During observation a truck was found carrying rod. The road is directly connected with Boro Chaona, Sakhipur, Auliabad, Kalihati.
13. Construction of pucca road of Alenga – Mogra – Patal (chain 7.913 – 8.639) km Union: Elenga Upazila: Kalihati District: Tangail	Length726 km Width-3.05 m Observed length: .726 Type: FRB road Year: Cost: Not available	 Total length of the road is 11.50 km and LGED was developed .726 km road by carpeting and road shoulder filled with soil on Alenga – Mogra – Patal road at Kalihati Upazila. One time maintenance work was done after construction under Gob fund at 2010-2011 financial year. The road is now functioning. The road condition is good.

Name of Schemes and location	Size, type, period of construction and cost	Overall comments on the road	
14. Gangair – Alokdia road development (chain 1.157 – 3.000) km Union: Alokdia Upazila: Modhupur District: Tangail	Length– 1.82 km Width–3.00 m Observed length: 1.82 km Type: FRB road Year: 05.2005-05.2008 Cost: Allocated – 24,62,296 Actual – 13,43,923	 Total length of the road is 5 km and LGED was developed 1.82 km road by carpeting of Gangai – Alokdia road under this project at Alokdia union of Modhupur Upazila in 05.2005-05.2008. Rest of the road is kaccha. No maintenance work was done after construction. The road condition is not good – carpeting has been damaged; many pot holes have been formed around 1.5 km road; and both side roads has been broken in 4-5 places, which not suitable for easy communication. The road is very important for the local people and they are now regularly using the road to go to different places for different purposes. The road is not fully pucca, only 1.82 km area was developed by LGED and rest 3 km is kaccha. Local public demand is too much for construction of the remaining katcha road and immediate repairing works for damaged portion. Trucks, tempo, motor cycle, cycles are now moving in the road and van was the most movable vehicle during observation. During observation a truck was found carrying soil. The road is directly connected with Gangair and Alokdia. 	
15. Mirzapur –Patharghata road development (chain 0.500 – 1. 922) km; Union: Ajgana Upazila: Mirzapur District: Tangail	Length- 1.39 km Width-3.70 m Observed length: 1.39 km Type: FRB road Year:12.10.2005-09.03.2006 Cost: Allocated - 59,86,776 Actual - 58,76,363	 Total length of the Mirzapur – Patharghata road is 18.52 km. LGED was developed 1.39 km road by carpeting on this road at Ajgana union of Mirzapur Upazila in 2005. No maintenance or repair works wad done after construction. The road condition is good – no damages or crack were found in this road The road is now functioning without any problem. The kaccha portion of this road is also good. Local people of Tarafpur and Ajgana union are using the road mostly and the road is connected with Ajgana, Fatepur, Tarafpur and Mirzapur poroshabha union. Tempo, motor cycle, cycles, lorry, van, rickshaw are now moving on the road and motor cycle was the most movable vehicle during observation. During observation a van was found carrying paddy. 	
16. Mirzapur –Nagarpur road development (chain 7.700 -9.348) km Union: Warshi Upazila: Mirzapur District: Tangail	Length- 1.648 km Width-3.70 m Observed length: 1.648 km Type: FRB road Year:12.10.2005-09.03.2006 Cost: Allocated - 68,86,973 Actual - 68,45,901	 1.648 km road was developed by LGED under this project on MIrzapur – Nagarpur road Warshi union of Mirzapur Upazila in 2005-2006. No maintenance or repair works wad done after construction The road condition is good – no damages or crack were found in the road The road is now functioning without any problem. Local people of Warshi, Bhadgram, Anaita, Moishamura union are using the road mostly and the road is directly connected with Mirzapur Upazila. Tempo, motor cycle, cycles, lorry, vans are now moving on the road and tempo was the most movable vehicle during observation. During observation a van was found carrying rice. 	
17. Dewanhata – Bilgazaria road development (chain 2.800- 3.880) km Union: Bahuria Upazila: Mirzapur District: Tangail	Length- 1.08 km Width-3.70 m Observed length:1.08 km Type: FRB road Year: 12.10.2005- 09.03.2006 Cost: Allocated - 39,93,829 Actual - 39,26,564	 Total length of the Dewanhata Bilgazaria road is 8.95 km. LGED was developed 1.08 km area on this road under this project at Bahuria union of Mirzapur Upazila in 2005-2006. No maintenance or repair works wad done after construction. The road condition is good – no damages or crack were found in the road The road is now functioning without any problem. The road is directly connected to Mirzapur Upazila. The people are now regularly using the road to go to different places for various purposes. Bus, truck, lorry, rickshaw, motor cycle, tempo, vans are now moving on the road and tempo was the most movable vehicle during observation. During observation a van was found carrying rod and cement. 	
 Basail – Sunna road development (chin 2.42 – 3. 811) km Union: Basail Upazila: Basail District: Tangail 	Length- 1.4 km Width-3.66 m Observed length: 1.4 km Type: FRB road Year: 14.05.2005-30.08.2005 Cost: Allocated - 39,93,829 Actual - 39,26,564	 Total length of the Basail – Sunna road is 3.96 km. LGED was developed 1.4 km area on this road under this project at Basail union of Basail Upazila in 2005. No maintenance or repair works wad done after construction. The road condition is good – no damages or crack were found in the road The road is now functioning without any problem. The road is directly connected to Basail to Sunna. The people are now regularly using the road to go to different places for various purposes. Tempo, truck, CNG, van are now moving on the road and tempo was the most movable vehicle during observation. During observation a truck was found carrying agri products (potato, Cauliflower). 	
 Bhuapur – Jamuria road development by BC (chin 7.622 – 8. 396) km ; Bhuapur – Jamuria road development by BC (chin 8. 390- 8.940) km; Bhuapur – Jamuria road development by BC (chin 9.000 – 9.920) km Union: Lokerpara - Jamuria Upazila: Ghatail District: Tangail Completed pucca road from Udampur to Jhaiail bazaar of Hemnagar Jhaiail road (chin 1.212 – 2.063) km Union: Jhaiail Upazila: Gopalpur District: Tangail 	Length774 km+ .55km + .92km Width-3.70 m Observed length: .774 km+ .55km + .92km Type: FRB road Year: 2005 Cost: Actual - 24,73,773.56 Actual - 24,97,009.53 Actual - 24,97,009.53 Actual - 34,98,220.60 Length85 km Width-3.70 m Observed length: .85 km Type: FRB road Year: 01.2004-10.2005 Cost: Not available	 Total length of the Bhapur – Jamuria road is 10 km and LGED was developed .774 km area by carpeting on this road under this project at Lokerpara union of Ghatail Upazila in 2005. The road is fully pucca. One times maintenance works wad done after construction. The road condition is not good and have major problems – large holes have been formed in 10-12 places and both side roads have been broken in 5-7 places. The road is now functioning with some problems i.e. large holes in the road and road sides have been broken, which creating problems to vehicle movements and sometimes it may occurred accident. It is need to be immediate repair. It was found during observation that the Feeder road is moderately busy for all types of traffic transactions. Truck, motor cycle, van, rickshaw, pick up, bicycle are now moving on the road and motor cycle and van was the most movable vehicle during observation. During observation truck was found carrying brick and sand. LGED was developed .85 km pucca road on this road under this project at Jhaiail union of Gopalpur Upazila in 2005. No maintenance work was done after construction. The road condition is not good and have major problems – carpeting has been fully damaged; and many cracks in the road which creating problems i.e. the full road is damaged. It is need to be immediate repair for better communication. It was found during observation that the Feeder road is moderately busy for all types of traffic transaction is not good and have major problems to vehicle movements. Need to maintenance work. 	
		the most movable vehicle during observation. During observation truck was found carrying soil.	

Name of Schemes and	Size, type, period of	Overall comments on the road
Jamalpur	Construction and Cost	
21. Barrister (Panchashi – Narpara) FRB road development (chain 0.00 – 1.00) km Union: Doail Upazila: Sarishabari District: Jamalpur	Length- 2.1 km Width-3.66 m Observed length: 2.1 km Type of Road: FRB road Construction year: 05.07.2006-24.10.2006 Cost: Allocated - 45,00,000 Actual - 45,00,000	 LGED was developed 2.1 km road by carpeting under this project on Panchashi – Narpara road at Doail union of Sarishabari Upazila in 2006. No maintenance or repair works wad done after construction The road condition is moderately good – no crack or hole was found in the road but carpeting has been slightly damaged in few places of the road and in few places both road side soil has been broken. The road is now functioning with some problems i.e. carpeting slightly damages in few places and road side soil has been broken but it not created any problem to movement till now. It was found during observation that the Feeder road is moderately busy for all types of traffic transactions. CNG, motor cycle, truck, van, bicycle are now moving on the road and motor cycle was the most movable vehicle during observation.
22. Barrister Abdus Salam road development (chain 4.000 – 6.000) km Union: Mahadani Upazila: Sarishabari District: Jamalpur	Length– 2.15 km Width–3.66 m Observed length: 2.15 km Type: FRB road Year: 23.05.2005- 23.08.2005 Cost: Allocated – 47,82,000 Actual – 47,82,000	 LGED was developed 2.15 km road by carpeting under this project on Panchashi – Narpara road at Doail union of Sarishabari Upazila in 2005. No maintenance or repair works wad done after construction The road condition is moderately good – in 10-12 places carpeting have been damaged; have some large and small size holes; road side soil has been displaced and slightly broken in few places. The road is now functioning with some problems i.e. carpeting are damaged and holes are created in some places and road side are broken. Though have some problems in this road, not yet created any problem to movement but needs to immediate repair for better communication. It was found during observation that the Feeder road is very busy for all types of traffic transactions. CNG, motor cycle, van, bicycle, truck, auto rickshaw are now moving on the road and motor cycle was the most movable vehicle during observation.
23. Islampur – Jhagrarchar road development (chain 11.800 – 12.400) km Union: Gaibandha Upazila: Islampur District: Jamalpur	Length700 km Width-3.66 m Observed length: .70 km Type: FRB road Year: 31.03.2009- 25.04.2009 Cost: Allocated - 6,79,000 Actual - 6,79,000	 LGED was developed .700 km road by carpeting under this project on Islampur – Jhagrarchar road at Gaibandha union of Islampur Upazila in 2009. No maintenance or repair works wad done after construction. The road condition is moderately good – in some places carpeting have been washed out/damaged but no holes were found in the road; and road side soil have been displaced and broken in some places which need to be filled up with soil. Local people are regularly using the road. The road is now functioning with some problems i.e. carpeting are damaged and holes are created some places; and road side are broken. Though have some problems in this road, not yet created any problem to movement but needs to immediate repair for better communication. It was found during observation that the Feeder road is very busy for all types of traffic transactions. Van, motor cycle, cycle, motorized votvoti, mini truck, lorry, horse cart are now moving on the road and motor cycle was the most movable vehicle during observation. During observation horse cart was found carrying onion.
24. Tinani para – Laochapra road development (chain 4.000- 5.000) km Union: Battrajore Upazila: Bakshiganj District: Jamalpur Name of Schemes and	Length- 1 km Width-10 m Observed length: 1 km Type: FRB road Year: 30.11.2005-3.08.2006 Cost: Allocated - 32,91,297 Actual - 32,90,200	 LGED was developed 1 km road by carpeting under this project on Tinani para – Loachapra road at Battrajore union of Bakshiganj Upazila in 2005-2006. No maintenance or repair works wad done after construction The road condition is good – carpeting condition is good and no damages or holes were found in the road; but in the end of the road, only in one side have a u-drain for water passing from which soil has been washed out and minor portion of the road side has been broken which need to be filled up with soil, though it is not creating any problem now. Local people are regularly using the road and the road is very important to them. They are not facing problem to move at present. It was found during observation that the Feeder road is busy for all types of traffic transactions. Van, motor cycle, cycle, rickshaw, CNG, motorized votvoti are now moving on the road and van was the most movable vehicle during observation.
location 25. Construction of bridge road and link road from Godarbazar to Sarkar bari of Ghosherpara – Pathanpara road Union: Ghosherpara Upazila: Melandah District: Jamalpur 26. Construction of structure and road development from	construction and cost Length- 1 km Width-2.45 m Observed length: 1 km Type: FRB road Year: 03.02.2009- 08.06.2009 Cost: Allocated - 24,90,939 Actual - 23,10,282 Length- 1 km Width-2.45 m	 LGED was developed 1 km road by herring bond under this project on Godarbazar to Sarkar bari of Ghosherpara – Pathanpara road at Ghosherpara union of Melandah Upazila in 2009. No maintenance or repair works wad done after construction The road condition is good – no damages or holes were found on the road and no problems creating to movement. Only in few places road side soil have been displaced and broken which need to be filled up with soil immediately. Local people are regularly using the road for different purposes and the road is very important to them because this is the only way to move. They are not facing problem to move at present. During observation the road is not so busy for all types of traffic transactions. Micro, van, motor cycle, cycle, votvoti, truck are now moving on the road. Van, motor cycle and bicycle was the most movable vehicle during observation. LGED was developed 1 km road by carpeting under this project on Purbo mor of Fulkucha baser to Rover behalf with Ken being under the Sproject on Purbo mor of Fulkucha
Purbo mor of Fulkucha bazaar to Rayer bakail (via Kha bari) Union: Charbani Pakuria Upazila: Melandah District: Jamalpur	Observed length: 1 km Type: FRB road Construction year: 05.04.2006-09.08.2006 Cost: Allocated – 23,16,942 Actual – 20,94,417	 Dazaar to Rayer bakar (via Knia barr) road at Charbani Pakuna Union of Melandah Upazila in 2009. No maintenance or repair works wad done after construction The road condition is good – no damages or holes were found in the road and carpeting condition is good and no problems creating to movement. The road is now in use and local people are regularly using the road for different purposes. The road is very important to them because this is the only way to move. They are not facing any problem to move at present. During observation the road was found busy for all types of traffic transactions. Truck, tempo, CNG, baby, auto bike, van, motor cycle, cycle, cow cart are now moving on the road. During observation motor cycle, bicycle, van and auto bike was the most movable vehicle.

Name of Schemes and	Size, type, period of construction and cost	Overall comments on the road
Kishorganj		
27. Thana ghat of Mirzapuir – Mathkhola - Tokbazar over agaro sindhur bramyaputra river development of connected road of bridge (chain 140.15 miter) Union: Egaro Sindhu Upazila: Pakundia District: Kishorganj	Length- 3 km Width-4.00 m Observed length: 3 km Type: FRB road Year: 05.04.2006- 09.08.2006 (2005-2006) Cost: Allocated - Actual - 35,00,000	 Total length of the road is 7 km and in 7 km, 4 km is under R&H department and LGED developed 3 km connected road of bridge (soiling filling, earth filling, sand filling, WBM, carpeting, CC block set up, side wall of river). One time maintenance work was done after construction under GoB. The road condition is good – no damages were found The road is now functional and local people are regularly using the road for different purposes at different places. Tree plantation was found on this road – local people were planted those.
Netrokona		
28. Bairura -North Bishiura GC road development near Netrokona Kendua RHD road (chain 2.626-3.226) km Union: Chollisha Dakkhin Bishura Upazila: Netrokona Sadar District: Netrokona	Length– 4.80 km Width–3.66 m Observed length: 4.80 Type: FRB road Year: 2004-2005 Cost: Not available	 Total length 6.68 km and LGED developed 4.80 km road by carpeting and WBM, paliesiding work, road side soil filling, U-drain, sand filling etc. under this project. The road is fully pucca. No maintenance work was done after construction. The road condition is moderately good – in fess places carpeting has damaged. Need immediate paliesding work on this road. The road is now functional and local people are regularly using the road for different purposes at different places.

Table 3: Detailed Findings of Observed Union Rural Roads

Name of Schemes	Size, type of road, period	Overall comments on the road	
and location	of construction and cost		
1. Muktagacha – Debgram road development by carpeting (chain 0.960-1.860) km Union: 5 no. Bashati Upazila: Muktagacha Districts: Mymensingh	Length– 1 km Width–3.30 m Observed length: 1 km Type: Union road Year: 2005 – 2006 Cost: Allocated: Actual:	 Total length of the Muktagacha – Debgram road is nearly 10 km and LGED was developed 1 km road by carpeting under this project on this road at Bashati union of Muktagacha Upazila in 2005-2006 The road condition is not good – 17 nos. pot holes were found in the roads and in 3 places both side road have been broken, which are creating problems to transportation. Immediate repair works should be needed. After construction, no maintenance work was done. The road is now operational with some problems i.e. many cracks and pot holes in the road which are created problems to transpiration and road side is broken for that local people facing problems to use the road. For better communication immediate repair works is needed. It was found during observation that the rural road is not so much busy for all types of traffic transactions. Truck, motorized vehicles, van, rickshaw, bicycle are now moving on the road. During observation truck, van and bicycle were found to move and van was the most movable vehicle. 	
2. Road development from Utharbari UP to Boyelbari by carpeting Union: Atharabari Upazila: Ishwarganj Districts: Mymensingh	Length– 1.5 km Width–3.05 m Observed length: 1.5 km Type: Union road Year: 04.08.2005 –04.05. 2006 Cost: Allocated: 44,94,419 Actual: 44,91,679	 1.5 km road developed from Utharbari UP to Boyelbari by carpeting at Atharabari union of Muktagacha Upazila in 2006-2007 under this project. After construction maintenance work was done once. The road condition is moderately good - carpeting has been damaged and there are many damages in the road and road side soil has been broken in some places (aging, some macadam, carpeting, seal coat, road side soil) The road is fully pucca and the road is now functional but has some problems which need to be immediate repaired. People are regularly using the road for various purposes and this road is very important for them. During observation the rural road was very busy for all types of traffic transactions. Truck, trolley, lorry, tempo, pick up, rickshaw, motor cycles are now moving on the road. During observation trolley was the most movable vehicle. 	
3. Road development from Seed store bazaar to Awlatoli village of Bhaluka Habirbari Union (chain 0. 500- 1.531) km Union: Babirbari Upazila: Bhaluka Districts: Mymensingh	Length- 1 km Width-3.5 m Observed length: 1 km Type: Union road Year: 07.06.2005 – 15.02.2006 Cost: Allocated: 30,17,600 Actual: 30,05,110	 Total length of the road is 3.50 and LGED was developed 1 km road from Seed store bazaar to Awlatoli village of Bhaluka Habirbari Union by carpeting in 2005-2006. Remaining part of the road is kaccha. After construction no maintenance work was done. Condition of the developed portion condition is good - carpeting condition is good and no damages or cracks were found on the road. But the kaccha portion is not smooth and there are many holes which creating problems to movement and during rainy season it is very difficult to move. Maintenance work need for the katcha portion – holes should fill up with soil. People are now regularly using the road for various purposes and this road is very important for them. During observation the rural road was very busy for all types of traffic transactions. Different types of vehicles e.g. cycle, van, rickshaw, motor cycle, CNG, truck, trolley are now moving on the road and van was the most movable vehicle during observation. 	
4. Road development by carpeting from Fulbaria – Hatkalir bazaar road through Dhamur Falur bazaar Beltoli (chain 0.730- 1.365) km Union: 3 no. Kushmail Upazila: Fulbaria Districts: Mymensingh	Length602 km Width-3.30 m Observed length: .602 km Type: Union road Year: 08.02.02 - 05.02.03 Cost: Allocated: 10,00,062 Actual: 9,51,972	 .602 km road was developed by carpeting on Fulbaria – Hatkalir bazaar road through Dhamur Falur bazaar Beltoli under this project. After construction one time maintenance work was done by LGED on this road. The rod is fully pucca and the road condition is not good – carpeting has been damaged; pot holes are created in many places; and road side soil has been broken in some places. Repair and maintenance work is needed in this road. Trees were found both side of road – approximately 2000 trees (Akashi, Mehogani, Babla, Jackfruit, Akashmoni) are there, though these were not planted under this project. The road is now functional and people are regularly using this road for various purposes. During observation the rural road was busy for all types of traffic transactions. At present different types of vehicles e.g. truck, trolley, tempo, auto rickshaw, van, motor cycle are moving on this road and tempo was the most movable vehicles during observation 	

Name of Schemes and location	Size, type of road, period of construction and cost	Overall comments on the road
5. Road development by carpeting from KB Ismail road to Ahmad's house (chain 10.570 – 11.570) km Union: Kanihari Upazila: Trishal Districts: Mymensingh	Length- 1 km Width-3.05 m Observed length: 1 km Type: Union road Year: 25.10.06 - 18.11.07 Cost: Allocated: 27,74,873 Actual: 25,93,774	 Under this project LGED was developed 1 km road by carpeting from KB Ismail road to Ahmad's house (chain 10.570 – 11.570 km) in 2006-2007 at Kanihari union of Trishal Upazila. One time maintenance work was done after construction of this road. The road is now functioning but the road condition is not good – carpeting has been damaged; many damages and holes were found in the road. Repair work is needed for this road. The people are now regularly using the road to go to Union, Upazila and District town, education centers, health centers for their personal and business purpose. For local people the road is very important. During observation the rural road was busy for all types of traffic transactions. Van, truck, CNG, rickshaw, trolley, lorry, cycle, motor cycle, maxi are now moving in the road and tempo is the most movable vehicle during observation. The road is directly connected with Kanihar, Rampur, Baliapara, Trishal.
o. Merenga – Nilganj road development by HB (chain 1.330 – 2.880) km Union: Musuli Upazila: Nandail Districts: Mymensingh	Actual Length - 1.55 km Width-3.05 m Observed length: 1.55 km Type: Union road Year: 19.03.08 – 04.05.08 Cost: Allocated: 19,97,306 Actual: 19,76,315	 Total length of the road is 5 km and LGED was developed 1.55 km road on Merenga – Nilganj road under this project in 2008 at Musuli union of Nandail Upazila. One time maintenance work was done after construction of this road. The road is now operational and the road condition is good – no damages or cracks or holes were found on the rod. The people are now regularly using the road to go to Union, Upazila and District town, education centers, health centers for their personal and business purpose. During observation the rural road was moderately busy for all types of traffic transactions. Tomtom, tractor, lorry, van are now moving on this road and lorry was the most movable vehicle during observation which carrying paddy. The road is directly connected with Nilganj, Nabiganj and Nandail Upazila.
 Kokorhora – Bagutia road development (chain 0.000 – 1.240) km Union: Bangra Upazila: Kalihati Districts: Tangail Sahadepru UP (Powktan) solakura kuchuti road development (chain 1+000 – 2+000) km Union: Sahadepru Upazila: Kalihati Districts: Tangail 	Length- 1.240 km Width-3.05 m Observed length: 1.240 km Type: Union road Year: 19.10.05 - 09.04.06 Cost: Allocated: 28,83,756 Actual: 28,91,862.40 Length- 2 km Width-3.30 m Observed length: 1 km Type: Union road Year: 2005-2006 Cost: Allocated: Actual:	 The total length of Kokorhora – Bagutia road is 16.89 km. Under this project LGED was developed 1.240 km road in 2005-2006 at Bangra union of Kalihati Upazila. The road is newly constructed. No maintenance work was done after construction of the road. The road condition is moderately good – in some places carpeting has been damaged and created pot holes, which are creating minor problems to movement. Minor repair works need for this road. The people are now regularly using the road to go to different places for various purposes. Tempo, van, cycle, motor cycle, truck, micro are now running in this road and van was the most movable vehicle during observation. Also found during observation van was carrying vegetables (collie flower). Total length of road is 8.50 km and LGED was developed 2 km road by carpeting on Sahadepru UP (Powktan) solakura kuchuti road at Sahadepru union of Kalihati Upazila under this project in 2005-2006. No maintenance work was done after construction. The road is now functioning and road condition is moderately good – in some places pot holes have been created and road side soil has been displace. Minor maintenance work is needed
9. Raktipara – Gopad Etimkhana via Kalimajhi Road development (chain 0.0 - 0.817) km Union: Alokdia Upazila: Modhupur Districts: Tangail	Length82 km Width-3.00 m Observed length: .82 km Type: Union road Year: 05.2005 – 11.2005 Cost: Allocated: 19,93,221 Actual: 19,46,386.32	 .82 km road was developed by carpeting on Raktipara – Gopad Etimkhana via Kalimajhi road in 2005 at Alokdia union of Modhupur Upazila under this project. No maintenance work was done after construction. The road is now in use. The road condition is not good – carpeting has been damaged in few places, many cracks and holes are there which are creating problems for smooth movements of vehicles and in 5 places road side soil has been broken. The road is now operational with some problems i.e. carpeting damages and pot holes on the roads which creating problems for easy movement of vehicles and some times for jerking goods are fallen down from vehicles. The road is partly pucca and partly katcha, public demanded for full pucca road. For better movement immediate repair works is needed and also katcha part should be pucca. During observation traffic transactions on this road was as usual. Trucks, van, motor cycle, cNG are now moving on this road. Motor cycle was the most movable vehicle during observation and also found truck was carrying soil. Many trees are there in road side which are the personal properties not project work.
10. Road development from Kadimdhala bridge to Dewbhogh Baltia government primary school (chain 0.000 – 1.433) km Union: Moyra Upazila: Mirzapur Districts: Tangail	Length– .490 km Width–3.30 m Observed length: .490 km Type: Union road Year: 2006 – 2007 Cost: Allocated: Actual: Tk.12,66,600	 Total length of the road is 4 km and LGED was developed .490 km road by HBB on Kadimdhala bridge to Dewbhogh Baltia government primary school road in 2006-2007 at Moyra union of Mirzapur Upazila under this project. No maintenance work was done after construction. The road is now functioning. The road condition is good. During observation traffic transactions on this road was as usual.
11. Road development by HB from Dhalla bridge to Ujan bari of Dhaka Tangail road (chain 00 - 0.600) km Union: Jamurki Upazila: Mirzapur Districts: Tangail	Length300 km Width-3.30 m Observed length: .300 km Type: Union road Year: 2006-2007 Cost: Actual: Tk. 12,44,029	 Total length of the road is 6 km and LGED was developed .300 km road by HBB (ring bond on brick soling) on Dhalla bridge to Ujan bari of Dhaka Tangail road in 2006-2007 at Jamurki union of Mirzapur Upazila under this project. One time maintenance work was done after construction under GoB fund in 2009. The road is now functioning. The road condition is moderately good – only soil has been settle down Need immediate maintenance work by soil filling on the road for smoothing

Name of Schemes and location	Size, type of road, period of construction and cost	Overall comments on the road
12. Road development from kalia to kauljani (chain 2+596 – 4+670) km Union: Kauljani Upazila: Basail Districts: Tangail	Length- 1.470 km Width-3.05 m Observed length: 1.470 km Type: Union road Year: 23.05.05 - 23.12.07 Cost: Allocated: 23,47,889 Actual: 23,48,001	 Total length of the road is 4 km and LGED was developed 1.470 km road on Kalia to Kauljani road at Kauljani union of Basail Upazila in 19.08.2006-16.12.2007. No maintenance work was done after construction. The road is now functioning. The road condition is moderately good – in 2 places carpeting has been slightly damaged which not creating problem to movement vehicles. But at the starting of road where bridge approach road condition is very bad which was not constructed under this project The people are now regularly using the road to go to hat-bazars, health centers, educational institutions, Upazila and district town and other personal purpose. During observation the rural road was very busy for all types of traffic transactions. Tempo, CNG, van, cycle, bus, truck are now moving on this road. Tempo was the most movable vehicle during observation and also found vans are carrying potato. By using the road people can go to Kauljani, Basail, Tangail, Shokhipur, Kalihati.
13. Gungram – Sandhanpur – Khajarchala road development (part 1) (chain 0.000 –0. 919) km; Union: Jamuria Upazila: Ghatail Districts: Tangail	Length775 km Width-3.00 m Observed length: .775 km Type: Union road Year: 07.2005 - 11.2005 Cost: Actual: 23,74,577	 LGED was developed .775 km road on Gungram – Sandhanpur – Khajarchala road at Jamuria union of Ghatail Upazila in 2005-2007. No maintenance work was done after construction. The road condition is not good and has major problems – nearly two-thirds of the road is damaged by creating many cracks and holes which creating problems to easy movement of vehicles. The road is now functional and the people are now regularly using the road to go to different places for different purposes. During observation traffic transactions on this road was as usual. Truck, different types motorized vehicles, motor cycle, bicycle are now moving on this road. Truck with brick and soil are the most movable vehicles during observation which is threatening for long term longevity of the road because load bearing capacity of this road is not so high.
14. Dhalapara – Chapri road development by BC (chain 9.012 – 9.934) km Union: Rasulpur Upazila: Ghatail Districts: Tangail	Length922 km Width-3.00 m Observed length: .922 km Type: Union road Year: 02.2004 – 05.2005	 Total length of the road is 10 km and LGED was developed .922 km road on Dhalapara – Chapri road at Rasulpur union of Ghatail Upazila in 2004-2005 under this project. No maintenance work was done after construction. The road condition is not good and has major problems – most of the carpeting has been damaged; many cracks and holes are in the whole road; and in 10-15 places road side has been broken which may occur accident. Immediate repair works need on this road. Though have many problems, the road is now functional and the people are now regularly using the road to go to different places for different purposes. During observation traffic transactions on this road was as usual. Truck, different types motorized vehicles, motor cycle, bicycle, van are now moving on this road. Truck with brick and soil are the most movable vehicles during observation.
15. Road development of Pakutia (Boys high school) to Amtoli road (chain 0.000 – 3.200) km Union: Deolabari Upazila: Ghatail Districts: Tangail	Length– 3.200 km Width–3.0 m Observed length: 3.200 km Type: Union road Year: 04.2006 – 05.2007	 3.200 km road was developed of Pakutia (Boys high school) to Amtoli road at Deolabari union of Ghatail Upazila in 2006-2007 under this project. No maintenance work was done after construction. The road condition is not so good and has major problems – nearly 25-30 pot holes in the road and road side bas been broken in 7-8 places which might be occur accident. Immediate repair works need on this road. Though have many problems, the road is now functional and the people are now regularly using the road to go to different places for different purposes. During observation traffic transactions on this road was as usual. Truck, different type motorized vehicles, pick up van, motor cycle, bicycle, van are now moving on this road. Van was the most movable vehicles during observation.
16.Tottarchala - Kuratoli ferry ghat road development (chain 3+161 – 4+151) km; Union: Hatibandha Upazila: Sakhipur Districts: Tangail	Length– 5.28 km Width–3.0 m Observed length: 5.28 km Type: Union road Year: 2004 –2005	 Total length of the road is 7.25 km and LGED was developed under this project 5.28 km road was by bituminous carpeting on Tottarchala to Kuratoli ferry ghat road at Hatibandh union of Sakhipur Upazila in 2004-2005. No maintenance work was done after construction. The road is now in use and road condition is good.
17. Road development from Kaccha bazaar to kalidash growth centre (chain 1+270 – 2+238) km and Union: Gazaria Upazila: Sakhipur Districts: Tangail	Length968 km Width-3.00 m Observed length: .968 km Type: Union road Year: 01.06.05 –17.12.05 Cost: Allocated: 29,87,363 Actual: 34,05,352	 Total length of the road is 4.4 km and LGED was developed .968 km road from Katcha bazaar to kalidash growth centre at Gazaria union of Sakhipur Upazila in 2005 under this project. No maintenance work was done after construction. The road condition is not so good and has major problems – carpeting has been damaged and in many places holes have been created in the road which creating problems to move vehicles. Immediate repair works need on this road. The road is now operational with problems and the people are now regularly using the road to go to different places for different purposes. During observation traffic transactions on this road was as usual. Vans, tempo, motor cycle, cycles are now moving on this road. Van was the most movable vehicles during observation which carrying vegetables and people.
18. Shakhipur – Basail through Shalgram sunna road development (chain 3+180 – 4+496) km Union: Gazaria Upazila: Sakhipur Districts: Tangail	Length-1.316 km Width-3.66 m Observed length: 1.316 km Type: Union road Year: 25.05.05 -28.06.07 Cost: Allocated: 45,00,000 Actual: 45,82,552	 Total length of the road is 4.6 km and LGED was developed 1.316 km road on Sakhipur – Basail through Shalgram sunna road at Gazaria union of Sakhipur Upazila in 2005-2007 under this project. No maintenance work was done after construction. The road condition is good – no damages or cracks or holes were found on the road – maintenance work not needed on this road The road is now operational and the people are now regularly using this road for different purposes. During observation the road was very busy for traffic transactions. Vans, tempo, motor cycle, cycle, CNG, auto, rickshaw, truck are now moving on this road. Van was the most movable vehicles during observation and truck was also found to carry bamboo.

Name of Schemes and location	Size, type of road, period of construction and cost	Overall comments on the road
19. From Belua charpara mor to Belua bazaar through Hemnagar road completed incomplete pucca road of Gopalpur nalin bazaar (chain 2000 – 2524) km and (chain 2524 – 3004) km Union: Hemnagar Upazila: Gopalpur Districts: Tangail	Length- 1.052 (.524+.528 km) Width-3.00 m Observed length: 1.052 km Type: Union road Year: 02.2005 - 10.2007 Cost: Allocated:Tk. 16,00,543 Actual: Tk.13,33,437	 Total length of the road is 3.2 km and LGED was developed .528 km road from Belua charpara mor to Belua bazaar through Hemnagar road completed incomplete pucca road of Gopalpur nalin bazaar at Hemnagar union of Gopalpur Upazila in 2005 under this project. After construction one time maintenance work was done on this road. The road condition is not good and has major problems – in many places carpeting has been damaged and created cracks and pot holes; both side road soil has been broken by river erision; and in few places both side road has been settle down; which are creating difficulties to move. Immediate repair works is needed. The road is now functional with some problems and the people are now regularly using the road to go to different places and different purposes. For local people the road is very important. During observation the rural road was very busy for all types of traffic transactions. Truck, different types of motorized vehicles, bicycle, pick up, van, rickshaw are now moving on the road.
20. Upazila HQ to Doail UP via Bolardia pucca road construction (chain 8.000 – 10. 100) Union: Awna Upazila: Sarishabari Districts: Jamalpur	Length- 2 km Width-3.66 m Observed length: 1 km Type: Union road Year: 30.10.04 - 20.05.05 Cost: Allocated: 31,00,000 Actual: 31,00,000	 2 km pucca road was constructed on Upazila HQ to Doail UP via Bolardia road at Awna union of Sarishabari Upazila in 2005 under this project by LGED. No maintenance work was done after developed of the road. The road condition is good – no cracks or damages or holes were found on this road. No repair works is needed. The road is now functional with no problems and the people are now regularly using the road to go to different places and different purposes. For local people the road is very important. There was market near this road for this the road is very essential to the local people. During observation the rural road was very busy for all types of traffic transactions. Van, CNG, truck, motor cycle, bicycle are now moving on this road. Van, motor cycle and cycle were the most movable vehicle during observation.
21. From Bulbuli high school to Doctor Manjil Murshed Khan's house road and 2 nos U drain development of Gutail road (chain 0.000 – 0.345) km Union: Parthashi Upazila: Islampur Districts: Jamalpur	Length345 km Width-2.450 m Observed length: .345 km Type: Union road Year: 05.05.07 - 10.12.07 Cost: Allocated: 8,54,092 Actual: 8,49,284	 .345 km road was developed on Bulbuli high school to Doctor Manjil Murshed Khan's house road at Parthashi union of Islampur Upazila in 2007 under this project by LGED. No maintenance work was done after developed of the road. The road condition is good – no cracks or damages or holes were found on this road. No repair works is needed. The road is now functional with no problems and the people are now regularly using the road to go to different places and different purposes. For local people the road is very important. During observation the rural road was busy for all types of traffic transactions. Van, rickshaw, auto rickshaw, lorry, mini truck, jeep, car, motor cycle, are now moving on this road. Motor cycle was the most movable vehicle during observation.
22. From Naim Mia's bazaar to Ghashipara Mondol bari road development Union: Ghasipara Upazila: Bakshiganj Districts: Jamalpur	Length- 1 km Width- 4 m Observed length: 1 km Type of Road: Union road Construction year: 29.06.05 - 29.12.05 Cost: Allocated: 44,31,534 Actual: 44,25,550	 1 km road was developed on Naim Mia's bazaar to Ghashipara Mondol bari road at Ghasipar union of Bakshiganj Upazila in 2005. No maintenance work was done after development of the road. The road is now functioning. The road condition is good – no cracks or damages or holes were found on this road. The road is very important for the local people and they are now regularly using the road to go to different places for different purposes. This is the only way (road) for the local people to go to Bakshiganj Upazila. During observation traffic transactions on this road was as usual. Van, truck, motor cycle, cycle, votvoti, trolley, rickshaws are now moving on this road and van was the most movable vehicle during observation
23. Mamudpur Gabindoganj road development Union: Mahmudpur Upazila: Melandah Districts: Jamalpur	Length– 1 km Width–2.45 m Observed length: 1 km Type: Union road Year: 22.02.06 – 28.06.07 Cost: Allocated: 19,89,789 Actual: 22,88,253 (15% high price of tender)	 LGED was developed 1 km road by carpeting on Mamudpur Gabindoganj road at Mahmudpur union of Melandah Upazila in 2006-07. One time maintenance or repair works was done after construction. The road condition is good – no damages or crack were found in the developed portion but both road side soil has been broken by displaceing/removing of soil in few places. The road is now functioning without any problem. Local people of Mahmudpur and Noarpara union are using the road most. During observation the rural road was busy for all types of traffic transactions.Motor cycle, van, rickshaw, trolley, bicycle, truck are now moving on the road and van was the most movable vehicle during observation.
24. Beltoli Charashguna bazaar road development Union: Ghosherpara Upazila: Melandah Districts: Jamalpur	Length- 1 km Width-2.45 m Observed length: 1 km Type: Union road Year: 18.09.06 - 18.12.06 Cost: Allocated: 19,87,325 Actual: 23,07,460 (16.10% high price of tender)	 LGED was developed 1 km road by carpeting on Mamudpur Gabindoganj road at Ghosherpara union of Melandah Upazila in 2006. No maintenance work was done after development of the road. The road condition is good but have minor problem – in one place carpeting has been damaged. Beside that, at the end of the north side of the road has been damaged due to flood and in few places road side soil has been washed out and road side has been broken – which is creating problem to movement. Need repair work for better communication. The road is now functioning with some problems due to flood. Local people of Ghosherpara, Fulkocha and Adarvita union are using the road most. During observation the rural road was busy for all types of traffic transactions. Van, rickshaw, trolley, fider, microbus, motor cycle, bicycle, truck are now moving on the road and motor cycle was the most movable vehicle during observation.
25. Takimari Dewanganj road development Union: Chikajani Upazila: Dewanganj Districts: Jamalpur	Length- 3.5 km Width-3.05 m Observed length: 3.5 km Type: Union road Year: 20.06.05 - 20.04.06 Cost: Allocated: 10,109,287 Actual: 10,079,493	3.5 km road was developed by LGED under this project on MIrzapur – Nagarpur road at Chakajani union of Dewanganj Upazila in 2005-2006. No maintenance or repair works wad done after construction. The road condition is good – no damages or crack were found in the developed portion of the road but road side soil has broken down for displaced/removed soil in some places which are not creating any problem to movement. The road is now functioning and local people of Chikajani, Chukaibari, Dewangaon pouroshabha are using the road mostly. During observation the rural road was very busy for all types of traffic transactions. Motor cycle, bicycle, truck, soil digging truck, CNG, auto bike, van, lorry, rickshaw are now moving on the road and soil digging truck was the most movable vehicle during observation.

Name of Schemes and location	Size, type of road, period of construction and cost	Overall comments on the road
26. Lonkkarchar road development Union: Choramkhao Upazila: Dewanganj Districts: Jamalpur	Length- 1.715 km Width-3.05 m Observed length: 1.715 km Type: Union road Year: 20.06.05 - 20.06.06 Cost: Allocated: 52,07,801 Actual: 51,96,377	 1.715 km road was developed by LGED under this project on Lonkkarchar road at Choramkhao union of Dewanganj Upazila in 2005-2006. No maintenance or repair works wad done after construction The road condition is good – no damages or cracks or holes were found in the developed portion of the road. But road side soil has become displaced which need to be filled up with soil. The road is now functioning without any problem and local people of Choramkhao, Shanandabari, Lankharchar, Katarbil, Kamarerchar union are using the road. During observation the rural road was busy for all types of traffic transactions. Motor cycle, bicycle, truck, auto bike, van, lorry, truck are now moving on the road and motor cycle was the most movable vehicle during observation.
27. From Kalibari to Fareque Mondol house road development via Shai Baro Duari Mosque of Garjaripar Union: Garjaripar Upazila: Shreebordi Districts: Sherpur	Length– 3 km Width–3.657 m Observed length: 3 km Type: Union road Year: 2004 – 2005 Cost: Allocated: 74,23,201 Actual: 74,22,930	 Total length of the road is 5 km and LGED was developed 3 km road by carpeting on Kalibari to Fareque Mondol house road under this project at Garjaripar union of Shreebordi Upazila in 2004-2005. The remaining part of the road is katcha. One time maintenance or repair works wad done after construction. The road condition is moderately good – carpeting condition is good, only in two or three places road side pitch has been broken and in some places road side soil has been broken, which are creating problem to passing two vehicles at a time Overall condition of the road is good except some problems i.e. road side pitch are broken and road side soil are broken. The people are now regularly using the road to go to different places for various purposes. Bus, micro, CNG, pick up, auto rickshaw, rickshaw, motor cycle, tempo, vans are now moving on this road. During observation rickshaw, CNG, van and motor cycle were the most movable vehicles.
28. From Hosendi chowrasta to Moddho para road development of Mirzapur –Dilalpur road and Union: Hosendi Upazila: Pakundia Districts: Kishorganj	Length- 1 km Width-3.30 m Observed length: 1 km Type: Union road Year: 2004 – 2005 Cost: Actual: Tk. 23,00,000	 Total length of the road is 9 km and LGED was developed 1 km road by carpeting and sand filling, soil filling, earth filling on Hosendi chowrasta to Moddho para road under this project at Hosendi union of Pakundia Upazila in 2004-2005. No maintenance or repair works wad done after construction. The road condition is good. The people are now regularly using the road to go to different places for various purposes.
29. Aushutia bazaar to Sukhia bazaar road development Union: 10 no. Sukhia Upazila: Pakundia Districts: Kishorganj	Length- 4.86 km Width-2.5 m Observed length: 4.86 km Type: Union road Year: 25.03.08 – 04.12.08 Cost: Allocated: 57,58,964 Actual: 57,40,758	 LGED was developed 4.86 km road on Aushutia bazaar to Sukhia bazaar road under this project at Sukhia union of Pakundia Upazila in 2008. No maintenance or repair works wad done after construction. The road condition is good – no damages or cracks were found on the developed road The road is now functioning without any problem. The road is directly connected to Basail to Sunna. The people are now regularly using the road to go to different places for various purposes. During observation the rural road was moderately busy for traffic transactions. Tomtom, van, rickshaw, motor cycle, private car are now moving on the road and tempo was the most movable vehicle during observation. During observation tomtom was the most movable vehicle which carrying vegetables, paddy and potato. Approximately 1000 trees (Eucaliptas) are there on the road side, though these were not planted under this project – these are the personal asset of the local people.
30. Moshua UP to Buradia bazaar road development (chain 1.184 – 2.184) km; and 32.Moshua UP to Buradia bazaar road development (chain 2.184 – 2.884) km Union: 07 no. Masua Upazila: Kotiadi Districts: Kishorganj	Length– 1.7 km Width–3.05 m Observed length:1.7 km Type: Union road Year: 2004 Cost: Allocated: 2,35,200 Actual: 2,34,000	 LGED was developed 1.7 km area on Moshua UP to Buradia bazaar road under this project at Masua union of Katiadi Upazila in 2004. No maintenance or repair works wad done after construction. The road condition is good – no damages or cracks were found on the developed road The road is now functioning without any problem. It was found during observation that the union road is moderately busy for all types of traffic transactions. Tomtom, rickshaw, van, tractor, van are now moving on the road. Tomtom and van were the most movable vehicles during observation and also tomtom were carrying paddy, rice, potato and tractor carrying soil. Approximately 400 trees (Segun, Jackfruit, Mehogani, Banyan tree and medicinal plants) are there on the road side, though these were not planted under this project – these are the personal asset of the local people.
31. Moshua UP HQ – Kajirchar hat via Bairagirchar bazaar road development (chain 0.000 – 1.200) km Union: 07 no. Masua Upazila: Kotiadi Districts: Kishorganj	Length– 2 km Width–3.05 m Observed length: 2 km Type: Union road Year: 2004 Cost: Allocated: 3,24,900 Actual: 3,44,660	 LGED was developed 2 km road on Moshua UP HQ – Kajirchar hat via Bairagirchar bazaar road under this project at Masua union of Katiadi Upazila in 2004. No maintenance or repair works was done after construction. The road condition is good – no damages or cracks were found on the developed road. The road is now functioning without any problem. It was found during observation that the union road is moderately busy for all types of traffic transactions. Tomtom, tractor, mini truck, rickshaw, van, motor cycle, pick up are now moving on the road. Tomtom and tractor were the most movable vehicles during observation. Approximately 200-250 trees (Mehogani, Segun, Mango, Jackfruit and some medicinal plants) are there on the road side, though these were not planted under this project – these are the personal asset of the local people.

Name of Schemes and location	Size, type of road, period of construction and cost	Overall comments on the road	
32. Sharachar – Agarpur – Masimpur road development (chain 0.000 – 0.930) km; Union: 10 Gazirchar Upazila: Bajitpur Districts: Kishorganj	Length– 1.25 km Width–6 m Observed length: 1.25 km Type: Union road Year: 09.02.06 – 10.06.06 Cost: Not available	 LGED was developed 1.25 km road on Sharachar – Agarpur – Masimpur road under this project at Gazirchar union of Bajitpur Upazila in 2006. No maintenance or repair works was done after construction. The road is now functioning with some problems i.e. large holes in the road and road sides have been broken, which creating problems to vehicle movements and sometimes it may occurred accident. It is need to be immediate repair. During observation the union road was moderately busy for all types of traffic transactions. Pick up, tractor, mini bus, CNG, auto, tomtom, rickshaw, van are now moving on the road. During observation pick up and totom were the most movable vehicles and pick ups were carrying people and totom were carrying agri products. Approximately 150 trees (Mehogani, Garjan, Jackfruit, Mango and some medicinal plants) was found on the road side, though these were not planted under this project. 	
33.Bajitpur – Kukrai via Koilag road development and Union: Koylag Upazila: Bajitpur Districts: Kishorganj	Length– .500 km Width–6 m Observed length: .500 km Type: Union road Year: 2004-2005 Cost: Not available	 LGED was developed .500 km road by carpeting and protection wall on Bajitpur – Kukrai via Koilag road under this project at Koylag union of Bajitpur Upazila in 2004-2005. No maintenance or repair works was done after construction. The road condition is good. – no damages or cracks were found on the developed road 	
34. Shararchar – Hamidpur (Halimpur) (beside rail line) road development (chain 0.000 – 0.516) km Union: 10 no. Gazirchar Upazila: Bajitpur Districts: Kishorganj	Length– 1 km Width–5.5 m Observed length: 1 km Type: Union road Year: 05.01.06 – 08.05.06 Cost: Allocated: 21,19,562 Actual: 23,17,670	 LGED was developed 1 km road on Shararchar – Hamidpur road under this project at Gazirchar union of Bajitpur Upazila in 2006. No maintenance or repair works was done after construction. The road condition is moderately good – minor portion of pitch has been damaged in some places which need to be repaired, though it is not creating any problem to movements. It was found during observation that the union road is moderately busy for traffic transactions. Van, rickshaw, tempo, CNG, tomtom are now moving on the road. Van was the most movable vehicles which was carrying paddy Approximately 200 trees (Mehogani, Shiri, Shishu, Nim etc.) are there on the road side, though these were not planted under this project. 	
35. Road development upto Gajgoria (Panch Kahnia) Dewpur UP office first and second part (chain 2.942 – 3.741) km and (chain 3.741 – 4.666) km Union: Amtala Upazila: Netrokona Sadar Districts: Netrokona	Length80+ .920= 1.724 km Width-3.05 m Observed length: 1.724 km Type: Union road Year: 27.10.05 – 20.01.06 26.01.06 – 20.06.7 Cost: Allocated: 21.99+21.99 Actual: 21.53+21.53	 1.724km (.80 km and .920 km) road development upto Gajgoria (Panch Kahnia) Dewpur UP office first and second part by LGED under this project at Amtala union of Netrokona Sadar Upazila in 2005-2007. No maintenance or repair works was done after construction. The road condition is moderately good – except in two places minor portion of pitch was damaged, which are not creating problem The road is now functioning with minor problems i.e. slight pitch is damaged in two places. It was found during observation that different types of traffic transactions on the union road is as usual. CNG, baby taxi, auto rickshaw, truck, mini bus, microbus, lorry, van, cycle, motor cycle are now moving on the road and rickshaw and auto rickshaw were the most movable vehicle during observation. During observation van and rickshaw were found carrying paddy and rice. 	
36.From Bali bazaar to Kailati UP office road development of Netrokona Modon road (chain 0.000 – 0.915) km Union: Kaliati Upazila: Netrokona Sadar Districts: Netrokona	Length– 0.915 km Width–3.05 m Observed length: 0.915 km Type: Union road Year: 30.11.05 – 30.03.06 Cost: Allocated: 24.84 Actual: 24.62	 .915 km road development from Bali bazaar to Kailati UP office road development of Netrokon Modon road (chain 0.000 – 0.915) km by LGED under this project at Kaliati union of Netrokona Sadar Upazila in 2005-2006. No maintenance or repair works was done after construction. The road condition is moderately good – in some place minor cracks were found and in some places road side soil has been broken The road is now functioning with minor problems i.e. minor cracks and road side broken It was found during observation that different types of traffic transactions on the union road is a susual. CNG, pick up, truck, tempo, auto rickshaw, van, trolley, Rickshaw and rickshaw are now moving on the road. Rickshaw, van and auto rickshaw was the most movable vehicle during observation and trolley was also found carrying goods. 	
37. Modon Khalijuri road via Uchitpur (chain 0.000 – 1.000) km Union: Modon Upazila: Modon Districts: Netrokona	Length– 1 km Width–3.05 m Observed length: 1 km Type: Union road Year: 2005 – 2007 Cost: Not available	 The road was now under the RHD department, not LGED. LGED was developed 1 km road on Modon Khalijuri road via Uchitpur (chain 0.000 – 1.000) km under this project at Modon union of Modon Upazila in 2005. No maintenance work was done after construction. The road condition is very bad – carpeting has been damaged fully; many pot holes have been formed which are creating problems to movements; both side road has been broken including 100 meter aging. Because of pot holes, sometimes water logging problem are created due to minor rain. The road is very important for the local people, for that local people are filled up the hole with soil and sand by their own initiative for using the road. During observation the union road was moderately busy for different types of traffic transactions. Rickshaw, van, nosimon, pick up van, mini truck, Honda, van, auto rickshaw are now moving on the road and nosimon was the most movable vehicle during observation. 	

Table 4: Detailed Findings of Observed Flood Re-habilitated Roads (2004 & 2007)

Name of Scheme and	Size, type, period of construction	Overall comments on the road
1. Shalora – Bondo bazaar road rehabilitation (chain 0.00 – 14.50) km; Union: Dolla 1 no. ; Upazila: Muktagacha; District: Mymensingh	Total length– 14.50 Width–3 m Observed length: 3.5 Type: Rural road Year: 2007 Cost: Not available	 LGED was rehabilitated 3.5 km road by carpeting and widening & high of road on Shalora – Bondo bazaar road which was damaged during 2004 flood. The road is not fully pucca. Condition of the completed part (carpeting portion) of solora-bondobazar road is good. But the incomplete part of the road (kutcha portion), the soil in two sides of the road is removing and it may cause the breaking down of the road. Though presently is not creating any problem to move vehicle, it should be repaired and the rest of the incomplete road should be completed, block should be added through piling in two sides. Local people are not benefited much because the whole road is not completed or carpeted, and solor-bondobazar is the same remote area. According to the local people before constructing the road is was not possible to move for various vehicles. Though the road is not completed, because of the present development of the road it is possible for truck, van, and motor cycles to move. Truck is used for carrying paddy; fish and fish food. People use the road for traveling village-union- Upazila - zilla shohor. It connected Solora and bondobazar. During the observing period 2-5 motor cycles and vans, 2 tracks and 20-25 passers by were seen on the road. At present the road is used for carrying mainly fish and fish food, agricultural products and traveling.
 Ishwarganj – Shahidpur road rehabilitation (chain 0.00 – 3. 50) km; Union: Sohagi; Upazila: Ishwarganj; District: Mymensingh 	Actual length- 4.9 km Width-3.05 m Observed length: 3.5 km Year: 03.01.2006 - 28.06.2006 Cost: Allocated: 36,43,432 Actual: 36,43,432	 The iswarganj-shahidpur road is in the Shohagi union. This road was damaged in the flood of 2004. LGED was rehabilitated/repaired 3.5 km road by bituminous carpeting on iswarganj-shahidpur road under this project at Sohagi union of Ishwarganj Upazila in 2006. The work was completed according to time. After rehabilitation work one time maintenance work was done. The road at present is in use. But some repairing is needed- ageing, seal court, macadam, carpeting, side filling is damaged; there are many cracks in the road. Different types of vehicles are now moving on the road, which was not possible before development of road. For the development of communication, job opportunity increased, business expanded and many hats and shops are made. By using this road it is possible to go to Netrokona directly via shahidpur and Kendua. This road connected shahidpur, shohagi, atharbari, iswarganj. The people of Shohagi union and Ishwarganj use it most. According to local users daily 3000 people use the road. During the observation period many people (nearly 500) and many vehicles were seen, such as track, lorry, motor cycle, pick-up etc, but number of pick-ups was highest. At present the road is in use. People are using it in various purposes.
3. RHD sarak Ragmara – Chakrampur GC sarak rehabilitation (chin 2.23 – 8.16) km ; Union: Sakua; Upazila: Trishal; District: Mymensingh	Total length- 6 km Width-3.05 m Observed length: 6 km Type: FRB Road Year: 26.05.2005 - 28.01.2007 Cost: Allocated: 22,03,163 Actual: 22,70,021	 The RHD sarak Ragmara – Chakrampur GC sarak is in Sakua and trishal union. LGED was rehabilitated 6 km road on RHD sarak Ragmara – Chakrampur GC sarak in 26.5.2005-28.1.2007, which was damaged by 2004 flood. During the repairing the pot holes were filled up, uneven parts were made plain and bituminous carpeting was completed. At present the road is in use. But road condition is not good, some repairing is needed- there are holes, carpeting is damaged, and there are many cracks. According to the local people, before the construction of the road; rickshaw , van , trolley , by cycle traveled on the road, but now it is possible to carry other goods such as paddy, jute, vegetables etc. its is easier to go to union from Upazila. It takes less time to go somewhere, carry agricultural goods, to go to health centers and educational institutions. For the development of communication, job opportunity increased, business expanded and many hats and shops are made. One can get everything in one place for this construction. During the observation period many people (nearly 2000) and many vehicles were seen, such as track, lorry, motor cycle, pick-up etc, but number of goods carrying track was highest. It is possible to go to Trishal, shakua, rosulpur, barbaria, horirampur, Rampur union by using the road. At present the road is in use. People are using it for going to schools, colleges, bazaars, health centers etc. it is very important because people are benefited by using this road.
4. Nandail – Rasulpur road rehabilitation (chain 0.00 – 6.50) km; Union: Nandail; Upazila: Nandail Sadar; District: Mymensingh	Total length- 6.50 km Width-6.07 m Observed length: 3 km Type: Rural Road Year: 04.05.2008 – 13.05.2010 Cost: Allocated: 829,983 Actual: 822,810	 The road was damaged in the flood of 2004 and was repaired by LGED under this project in 4.5.2008-13.5.2010. This road was made compact by adding sand on the sub-base, adding sand and pieces of brick on the sub-base, bituminous carpeting. The work was completed according to estimated time. After construction one time maintenance work was done on this road. The road is in use at present and condition of the road is good. The According to the local people, before the construction of the road; rickshaw, van, troly, tomtom traveled on the road, but now lorry, rickshaw, tomtom, private car, Honda, small track, pick up travels on the road. It is possible to carry other goods such as paddy, vegetables etc through these vehicles. It is easier to go to union from upazila. It takes less time to go somewhere, carry agricultural goods, to go to health centers and educational institutions. For the development of communication it became easier to carry agricultural goods from the field, business expanded and many hats and shops are made. One can get everything in one place for this construction. They can go to zilla sadar, upazila and Dhaka. This road connected nandail porashava and other Upazilas to Dhaka-Sylhet. During the observation period many people (nearly 150) and many vehicles were seen, such as track, lorry, motor cycle, pick-up, honda etc, but number of paddy carrying lorry was highest. At present the road is in use. No repairing is needed. People can go to Upazila sadar and zilla sadar and zilla sadar and zilla hospitals. This road children can go to educational institutions, male-females from the village can go to local health complexes and zilla hospitals. This road is very important to local people.
5. Basail – Natiapara via GC Bilpara road repair and (chain 0.000– 2.061) km; Union: Harla; Upazila: Basail; District: Tangail	Total length- 2.061 km Width-3 m Observed length: 2.06 km Type: FRB Year: 10.10.2005 - 31.10.2007 Cost: Allocated: 1,992,543 Actual: 1,294,624	 Basail-notipara via Gc bilpara road is in harla union. Total length of the road is 8.66 km. The road was damaged in the flood of 2004 and on this road LGED was 2.06 km road was repaired in 10.10.2005-31.10.2005. Some works done during the repairing of this road are: This road was made broad and high by adding soil on it, it was made compact by adding sand on the sub-base, adding sand and pieces of brick on the sub-base, bituminous carpeting. After rehabilitation no maintenance work was done. The work was completed according to estimated time. At present the road is in use and no repairing is needed. According to the local people, before the construction of the road van, tempo, cycle, bull-cart traveled on the road, but now track, van, motor cycle etc travels on the road. They carry various agricultural goods such as potatoes, onion, mustard, tomato, carrot etc. because of the development of the road it takes less time to go upazila town, they can sell agricultural goods to remote places, and are getting enough money. By using this road people can go to educational institutions, male-females from the village can go to local health complexes and can carry agricultural goods. This road is very important to local people. By using this road one can go to harla, korotia, basail. According to local users daily 1500 people use the road. During the observation period many people (nearly 100) and many vehicles were seen, such as track, lorry, motor cycle, pick-up etc, but number of vegetable carrying van and tempo was biohest.

Name of	Size, type, period	Overall comments on the road
Scheme and location	of construction and cost	
6. Dhalapara – Chapri road rehabilitation (chain 0.000 – 2.200) km; Union: Dhalapara; Upazila: Ghatail; District: Tangail;	Total length– 2.20 km Width–3 m Observed length: 2.200 km Type: Rural road Year:09.2004– 12.2004 Cost: Actual: 1,499,385	 The dholapara-chapri road is in rasulpur and dholapara union. Total length of the road is 10 km and the road is fully pucca. The road was damaged in the flood of 2004 and LGED was repaired 2.200 km road on this road in 09.2004-12.2004. During repairing, road was made compact by adding sand on the sub-base, adding sand and pieces of brick on the sub-base, bituminous carpeting. The work was completed according to estimated time. After rehabilitation one time maintenance work was done. The road is now operating but have some major problems – e.g. carpeting has damaged in most of places; there are many cracks; and in 10-15 places road side brick field has been broken – which creating problem to smooth movement of vehicles and which may occurred road accident. Need immediate repair works in this road for better communication. According to the local people, before the construction of the road van, bi-cycle traveled on the road, but now track, van, motor cycle, rickshaw etc travels on the road. They carry various agricultural goods. because of the development of the road it takes less time to go upazila town, they can sell agricultural goods to remote places, and are getting enough money. During observation the road was found busy for different types of traffic transaction e.g. brick loaded truck, motor cycle, van, bicycle found to move.
7. Gopalpur – Madhupur road rehabilitation; Union: Dhopkandi; Upazila: Gopalpur; District: Tangail	Total length- 4.80 km Width-3 m Observed length: 4.800 km Type of Road: FRB road Year: 11.2005 - 11.2006 Cost: Allocated: 5,999,502	 Total length of the road is 12 km and is fully pucca. The road is in Gopalpur and Modhupur Upazila. The road was damaged in the flood of 2004 and LGED was repaired 4.800 km road by carpeting on this road in 2005-2006. During repairing, the road was made compact by adding sand on the sub-base, adding sand and pieces of brick on the sub-base, bituminous carpeting. The work was completed according to estimated time. After rehabilitation one time maintenance work was done. The road is now operating but have some minor problems – e.g. carpeting has moderately good condition but many cracks and pot holes are there – which creating problem to smooth movement of vehicles. Need immediate repair works in this road for better communication. According to the local people, before road development van, bicycle and bullock cart can move on this road, but now truck, baby, tempo, motorized vehicles, motorcycle, pick up also can move. During observation traffic transaction was as usual on this road. Rod loaded truck, motorized vehicles, pick up, cycle, van motor cycle, van were found to move and truck was the most movable vehicle during observation.
8. Batara UP – Digpaith bazaar road rehabilitation; Union: Awna; Upazila: Sarishabari; District: Jamalpur	Total length- 2 km Width-3.05 m Observed length: 2 km Type: FRB road Year: 27.04.2005 - 16.03.2007 Cost: Allocated: 4,953,000 Actual: 4,953.000	 The total road is in Awna and Pigna union. The road was damaged in the flood of 2004 and LGED was repaired 2.0 km road by carpeting on this road at Awna union of Sarishabari Upazila in 2005-2007. During repairing, the road was made compact by adding sand on the sub-base, adding sand and pieces of brick on the sub-base, bituminous carpeting. The work was completed according to estimated time. After rehabilitation no maintenance work was done. The road is now operating and the developed portion is in good condition, no cracks were found on the road. But only road side soil has been removed and broken down in 5-6 places which creating minor problem to movement. According to the local people, before road development van, horse cart can move on this road; but now truck, mini truck, CNG, motorcycle, private car also can move. During observation motor cycle, CNG, bicycle, van were found to move and truck was the most movable vehicle during observation.
9. Milandha mohish bathan road rehabilitation; Union: 2 no. Korichara; Upazila: Melandah; District: Jamalpur	Total length- 1 km Width-3 m Observed length: 1 km Type: FRB road Year: 06.12.2006 – 28.12.2007 Cost: Allocated: 2,007,077 Actual: 2,001,595	 The road was damaged in the flood of 2004 and LGED was repaired 1.0 km road by carpeting on Milandha mohish bathan road at Korichara union of Melandah Upazila in 2006-2007. The work was completed according to estimated time. One time maintenance work was done after rehabilitation work. The road is now operating and have minor problems on this road – in two places carpeting slightly washed out; in one place have a pot hole on road; and road side have been broken by removing soil in some places. Though not creating any problem to movement, need general maintenance work. According to the local people, before road development rickshaw, van, bullock cart can move on this road; but now truck, motor cycle, bicycle, microbus, auto bike, CNG, horse cart also can move. During observation the road was very much busy for different types of traffic transaction. Van, motor cycle, votvoti, fider, were found to move and votvoti was the most movable vehicle during observation.
10. From Bhayadanga to Balijhuri road development; Union: Vayadanga; Upazila: Sreebordi; District: Sherpur	Total length- 1.5 km Width-3.65 m Observed length: 1.5 km Type: Rural road Year: 12.2005 - 06.2006	 Total length of the road is 6.5 km from Vahadanga Chowurasta to Balijuri. In the total road, at the beginning 3 km is pucca, in the middle stage 2 km is kaccha (mud) and rest 1.5 kim is pucca (carpeting). The road was damaged (pucca portion) in the flood of 2004 and LGED was rehabilitated/repaired 1.5 km road by carpeting on Bhayadanga to Balijhuri road at Vahadanga union of Shreebordi Upazila in 2005-2006. The work was completed according to estimated time. No maintenance work was done after rehabilitation work. The road is in use at present with minor problems – in few places road side pitches/soil have been removed and created holes – for this in these places vehicles move slowly. Need minor repairing works. During observation the road was moderately busy for different types of traffic transaction e.g. fertilizers and grocery loaded horse cart and auto rickshaw, motor cycle were found to move. Horse cart was the most movable vehicle during observation.
11. Netrokona – Sidli GC (sadar part) road repair; Union: Medoni; Upazila: Netrokona Sadar; District: Netrokona	Total length– 5 km Width–5.5 m Observed length: 5 km Type: FRB road Year: 2007-2008	 Total length of the road is 13.13 km. The road was damaged in the flood of 2007 and LGED was rehabilitated/repaired 5 km road by carpeting, road side improvement, sand compact on sub-base, compact by sand and brick on sub base on Netrokona – Sidli GC (sadar part) road at Medoni union of Netrokona Sadar Upazila in 2007-2008. The work was completed according to estimated time. One time maintenance work was done after rehabilitation work. The road is in use at present with minor problems – in few places carpeting has washed out; in few places cracks and pot holes were found; and in few places road side soil has broken by removing soil. Need minor repairing works. According to the local people, before road development only horse and bullock cart can move on this road; but now truck, trolley, van, rickshaw, auto rickshaw, tempo also can move. During observation truck, trolley, van, rickshaw, auto rickshaw & auto rickshaw were the most movable vehicle during observation. Road side tree plantation was found in this road (Mehogoni, Shishu). During the observation big trees were found on both side of the road. LGED official was mentioned that there was a plan to plant trees on both sides of road in the project and they planted 100 trees (Mehogoni and Shishu). Now there are 50% trees survived and they are in a good condition. It was also informed that 50% was dead and destroyed and village people took away some trees.

Name of	Size, type, period	Overall comments on the road
Scheme and	of construction	
location	and cost	
12. Modon –	Total length– 0.5	• The road was damaged in the flood of 2004 and LGED was rehabilitated/repaired .500 km road by carpeting, sand
Mohonganj road	km	compact on sub-base, compact by sand and brick on sub base on Modon – Mohonganj road at Madon union of Madon
repair; Union:		Upazila. The work was completed according to estimated time. No maintenance work was done after rehabilitation work.
Madon;	Width-3.66 m	• The road is in use at present with minor problems – carpeting is in good condition, no cracks and damages are there on
Upazila:		road but in 50 meter area, road side has broken with aging for flooding which need to be repaired.
Madon;	Observed length:	 According to the local people, before road development people was move on foot and by boat; but now nosimon, Honda.
District:	0.5 km	van, rickshaw, pick up can move on road. During observation Honda, van, rickshaw, nosimon, pick up van were found to
Netrokona		move and paddy loaded pick up van and Honda, nosimon were the most movable vehicle during observation.
	Type: FRB road	Tree plantation is needed in this road.

Table 5: Detailed Findings of Observed Bridges/Culverts on FRB Roads

Name of Scheme	Location of the bridge	Size, type of road, period of construction and cost	Condition of the bridge and overall comments
1. Construction of 30 meter RCC	Union: Pahikara	Length- 30m	 2 nos. abutments are in good condition - soil of both side abutments are filled in, abutments' walls plastering is smooth, concrete work for wall done properly; 6 nos. girders are in good condition; 9 nos.
bridge on Tangail Dhalapara road	Upazila: Kalihati	Width-3.66 m	cross beams are in good condition; 2 nos. piers are in good condition; Bridge slab is in good condition – surface is smooth. RCC casting is good and smooth: Both side railing are in good condition. Both side of
	District: Tangail	Height-6.4m	approach road are partly damaged and in few places spot whole have been formed and both side slops are not smooth and in one side approach road collapsed down ward; Wing wall and retaining wall are in
		No. of span –3	good condition; and Clear opening is sufficient
		Year of construction: 2005	 The bridge is newly constructed. The road where the bridge was constructed is fully paca road and in total there is 28 bridges/culverts in the road including the project bridge. The road with bridge/culvert is now operational. Overall condition of the bridge is good except both side approach road – partly damaged, spot whole formed, slops are not smooth and also the road have some problems e.g. spot whole found here and there and in few places road carpeting is damaged. The most benefited unions are
		Cost: 3,900,000 Lakh	Pahikara (bridge site), Kokkahora, Bir Basinda. Approximately 5000 people are using the road and bridge daily. The road with bridge are using for carrying agricultural products to union market, Upazila and district town and other purpose. Before the road development most of the time people moved on foot and rickshaws, vans, cycle could move to the road but now truck, CNG, lorry, cycle, Motorcycle can move.
			 During observation it was found that van is the most frequent ventue and also the van was carrying the paddy seedlings. Users opined that for road development the movement is easier than before, take less time to go any where than before, easily can take agri product to market and different places for sale. If there is some problem in the road, for better communication development approach road and whole road needed repairing and carpeting as early as possible.
2. 12 meter Girder bridge of	Union: Jhagrarchar	Length– 12m	 2 nos. abutments are in good condition - soil of both side abutments are filled in, abutments' walls plastering is smooth, no rod and stone chips were found open in the wall surface; 2 nos. girders are in provide condition; 2 nose areas became ore in good condition; Bridge alok is in good condition;
Jhagrarchar road (6.80 km chain)	Upazila: Islampur	Height-1.5m	good condition, s nos, closs beans are in good condition, bildge isab is in good condition – surface is smooth, RCC casting is in good and smooth; Both side railing are in good condition; Both side approach road are in almost good condition but some minor spot whole have been formed in few places; Wing wall and retaining walls are in good condition: Clear opening is sufficient: Wearing coat is in good condition:
	District: Jamalpur	No. of span – 1	 The bridge is newly constructed. The road where the bridge was constructed, it is katcha road. The road with bridge/culvert is now operational. Overall condition of the bridge is good except approach road minor spot whole formed in few places and also the road have some problems e.g. spot whole found here and there.
			Approximately 3000 people are using the road and bridge daily. The road with bridge are using for carrying agricultural products to union market, Upazila and district town and other purpose. Before the road development most of the time people moved on foot and vans, bullock curt, horse curt could move to the road but now truck, Motorcycle, pick-up can move. Users opined that for road development the movement is easier than before, take less time to go any where than before, easily can carry agro products (paddy, jute, potato, onion etc.) to market and different places for sale by using van, lorry, motorized vehicles and easier to go any where – school, college, market, health center, union Parishad. During observation it was found that motor cycle is the most frequent vehicle and also the mini truck and horse curt were carrying the agricultural products (onion).

Table 6: Detail Findings of Observed Bridges/Culverts on Union Rural Roads

Name orad, period road, period construction Solution of the proge and overall Comments 1.3 x 450 x 450 made to box univer over Length - 14.6 m width-3.7 m Height - 4.5 m - 2 nos. abutments are in good condition - solid of both side abutments are filled in, abutments' walls plastering is smooth, control work are smooth; 2 nos ples are in good condition. Clivert slab is in good condition - surface is smooth, RCC control work are smooth; 2 nos ples are in good condition. Clivert slab is in good condition road are party damaged and in few places point condition and smooth. Both side approach noad are party damaged and in few places point. The cultert is newly constructed. The noad where the bridge was constructed is fully katch aread. The road where and in few places point condition of the cultert is good except both side approach noad - party damaged, big ob hole tormed, sippe aread is party damaged which ceasing problem to now whice shorts e.g. point before and are party damaged by point condition of the cultert is good except both side approach noad - party damaged by point tormed, sippe aread is party damaged which ceasing problem to now whice smoothy. Upsaliar Upsaliar Linearity Vear The construction of the cultert is good except both side approach noad - party damaged by point tormed. The superase has bee and the road where and in few places aread side party damaged which ceasing problem to now whice both one whole base possible approach noad are in the places. Safer to cavel, build ket and the whole katchs road should be constructed as proved. The superase has bee and the superase has a the supproach noad and the whole katchs road should be constructed as proble culteria. The superase his sect and party damaged which ceasing problem inover shindesis party damaged whinc ceasing problem hore, thore a	Nama	Size time of	Condition of the heidre and overall comments
Schemer Answer 1.3 x 450 x 450 Length-146 m 1.3 x 450 x 450 Length-146 m 0 correr Faur Math	Name of	road period of	Condition of the bridge and overall comments
upcation and cost 1.3 x 4.50 x 4.50 metr box 2ubre Import 14.6 m metr box 2ubre Import 14.6 m me	Scheme and	construction	
1.3.4 + 450 × 4.50 Length - 14.6 m 1.3.2 + 450 × 4.50 Length - 14.6 m over Faur khal Monta - 3.7 m over Faur khal Monta - 3.7 m Suila bazarroad Height - 4.5 m Suila bazarroad Height - 4.5 m Union: Jatia No. of span - 3 Union: Jatia No. of span - 3 Upazia Year of construction: The cultert is newly constructed. The road where the hidge was constructed is fully ktather road. The road with cultert is sore overstrong. The cultert is newly constructed. The road where the hidge was constructed. Is fully dtather road in the places construction: Upazia Year of construction: The cultert is newly constructed. The road where the hidge was constructed. The road with cultert is sore overstrong. Upazia Year of construction: The cultert is newly constructed. The road where the hidge was constructed. Stange sore not new overstrong. User of Ishwargani Year of construction: User of the stange sore overstrong. Cost: Tk the stange sore overstrong. Year of construction: Cost: Tk the stange sore overstrong. Year of construction: Cost: Tk the stange sore overstrong. Year of construction: 1.500.0000 Length - 12 m Year of construction: <td>location</td> <td>and cost</td> <td></td>	location	and cost	
meter box culvert over Faur Mak Moth-3.7 m on Devangani Sula bazar road Woth-3.7 m Height-4.5m concrete work are smooth; 20 nos piers are in good condition; Culver fails is in good condition – sufface is smooth; 8C or condition – both side approach road are map andy damaged and in few places pot hole have condition – both side approach road are map andy damaged. But here and there and in few places sufficient. Union: Jatia Upazila: Ishwargani District: Mymensingh No. of span – 3 Vesar Cost: 10.92006 Yesar Cost: 10.92006 The culvert is newly constructed. The culvert is newly constructed. The culvert is newly constructed is fully katcha road. The read with culver is sufficient. District: Mymensingh Yesar Cost: 10.92006 The culvert is sufficient. The culvert is sufficient. The culvert is sufficient. Cost: 1.400,056 Tk. (allocated is party famaged which creating problem to work whice show been easier, less time spent to reack Upazia to warket in short time by using modern vehicles, famers can sale their agi product as when they need, increased various to sufficient to call move, but now turk, (nor, tempo, trailey, motorcycle can move easily. During observation lorry, truly, rickhaw, wycle, tempo, motorcycle were found to sufficient. 2. Construction of bahabarinado that (allocated Tk. 1,200,05007 Easima the sufficient of allocased as on as a possible. Paus advertee the indige was constructed as in good condition. Culver slab is in good condition, slab side approach road are in good condition – but the approach is advertee the and. 2. Construction thanabrintado kall Paus advertee the and ther and in f	1. 3 x 4.50 x 4.50	Length- 14.6 m	 2 nos, abutments are in good condition - soil of both side abutments are filled in, abutments' walls plastering is smooth.
over Faur khal Width-3.7 m casting is in good condition. Both side railing are in good condition. Both side approach road are party damaged and in evalues to thole have been formed for that transport could not be moved easily/creating problems to move vehicles/transport. Clear opening is sufficient. Union: Jatia No. of span -3 The culvent is newly constructed. The road where the bridge was constructed is fully katcha road. The road with culvent is good except both side approach road are party damaged by the problems to move vehicles/transport. Clear opening is sufficient. Upazia: Year of Ubit: Wast class of a set of that transport could not be moved easily/creating problems to move vehicle stransport. Clear opening is sufficient. Ubit: 2005 2006 (10.02 2005- The culvent is newly constructed. The road where the road in exbo mothly. Users classed hat for much tester, movement, the prosech road are provide wast as when they need, increased various types of buitness. Before road development only rickshaw, van, cycle, buick cut could move, but now truck, lorry, tempo, motorycle were found to move. Of those, strolly was the most frequent vehicle. 2. Construction of branchine and free and ther and in feed and the approach road are in good condition. But side approach is karba; Clear opening is sufficient. 2. Construction of branchine and ther approach is karba; Clear opening is sufficient. Puble demanded that f	meter box culvert	- J	concrete work are smooth; 2 nos. piers are in good condition; Culvert slab is in good condition - surface is smooth, RCC
on Devanganj Sutia bazarroad Height-4.5m Sutia bazarroad Height-4.5m Union: Jatia No. of span -3 Upazila: Upazila: Ishwarganj Year Ordino: - Dotti side slops are not smooth; both side approach road and there and in few places construction: 2005-2006 The cuhert is newly constructed. The cuhert is newly constructed. The cuhert is newly constructed. State is party damaged which creating problem how vehicle smoothy. 2005-2006 District: Mymensingh Year Ordino: - Dotti side slops are not smooth; both side approach road and there and there and in few places road site is party damaged which creating problem how vehicles smoothy. 2. Construction of box culver of Bhabaniteki. Users claimed that for road development, movement to different places, easing are prove vehicle smoothy. Users claimed that for road development, movement to different places development only rickshaw, van, cycle, builcok, curulmore, but now truck, lory, tempo, trolley, motorcycle can move easily. During observation lony, trolly, rickshaw, cycle, tempo, motorcycle were found to morket in short time by using modern vehicles, farmers can sale their agai product as when they need, increased various trolley, motorcycle can move easily. Curing observation lony, trolly, rickshaw, cycle, tempo, motorcycle were found to morket in short time by using modern vehicles. Claer openng is sufficient. 2. Construction of barbaniteki. Langth-12 m Vear of construction: Vear of construction: 2. Construction of barbaniteki. Langth-12 m Vear of construction:	over Fanur khal	Width-3.7 m	casting is in good condition and smooth; Both side railing are in good condition; Both side approach road are not in good
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Union: Jatia No. of span -3 sufficient: Upazila: Vear of Ishwarganj Year Year of Ishwarganj Year	Sutia bazar road	Height-4.5m	been formed for that transport could not be moved easily/creating problems to move vehicles/transport; Clear opening is
Union: Jatal No. of span - 3 • The culvert is newly constructed. The road where the hidge was constructed is fully katcha road. The road with culvert is subject to move vehicles shares and the read in few places constructed. The road with culvert is constructed.			sufficient.
Upazia: Ishwarganj Dishrict: Mymensingh Year (now operational. Overall condition of the culvert is good except bub side approach road – partly damaged, big pot hole formed, stope are not proper and also the road have some problems e.g. pot hole fourch here and there and in few places road side is partly damaged which creating problem to move workiles monthly. Dishrict: Mymensingh (10.02.2005- 18.09.2006) Tr. 14.00.056 Lakk (allocated Tr. 1.900.000) Ibers obained that for road development, movement to different places have been easier, less time spent to reach Upazia town and other important places, easier to carry out agriculture product (ocumber, tomato, brinjal, potato, bean, mula etc.) to market in short time by using modern wehicles. 2. Construction of Brabaniteki- Dhanbarti road on Brabaniteki- Ntral The caltern that for ad development only rickshaw, van, cycle, bullock curt could move, but now truck, long. the spect road side is partly damaged which creating are in good condition. Culvert sibb is in good condition – surface is mooth, RCC casting is good and smooth; Both side railing are in good condition. Subtext lake some problems e.g. pot hole found here and there and there whole katcha road should be constructed as pace road as socialitio. 2. Construction: Vear O read- vear or d socialition – surface is mooth, RCC casting is good and smooth; Both side railing are in good condition. Subtext lake some problems e.g. pot hole found here and there and there and there move mothly. Unrai grain season it is very difficul from people to use the road. Union: Width-3.7 m Vear The calvert is newly constructed. Are road should be pacea as soon as possible. 3. Constr	Union: Jatia	No. of span –3	The culvert is newly constructed. The road where the bridge was constructed is fully katcha road. The road with culvert is
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Istimiziani District: Construction: Construction: <thconstruction:< th=""> Construction: C</thconstruction:<>	Upazila:	Year of	formed, slope are not proper and also the road have some problems e.g. pot hole found here and there and in few places
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Cost Tk 1,400,056 Lakh (allocated 1,500,000) The 1,500,000 The 1,500,000 The 1,500,000 Public demanded that for much better movement, the approach road and the whole katcha road should be constructed as paca road as soon as possible. 2. Construction of Bhabaniteki- Dhanbari road Khal Length - 12 m Width - 3 m - Public demanded that for much better movement, the approach road and the whole katcha road should be constructed as paca road as soon as possible. 2. Construction of Bhabaniteki- Dhanbari road Khal Length - 12 m War Got Construction: - 2 Dos. abutments are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is smooth, RCC casting is good and smooth, Both side railing are in good condition; Both side approach road are in good condition – but the approach is katcha; Clear opening is sufficient. Union: Mirzabari Union: Mirzabari Union: Mirzabari Union: Mirzabari Union: Mirzabari Union: Mirzabari Pourosabha - 2 nos. abutments are in good condition; for the road where culver tis smooth, RCC sating is good and smooth; Molhupur High Way road. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila tom and other important places; easily and in short time people cancer are yout agriculture product (a, banana, paddy, vegetables etc). Io market by using moder vehicles; Both side river training works are in good condition; Culvert slab is in good condition; Clear opening is sufficient; Waaring coat is in good condition; Culvert slab is in good condition; Clear opening is sufficient; Marca and the whole katcha road should be pac	, <u>,</u>	,	to match and the by daily model to match and a set of the set of t
1.400,056 Lahk (allocated Tk. 1,500,000) mové. Of thosé, trolly was the most frequent vehicle. 2. Construction of babaniteki- Dhabaniteki- Dhabani road on Shama Length-12 m Public demanded that for much better movement, the approach road and the whole katcha road should be constructed as paca road as soon ap possible. 2. Construction of babaniteki- Dhabaniteki- Naha Length-12 m Public demanded that for much better movement, the approach is sufficient. Dhabaniteki- Bhabaniteki- Naha Type of Road Road Public demanded that for much better movement, the approach is sufficient. Union: Mirzabari Union: Mirzabari Upazila: Cost: Co		Cost: Tk.	trolley, motorcycle can move easily. During observation lorry, trolly, rickshaw, cycle, tempo, motorcycle were found to
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1.500,000) paca road as soon as possible. 2. Construction of box culvert on Bhabaniteki- Dhanbari road on Width-3 m Height-4m Dhanbari road on Shama Ghosh Khal Length-12 m Width-3 m Height-4m A nos. abutments are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is smooth, RCC casting is good and smooth., Both side railing are in good condition, Both side approach road are in good condition – but the approach is katcha; Clear opening is sufficient. The culvert is newly constructed. The road where the bridge was constructed, his fully katcha road. The road with culver tis now operational. Overall condition of the culvert is good. But here ad where culvert was constructed, have some problems e.g. pot hole found here and there and in few places road side is partly damaged which creating problem to move smoothly. During rainy season it is very difficult for people to use the road. Upazila: 20.007.007.002.2007 (0.3.2006- 02.2007) The road with culver tis furently connected to Bhabanitek, Dhanbari, Modhupur High Way road. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town and other important places; easily and in short time people can carry out agriculture product (e.g. banana, pady), vegetables etc.) to market by using modem vehicles; farmers can sale their agro product as when they need, increased various types of business. Before road development no vehicles could move, but now truck, bullock curt, wan, cycle, motorcycle can move easily. During observation van, cycle, bullock curt, motorcycles were found to move.		(allocated Tk.	• Public demanded that for much better movement, the approach road and the whole katcha road should be constructed as
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box culvert or Width-3 m Bhabaniteki- Dhanbari road on Type of Road: smooth, RCC casting is good and smooth; Both side railing are in good condition; Both side approach road are in good condition – but the approach is katcha; Clear opening is sufficient. Dhanbari road on Type of Road: Khal Year of construction: Union: 2006-2007 The road with culvert is ready during rainy season it is very difficult for people to use the road. Upazila: 22007/ The road with culvert directly connected to Bhabanitek, Dhanbari, Modhupur High Way road. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town and other important places; easily and in short time people can carry out agriculture product (e.g. bnana, paddy, vegatables etc.) to market by using modern vehicles; farmers can sale their agro product as when they need, increased various types of business. 0. Construction of 3. Construction of 3. Construction of baraapura GC - Vengura road Length-3 m 0. of span - 3 No. of span - 3 0. nor span - 3 Type of Road: Rural Road 0. pistrict: Jamalpur Type of Road: Rural Road 0. pistrict: Jamalpur Type of Road: Rural Road 0. or span - 3 Type of Road: Rural Road 0. pistrict: Jamalpur	2. Construction of	Length– 12 m	2 nos. abutments are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is
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Dnahoan road on ShamaType of Road: NameThe culvert is newly constructed. The road where the bridge was constructed, is tully katcha road. The road with culvert is now operational. Overall condition of the culvert is good. But the road where culvert was constructed, have some problems now operational. Overall condition of the culvert is good. But the road where culvert was constructed, have some problems to move smoothly. During rainy season it is very difficult for people to use the road.Union: Upazila: District: Tangail20.62.007 (0.3.2006- (0.3.2007- (0.3.2007- (0.3.2007- (0.3.2007- (1.	Bhabaniteki-	Height-4m	condition – but the approach is katcha; Clear opening is sufficient.
Shallar GriushKular Road Year of construction:Rular Road Year of construction:Rular Road Year of construction:Rular Road Year of construction:Rular Road Year of construction:Rular Road Year of construction:Rular Road of construction:Rular Road construction:Rular Road<	Dhanbari road on	Type of Road:	 The culvert is newly constructed. The road where the bridge was constructed, is fully katcha road. The road with culvert is
NameTealOr construction:Union: Mirzabari2006-2007 (.03.2006- (.03.2007).Upazila: Madhupur20.2007) (.03.2006- (.03.2007).District: TangailCost: (allocated Tk. 716,332.37)Tk. 716,332.37)District: TangailCost: (allocated Tk. 716,332.37)Tk. Public demanded that for much better any out agriculture product (e.g. banana, paddy, vegetables etc.) to market by using modern vehicles, farmers can sale their agro product as when they need, increased various types of business. Before road development no vehicles could move, but now truck, bullock curt, van, cycle, motorcycle can move easily. During observation van, cycle, bullock curt, motorcycles were found to move.3. Construction of Dharmapura GC Height=3 m - Vengura roadLength=36 m3. Union: Pourosabha.2 nos. abutments are in good condition; 2 nos. girder are in good condition, - Co blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition. - Vengura roadUpazila: Islampur District: JamalpurType of Road: Rural Road.Vear District: JamalpurYear Year.Upazila: Islampur District: JamalpurYear Year.Vear District: JamalpurYear Year.Upazila: Islampur YearYear Year.District: JamalpurYear Year.District: JamalpurYear Year.District: JamalpurYear Year.District: JamalpurYear Year.Distric	shaha Ghosh	Kulai Kuau Voor of	now operational. Overall condition of the culvert is good. But the road where culvert was constructed, have some problems
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Interfeder with content of each yearUpazila: Madhupur(03.2006- 02.2007)Madhupur(03.2007)MadhupurCost: TK. T11,302 (allocated Tk. T16,332.37)District: Tangail(allocated Tk. T16,332.37)3. Construction of 36 meter bridge near Dharmapura Dharmapura District: JamalpurLength-36 m No. of span -33. Construction: District: Jamalpur2 nos. abutments are in good condition; 2 nos. girder are in good condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Both side railing are in good condition; Both side railing are in good condition. Side river training works are in good condition – surface is somoth, RCC casting is good and smooth; Both side railing are in good condition. Side river training works are in good condition.0. No. of span -3 Union: PourosabhaType of Road: Rural Road0. District: JamalpurYear Construction:0. District: JamalpurYear <b< td=""><td>Union: Mirzabari</td><td>2006-2007</td><td> The road with culvert directly connected to Babaanite. Dispater Modulus High Way road Users claimed that for road </td></b<>	Union: Mirzabari	2006-2007	 The road with culvert directly connected to Babaanite. Dispater Modulus High Way road Users claimed that for road
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District: Tangail711,302 (allocated Tk. 716,332.37)Each Before road development no vehicles could move, but now truck, bullock curt, van, cycle, motorcycle can move easily. During observation van, cycle, bullock curt, motorcycles were found to move.3. Construction of 36 meter bridge near Dharmapura bazaar on Dharmapura GC - Vengura roadLength- 36 m-2 nos. abutments are in good condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is smooth, RCC casting is good and smooth; Both side railing are in good condition; Both side approach road are in almost good condition – but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition of the bridge and the road also is good.Union: Pourosabha Upazila: Islampur District: JamalpurType of Road: Rural Road-Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila to wn, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato, chili, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily.Ubistrict: JamalpurYear of construction:-District: JamalpurYear of construction:	Madhupur	Cost: Tk.	using modern vehicles; farmers can sale their agro product as when they need, increased various types of business.
District: Tangail (allocated Tk. 716,332.37) During observation van, cycle, bullock curt, motorcycles were found to move. 3. Construction of 36 meter bridge near Dharmapura bazaar on Dharmapura GC - Vengura road Length-36 m • 2 nos. abutments are in good condition; 2 nos. girder are in good condition; Both side railing are in good condition; Both side approach road are in almost good condition – but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition. Union: No. of span – 3 Pourosabha Type of Road: Rural Road Vear of construction: Year of Construction: District: Jamalpur Year of District: Jamalpur Construction:		711,302 Lakh	Before road development no vehicles could move, but now truck, bullock curt, van, cycle, motorcycle can move easily.
 Public demanded that for much better movement, the approach road and the whole katcha road should be pacca as soon as possible. Construction of 36 meter bridge near Dharmapura bazaar on Dharmapura GC - Vengura road Width-3.7 m Height-3 m Vengura road Union: Pourosabha Type of Road: Rural Road Upazila: Islampur Year of construction: Year of construction: Public demanded that for much better movement, the approach road and the whole katcha road should be pacca as soon as possible. Ising od condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Both side railing are in good condition – surface is smooth, RCC casting is good and smooth; Both side railing are in good condition – but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition. Overall condition of the bridge is good and now operational The culvert is newly constructed. The road where the bridge was constructed, it is fully pucca road. The road with bridge/culvert is now operational. Overall condition of the bridge and the road also is good. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato, chili, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily. During observation truck, moto	District: Tangail	(allocated Tk.	During observation van, cycle, bullock curt, motorcycles were found to move.
3. Construction of 36 meter bridge near Dharmapura bazaar on Dharmapura GC - Vengura road Length- 36 m • 2 nos. abutments are in good condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is smooth, RCC casting is good and smooth; Both side railing are in good condition; Both side approach road are in almost good condition – but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition. 0. Woith-3.7 m 0. Height-3 m - Vengura road No. of span – 3 0. Overall condition of the bridge is good and now operational. Overall condition of the bridge and the road also is good. Pourosabha Type of Road: Rural Road Upazila: Islampur Year of construction: Year of District: Jamalpur Year of construction:		/16,332.37)	Public demanded that for much better movement, the approach road and the whole katcha road should be pacca as soon
 3. Construction or 36 meter bridge near Dharmapura GC Dharmapura GC Dharmapura ad union: Vengura road Vengura road Union: Pourosabha Upazila: Islampur Upazila: Islampur Derra of District: Jamalpur Cara of District: Jamalpur Construction: Construction: Construction: Construction: Construction of the bridge is good condition; 2 nos. girder are in good condition; 2 nos. girder are in good condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition – surface is smooth, RCC casting is good and smooth; Both side railing are in good condition – but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Wing wall and next mode condition of the bridge is good and now operational The culvert is newly constructed. The road where the bridge was constructed, it is fully pucca road. The road with bridge/culvert is now operational. Overall condition of the bridge and the road also is good. Upazila: Islampur Deuring observation: Construction: Con	2. Orantzurting (Longeth 20 m	as possible.
Source in place near Dharmapura bazaar Dharmapura GC Dharmapura GC No. of span - 3Width-3.7 mIs in good condition - surce is smooth, RCC casting is good and smooth; Both side railing are in good condition; Both side approach road are in almost good condition - but have small spot hole in one or two place which not creating problem to move vehicles; Both side river training works are in good condition - CC blocks are placed in right place; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition.No. of span - 3 Union: PourosabhaType of Road: Rural RoadType of Road: Rural RoadType of Road: Rural RoadUsers claimed that for road development, movement to different places have been easier, less time spent to reach Upazila to move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily.Users claimed their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily.	3. Construction of	Length- 36 m	 2 nos. abutments are in good condition; 2 nos. girder are in good condition; 2 nos. piers are in good condition; Culvert slab is in good condition; and the provider of the provider
 With Solar and a solar application of the bridge is good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side river training works are in good condition – CC blocks are placed in right place; Winch Hot detailing ploblem to move vehicles; Both side side of the sent training works are in good condition. Overall condition of the bridge is good and now operational The culvert is newly constructed. The road where the bridge and the road also is good. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato, chill, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorycle mino troad truck lorry we	pear Dharmanura	Width 37m	is in good condition – surface is smooth, RCC casting is good and smooth; both side railing are in good condition; both
 Dharmapura GC Vengura road No. of span – 3 Union: Pourosabha Upazila: Islampur District: Jamalpur Year of construction: District: Jamalpur 	hazaar on	Widdi-5.7 III	to move vehicles: Both side river training works are in good condition - CC blocks are placed in right place.
 Vengura road Vengura road No. of span – 3 Union: Pourosabha Type of Road: Rural Road Upazila: Islampur Vear of District: Jamalpur Year of District: Jamalpur Overall condition of the bridge sig good and now operational The culvert is new operational. Overall condition of the bridge and the road also is good. Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato, chili, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily. 	Dharmapura GC	Height-3 m	return walks are in good condition. Clear opening is sufficient: Wearing cost is in good condition
No. of span – 3 No. of span – 3 Union: Pourosabha Pourosabha Type of Road: Rural Road Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila Islampur Year District: Jamalpur Year Obstrict: Jamalpur Year District: Jamalpur Construction:	- Vengura road		Overall condition of the bridge is good and now operational The culvert is newly constructed. The road where the bridge
Union: Pourosabha Upazila: Islampur District: Jamalpur District: Jamalpur	ů	No. of span – 3	was constructed, it is fully pucce road. The road with bridge/culvert is now operational. Overall condition of the bridge and
Pourosabha Type of Road: Rural Road Upazila: Islampur District: Jamalpur Vear of District: Jamalpur District: Jamalpur	Union:		the road also is good.
Rural Road town, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato, chili, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need, increased various types of business. Before road development only van and rickshaws could move, but now truck, bus, rickshaw, van, mini truck, motorcycle can move easily. District: Jamalpur During of construction: During of business. Before road development only van and rickshaws could move, but now truck, bus, notorcycle can move easily.	Pourosabha	Type of Road:	• Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila
Upazila: Islampur Vear of District: Jamalpur Vear of construction: Vear of construction: Ustrict: Jamalpur		Rural Road	town, district town and other important places; easily and in short time people can carry out agriculture product (e.g. potato,
District: Jamalpur Vear or construction: vice structure of construction: District: Jamalpur Construction: District: Jamalpur Construction: District: Jamalpur Construction: Construction	Upazila: Islampur	No. an	chili, paddy, jute, vegetables etc.) to market by using lorry, vans; farmers can sale their agri product as when they need,
District. Jamaipur construction. rickshaw, van, mini truck, motorcycle can move easily.	District: Jamalaur	rear of	increased various types of business. Before road development only van and rickshaws could move, but now truck, bus,
During observation truck motorcycle mini motorized truck lorry were found to move. Of those motor cycle was the most	District: Jamaipur	construction:	rickshaw, van, mini truck, motorcycle can move easily.
Cost: Tk		Cost: Tk	During observation truck, motorcycle, mini motorized truck, lorry were found to move. Of those motor cycle was the most formula which and also found the lorge and east and the found to come and to come and the found to come and the found to come and the found
requent venicie and also round the forty to carry out agri products (paddy).		000t. TK.	nequent venicle and also round the long to carry out agn products (paddy).

Table 7: Detailed Findings of Observed Floo	od Rehabilitated Bridges/Culverts
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Name of	Size, type of	Condition of the bridge and overall comments
Scheme and	road, period of construction	
location	and cost	
Rehabilitation of bridge on Mirzapur Haria (Amrail) road via Kamarpara ID-393663001 Union: Bahuria Upazila: Mirzapur District: Tangail	Length- 50m Width-3.66 m Height-3.5m No. of span -5 Type of Road: Rural Road Year of construction: 2005 (29.05.2005- 30.08.2005) Cost: Allocated – Tk. 3,362,241 Actual – 3,246,252	 2 nos. abutments are in good condition; 6 nos. girders are in good condition – surface is smooth, no rod were found; 6 nos. cross beams are in good condition; 5 nos. piers are in good condition; Bridge slab is in good condition – surface is smooth, RCC casting is in good condition and no stone chips and rod were found open; Both side railing are in good condition; Both side of approach road are in good condition – no problem was found; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition – smooth and no stone chips were found open This is the 2004 flood damaged box culvert is re-constructed in 2005. The road where the bridge was constructed, it is semi pucca road. The road with culvert is now operational. Overall condition of the bridge and also the road is good. The most benefited unions are Bahuria (culvert site), Mirzapur Pourosabha, Haria. Approximately 700 people are using the road with bridge/culvert daily. The road with bridge are using for carrying agricultural products to union market, Upazila and district town and other purpose. Before the road development most of the time rickshaws, vans, cycle were the most frequent moving vehicles. During observation van, tempo and motor cycle were found as a most frequent vehicle and also the van was fond carrying the vegetables (cauliflower) to the market. Users opined that for road development the movement is easier than before, take less time to go any where than before, easily can take agri product (paddy, jute, mustard, potato, cauliflower vegetables etc.) to market and different places for sale; farmers are getting actual price of selling product and getting
		 Public demanded that if the road is semi pucca, for better communication development the whole road should be
 Rehabilitation of bridge over Deburchar khal on Manki Deburchar road Union: 10 no. Jhaugara to 8 no. Fulkocha Upazila: Islampur District: Jamalpur 	Length- 38 m Width-3.7 m Height-2 m No. of span - 2 Type of Road: Rural Road Year of construction: 06.08.2005 to 28.09.2005 Cost: Allocated Tk. 19,20,000 Actual Tk. 22,96,000 (for high price of tender)	 2 nos. abutments are in good condition; 2 nos. girder are in good condition; 5 nos. cross beams are in good condition; 1 no. pier is in good condition; Bridge slab is in good condition – surface is smooth, RCC casting is in good condition and no stone chips and rod were found open; Both side railing are in good condition; Both side approach road are in good condition – no problems were found and vehicles are moving easily; Both side river training works are in good condition – both sides are puca; Wing wall and return walls are in good condition; Clear opening is sufficient; Wearing coat is in good condition. The road condition where the bridge was constructed is good. During bridge construction it was kucha, but now it is fully puca (peach carpeting) and almost in good condition but in some places road side soil is oved/washed out/broken. The bridge was re-constructed which damaged during 2004 flood. (The 2004 flood damaged bridge was re-constructed.) The road with bridge is now operational. Overall condition of the road with bridge is also good. The bridge is situated in between Jhaugara and fulkocha union. The road is directly connected with Shamganj Kalibari (west side of bridge) and Jamalpur (east side of bridge). Besides that the people also use the road to go the different unions (Beltoli, Sabilapur, Charshokuna, Manki, Bhabki, Jamlipur), different places (school, hat-bazars, relatives house, health centers, Upazila). Users claimed that for road development, movement to different places have been easier, less time spent to reach Upazila town, district town and other important places; easily and in short time farmers (as when they need) are carrying out agriculture product (e.g. jute, paddy, mustard, vegetables etc.) to market by using van, lorry, rickshaw, motorcycle, bicycle, CNG can move easily. During observation van, fiver, motorcycle, bicycle and rickshaw were found to move. Of those, van was the most frequent vehicle

Table 8: Detailed Findings of Observed Tree Plantation on FRB and Union Rural Roads

Name of Scheme and location	Present status of the trees plantation	
1. Tree plantation on	• Tree plantation on Dhaka to Mymensing highway Masterbari to Paragaon 0.0-2.20 km road was done under this project	
Dhaka – Mymensingh	in 2004 (08.08.2004-10.12.2004).	
high way Masterbari -	Allocated budget was Tk. 77,943 and the actual expenditure is Tk. 77,493 taka.	
paragaon road	1352 trees were planted according to plan and those were Mehogoni and Akashmoni trees.	
Union: Habirbari	At present 20% trees are surviving and those are in good condition. No trees were replanted by LGED in place of dead trees.	
Upazila: Bhaluka	 It is known from local people and the LGED authority that for the establishment of industry in Masterbari area some trees have been destroyed due to widering of read. On the other hand some trees have bride being for the maximum for the maxi	
·r· · ···	may even desubjed due to wideling of road. On the other hand some trees have better used for the lack of proper	
District: Mymensingh	mad carrying ruck and other neavy vehicle in the road and some ruces have destroyed for the lack of proper maintenance.	
	 Maintenance of trees was done by the poor women of local area on the basis of monthly salary. Women were also encoded uping tree plantation as day labour. 	
	 During observation community people mentioned that the beauty of the area increased and ecological environment created for the road side tree plantation. Some people said that the rates of road accidents decreased for tree plantation. 	
2. Tree plantation on Dhaka – Mymensingh	 Tree plantation on Dhaka to Mymensing highway Sunny Fields to Mamarishpur 0.0-2.20 km road was done under this project in 2004 (08 08 2004-16 12 2004) 	
high way (Sunni Fields	Allocated budget was Tk. 76 138 and the actual expenditure is Tk. 76138	
Ltd) Mamarrishpur road	 1266 trees were planted according to plan and those were Mehodoni. Akashmoni and Nim trees. 	
, .	 It was observed that at present 20% trees are surviving and those trees are in good condition and growth is well. No 	
Union: Mollikbari	trees were replanted by LGED in place of dead trees. Women were engaged during tree plantation as day labour.	
Upazila: Bhaluka	 No nees ware round in the entrance of the road and some industry have established there. It has known non the LOED authority (Engineer) that the owner of these industries destroyed the trees during construction of industry. After passing 	
	some distance from industrial area LGED planted trees were found. From the LGED authority it is known that some trees	
District: Mymensingh	destroyed by owners of industries during construction work; some trees destroyed for the transportation of trucks of the	
	industry; some trees have died for lack of proper nursing and the owners of the land beside the road destroyed some	
	trees because they thought that shadows from the trees are harmful for their crops. No other trees were planted in the	
	placement of dead trees. Beside the LGED planted trees, private owner also planted trees both sides of the road which	
	also found beller conditions.	
	 During observation local people opined that for road side tree plantation beautification of this area are increased, ecological environment created; and the rate of road accident reduced 	
3. Tree plantation on	On Nandail-Jahangirpur-Deonganj road 16.06 km tree plantation was done under this project in 2007 (28.05.2007-	
Nandali – Atharabari	30.07.2007).	
Iudu	 Allocated budges was 1k, 12,173 and the actual experiodute is 1k.127,173 Sectors the product of the sector of the se	
Upazila: Nandail	 6,007 nos. trees were planted according to plan and those were inenogoni, Galjan, Shegun, Jackhult, Mango and some forest and medicinal trees 	
'	 At present 40% trees found surviving. Among rest of the trees, maximum were dead for lack of proper maintenance 	
District: Mymensingh	(nursing) and some were destroyed for natural problem. No trees were replanted by LGED in place of dead trees.	
	 Maintenance of trees was done by the poor women of local area on the basis of daily salary. Women were also engaged during tree plantation as day labour. 	
	• During observation community people opined that for road side tree plantation they get some advantages - many poor	
	families are using branches and leaves of trees as firewood and by selling dead branches and leaves bear their	
	expenditure of livelihood; in the leisure time people take rest under the shadow of trees; and tress also give us pure/fresh	
	air from the trees. (For road side tee plantation poor people are earning some money by selling tree leaves and	
	branches/sticks; and they are also using as these as inewood/luei). Beneficialles also recommend that from the beginning of tree plantation if the responsibilities of maintenance (nursing) of trees were given to the local people the	
	number of survival trees would increased and the growth of trees would be better.	
4. Tree plantation on	Tree plantation on Nagarbari UP to Kouljani Up through Ratangani 3 km area had done under this project in 2004	
Nagarbari UP – Kauljani	(28.09.2004-30.10.2004). The name of contractor Md. Mofil Uddin.	
road	Allocated budget was Tk. 200,000 and the actual expenditure is Tk. 200,000 (183,746)	
Unione Marshard	• 5,570 trees were planted according to plan and those were Mehogani, Akash Mony, Nim, Blackberry, Jackfruit, Mango	
Union: Nagbari	trees. Lack of proper maintenance (nursing) maximum trees was died.	
Unazila [,] Kalihati	 At present 50% trees were found surviving. No other trees were planted by LGED in place of dead one. 	
	 After the plantation maintenance (nursing) of trees was done by the poor women of local area on the basis of monthly salary. Women were also engaged during tree plantation as day labour. 	
District: Tangail	 During observation on the view of local people for the tree plantation to ecological environment created: accidents rate 	
-	reduced: trees gives hadow for bedestinan; and trees give us pure air. On the other hand trees have vital role of	
	supplying firewood and fulfill the requirement of wood. So trees plantation on both beside of roads are playing an	
	important role for the fulfillment of shortage of forest.	
5. Tree plantation on	• Tree plantation on Mirjapur to Pathanghata Toktarchala 3 km road (beginning from Bardam village to Tarafpur village)	
Mirzapur –Patharghata	had done under this project in 2004 (29.08.2004-15.09.2004).	
road	Allocated budget was Tk. 200,000 and the actual expenditure is Tk. 200,000 (182,637)	
Union: Fateour	 5,5/U trees nad planted according to plan. Mehogani, Nim, Jacktruit, Mango, Eucalyptus trees had planted. 	
	 At present 80% trees found surviving and most of trees conditions are well. No other trees planted by LGED in place of dead and. After the plantetion, maintenance (purple) of trees used dens by the persuance of lead are set the basis of 	
Upazila: Mirzapur	ucau one. Anter the plantation, maintenance (nursing) of trees was uone by the poor women of local area on the basis of monthly salary. Women were also engaged during tree plantation as day labour.	
	During observation local people opined that for road side tree plantation - erosion of road prevented: ecological	
District: Tangail	environment created; farmers and passerby are taking rest under the shadow of trees; and trees are giving fresh air.	
	They also mentioned that after maturation of trees, by selling those trees our country economically developed and trees	
	have an important role on supplying fuel (firewood) and meet the requirement of wood ware.	

Name of Scheme and	Present status of the trees plantation
location	
6. Tree plantation on Baira-Kolghat-Doyel- Kendua road Union: Pogondiga Upazila: Sarishabari District: Jamalpur	 Tree plantation on Baira-Kolgate-Doail 1 km road was done under this project in 2004 (30.10.2004-10.12.2004). Allocated budget was Tk. 100,000 and the actual expenditure is Tk. 100,000. 4,760 trees were planted according to plan and those were Mehogoni, Shishu, Jackfruit and Mango trees. Women were engaged during tree plantation as day labour. At present there was no trees found on the road side. LGED authority mentioned that all trees have been cut down by the people of forest department.
7. Tree plantation on Durmuth – Nilokkhia road Union: Gaibandha Upazila: Islampur District: Jamalpur	 EVED during inclusion during inclusion and receive occur down by the popple of intest department Tree plantation on Durmuth- Nilokkhia 3 km road was done under this project in 2003 (20.07.2003-20.08.2003). Allocated budget was Tk.187, 990 and the actual expenditure is Tk. 41,115. According to plan 5,560 trees were planted and those were Mehogani, Jackfruit and Shishu trees. At present 30% trees were found surviving and most of the trees condition and growth is good. No other trees were planted by LGED in place of dead one. After the plantation nursing of trees was done by the poor women of local area on the basis of monthly salary. Women were also engaged during tree plantation as day labour. During observation local people opined that for the road side tree plantation - erosion of road are prevented; local poor women are getting financial benefit by maintenance work trees; farmers and passerby can take rest under the shadow of trees
8. Tree plantation on Bangram UP HQ – Sararchar GP road Union: Bangram Upazila: Kotiadi District: Kishorganj	 Trees. Tree plantation on Bangram up headquarter to Sararchar 2 km road was done under this project in 2003-2004 (07.08.2003-04.05.2004). Allocated budget was Tk. 175,200 and the actual expenditure is Tk. 157,200. According to plan 3000 trees scheduled to be plant but 2,100 trees were planted. Mehogoni, Jackfruit, Blackberry and Mango trees were planted. At present 35% trees are surviving and those are in good condition and growth is well. After tree plantation for lacking of proper nursing half of the planted trees were died. Among the living trees most of trees conditions are well. There were no other trees planted by LGED in place of dead one. During observation local people ascertained that for the road side tree plantation – village people can take rest under the shadow of trees; poor people are using tree leaves and branches/sticks as firewood/fuel. They also ascertained that erosion of roads is prevented; local poor women are getting financial benefit by maintenance work; and farmers & passerby are taking rest under the shadow of trees. Local people also recommended that if the responsibilities of maintaining these plants were given to local person with fixed than the probability of dead could be reduced. Poor families could get financial benefit if more trees planted on road side
9. Tree plantation on Biraur– Dakkshin Bishura sarak of Netrokona Kendua sarak Union: Dakkhin Bishuora Upazila: Netrokona Sadar District: Netrokona	 Tree plantation on Netrokona Kendua road from Biraur to Dakkhin Bishura 6 km road had done under this project in 2004 (05.05.2004-05.06.2004). According to plan, 2000 trees scheduled to be plant but 1500 trees were planted. Mehogoni, Jackfruit, Eucalyptus, Shishu, Akashmoni, Karoi trees were planted. At present 10% trees are surviving and those trees have grown very well and condition is good. Reset of the trees, some were died and some were cut down by the thief. No other trees were planted by LGED in place of dead one. During observation local people mentioned that for the road side tree plantation - trees are fulfilling the requirement of wood; and dead branches & leaves are using as fuel/firewood. On the other hand trees are playing a vital role to prevent environmental pollution.

Table 9: Detailed Findings of Observed Growth Centers/Rural Markets

Name and	Present status of operation, use effectiveness	s and benefits
location of		
growth centers/		
rural markets		
1. Shahganj bazar development, Isawrganj, Mymensingh	 Implementation period: 2.11.2005 – 1 23,59,146; Actual expenditure: 23,33,64 rod, 1 tubewell, 1 bazaar samity office, 1 and maintenance: Bazaar committee; Status of Bazaar Management Commit office room for committee. Responsibiliti resolve disputes of sellers-buyers 	1.12.2007. The work completed in scheduled time; Size : 2 acre; Amount allocated : 7; Work undertaken by LGED : 7 sheds, 76 meter drainage, 250 meter bazaar connected slaughter house, 1 latrine and 1 acre land purchase; Responsible authority for repair tee : Have formed a Bazaar Management Committee comprise with 9 members and an es of the committee: setting arrangement for sellers; giving support for maintenance;
	 Present status of operation: Operating b 	ut have some problems: Inadequate drainage system; and Problem of drinking water
	Before	At present
	✓ Average annual income Tk. 15,000	 Average annual income Tk. 100,000
	 Market took place 2 days in a week 	 Market took place 7 days in a week
	✓ On an average 2000 people gathered in	✓ On an average 10,000 people gathered in the market
	the market	✓ The important selling items are vegetables, fish, meat, paddy, jute, rice, pulse.
	 The important selling items are 	aroceries/ stationeries. cloths. shoes. etc.
	vegetables, fish, meat, paddy, jute etc.	 Presently selling items are coming from Uchamila. Modhupur, Ishwargani.
	✓ Before selling items came from	Nandail. Mymensing
	Uchamila, Modhupur, Ishwarganj	 There are 7 sheds and near about 42 shops of different product in the market. The shed are in good condition. The overall situations of the growth center are good but have some problems – drainage problems and drinking water problems. After development of the market increased opportunities of marketing of
		agriculture products, farmers and businessman of agriculture products are getting proper price of products.

Name and location	Present status of operation, use effectiveness and benefits		
2. Dewpara growth	• Implementation period: 2004-2005 The work completed in scheduled time and as per required plan; Size: 1 acre; Amoun		
centre	allocated: Tk. 22.000; Actual expenditure: Tk. 21.737; Work undertaken by LGED: 6 nos. shed, 1 tubewell, 1 bazaar samity		
development, Ghatail Tangail	office, 2 open platform, 1 latrine; Responsible authority for repair and maintenance: Bazaar committee		
Griatali, Tariyali	 Status of bazaal wanagement committee: have formed a bazaal wanagement committee comprise wing a members and an office room for committee. Responsibilities of the committee: ensuring security of bazaar setting arrangement for sellers; resolve and the committee is a setting arrangement for sellers; resolve 		
	disputes of sellers-buyers and help to collect tola of market		
	• Present status of operation: Operating but have some problems Water logging due to heavy rain and flood; Lack of cleanliness		
	of the market area; Main pucca road to bazaar connected road is katcha; and No drainage system.		
	Before At Present		
	Average annual Average annual income Tk. 140,000		
	50.000 (notato brigal onion cabbase calliflower) pute, nice, grocenes stationenes, rist, meat, vegetables		
	The important Market took place 7 days in a week. On observing time the market was operating.		
	selling items were • On an average 2000 people gathered in the market daily. In observing time it was seen that on average		
	only rice and 50 people came here in one hour for purchase. Among them some came for selling vegetables, fish and		
	vegetables delicious food and some came for buying daily needed product. No female shopkeeper and seller were		
	Midiket Look place Seen niere. Adays in a week Frace are 8 shade. 6 shades are normanent and 2 shads are non-normanent. The shade are in nond		
	• On a versae		
	1000 people LGED the condition these are good at present. Water logging due to heavy rain and flood for absence of		
	gathered in the drainage system.		
	 At present the importance of market is increase than the past for developing growth centre by LGED. 		
	 No ternale worst or the agria and other products are coming from the different union (Dewpara, Kalikapara, Shorashak, Shorashak, Agria Agria Agria Agria), Agria Agri Agria Agria A		
	seller seller		
	found there. But female are visiting the market for buying necessary things. There has no problem for		
	operating growth center.		
	 Have no problem but plaster the floor of centre and main road and bazaar connected road and build internal decisions and the passed of 		
3 Sagordighi	Internal oralinage system have to be needed.		
bazar	Amount allocated 21 (34:59) Actual expenditure: 20,888 (21:34:55) Work undertaken by LGED: 2 acto,		
development,	tubewell, 1 bazaar samity office, 1 slaughter house, 3 open platform, 1 latrine; Responsible authority for repair and		
Dhalapara,	maintenance: Bazaar committee		
Ghatail, Tangail	Status of Bazaar Management Committee: There is a bazaar management committee comprise with 11 members and an office		
	room for committee. Responsibilities of the committee: ensuing security of bazaar; setting arrangement for seliers; resolve disputes of sellers-buyers and help to collect total of market		
	 Present status and notice concertation but have some problems Water logging due to heavy rain and flood: Lack of cleanliness 		
	of the market area; and No drainage system		
	Before At present		
	Average annual income Average annual income Tk. 100,000 The income Tk. 20,000 The income the income Tk. 100,000 The income the income tk. 100,000 The income the income tk. 100,000 T		
	The important selling terms are vegetables, isin, meat, baddy, jule, noe, puise, grocenies data share vegetables, isin, meat, baddy, jule, noe, puise, grocenies data share the stationeanole banana tamarind index betal leaf and out oil etc.		
	items were paddy lute • Market took place, 7 days in a week. On observing time the market was operating.		
	and vegetables • On an average 10,000 people gathered in the market on any special day. During observation		
	Market took place 7 approximately in one hour, 2000 people were found in the market for marketing. The marketing		
	days in a week items were potato, chili, brinjal, onion, fish, meat, vegetables, etc. Among them 50 were female.		
	On an average 1000 No remare snopkeeper and seller were seen nere during observation. Provide asthere and east and e		
	market cleanliness is seen in the market area. At present growth center are operating. Men are coming from		
	No female shopkeeper / the different union (Dholapara, Hathimara, Shonakura, Kaila, Pagarria, Echarchala, Taltola etc.) for		
	seller puchaging different product. For community people this market is very important. Marketing of		
	Man came from only product, purchasing tendency, volume of trade and commerce and scope of employment are instructed due to appreciate product. But some development are product huild now shade.		
	for selling goods build a koshaikhana. floor plaster and drainage system are essential		
4. Fakirchala	Implementation period: October 2005-May 2006. The work completed in scheduled time. Size: .32 acre: Amount allocated:		
bazar	23.589/ 23,45,706; Actual expenditure: 23.223/ 23,45,706; Work undertaken by LGED: 6 sheds, 2 meter bazaar connecting		
development,	road, 1 tubewell, 1 bazaar samity office, 1 latrine; Responsible authority for repair and maintenance: Bazaar committee		
Sandhanpur, Ghatail Tangail	 Status of Bazaar Management Committee: There is a bazaar management committee comprise with 11 members and an office room for committee. Deceases within a committee comprise committee comprise with a programment for committee comprise and an office 		
Shatan, Tanyan	for maintenance: resolve disputes of sellers-buyers and help to collect tola of market		
	 Present status of operation: Operating without any problem. 		
	Before At present		
	Average annual income Tk. Average annual income Tk. 55,000.		
	• The important selling items are- vegetables, fish, meat, paddy, jute, rice, pulse, cloths, pineapple,		
	Ine important selling items tamarind, ginger, betel leat and nut, oil, etc.		
	were paury, noe, jute and Market took prace i day in a week. During observation the market was not operating.		
	Market took place 1 day in a There are 6 sheds and the sheds are in nond condition. The market areas were cleaned		
	week Presently selling items are coming from Borochala, Vewlachala, Dengrachala, Dewajana.		
	On an average100 people Chammulia and Fokirchala.		
	gathered in the market		

Name and	Present status of operation, use effectiveness and benefits		
4. Fakirchala	Before At present		
bazar	• Man came from only • The importance of this market is not so high because another growth center is situated in		
development,	Dewajana and Fakirchala for Dewajana which is only one km. away from this market. Most of businessmen are going to		
Sandhanpur,	selling goods Dewajana center because many people are gathered there. Fakirchala market is called as private		
Gnatali, Tangali	market for that no tax is coming from this market.		
5. Dewajana Growth Center	 Implementation period: October 2005-Way 2006. The Work completed in scheduled time and as per required plan. Size: .bo acre; Amount allocated: Tk 21.68.215: Actual expanditure; 21.68.215: Work undertaken by LGED: 6 beds: 2 meter bazaar 		
Sandhanpur,	connecting road, 1 tubevell, 3 open platform, 1 latrine: Responsible authority for regar and motions and automatic a		
Ghatail, Tangail	• Status of Bazaar Management Committee: There is a bazaar management committee comprise with 11 members.		
	Responsibilities of the committee: ensuring security of bazaar; setting arrangement for sellers; giving support for maintenance;		
	resolve disputes of sellers-buyers and help to collect tola of market. No office room was found.		
	Present status of operation: Operating but have some problems- No office room; Tubewell was stolen; Latrine is out of order		
	Before At present		
	 Average annual income Average annual income no. 120,000 At present all kinds of products such as paddy jute rice fish meat milk venetables 		
	• The important selling pineapole, a line of produce such as produce such as produces, pineapole, a line of the comparison of the selling beneral to the selling		
	items were paddy, jute • Market took place 7 days in a week. On observing time the market was operating. No female		
	and vegetables shopkeeper and seller were found here during observation.		
	Market took place 2 days On an average 2000 people gathered in the market on any special day. During observation		
	in a week approximately in one hour 100 people were found in the market for marketing. The marketing		
	Orian average to people Items were polato, chili, billijal, oniori, lisit, meat, vegetables, etc. Annoing inem to were formale formale		
	 No female shopkeeper / There are 6 sheds and the sheds are in good condition. The market areas were cleaned. But 		
	seller there were no office room, tubewell was stolen and latrine was out of order.		
	Man came from only At present growth center are operating. Men are coming from the different union- Koralia,		
	Decajana and Fakirchala Bealuatibi, Nalma, Shottoorbari, Mulbari, Kharkhata etc. for purchasing different product. For		
	tor selling goods community people this market is very important. Marketing of product is become easier and		
	scopes or employment are increased due to operationization or growin center. Female are		
	office room is essential. Floor plaster bazaar connecting road plaster, digging tubewell.		
	repairing latrine are also essential.		
6. Ghatail Growth	• Implementation period: June 2006-December 2006. The work completed in scheduled time and as per required plan. Size: 1		
Center,	acre; Amount allocated: Tk. 22,50,000; Actual expenditure: Tk. 22,50,000; Work undertaken by LGED: 5 sheds, 8 meter		
Pourosabha, Chatail Tangail	bazaar connecting road, 1 bazaar samily office, 1 tubewell, 1 slaughter house, 4 open platform; Responsible authority for repair		
Ghalall, Tariyali	Status of Bazaar Management Committee: There is a hazaar management committee comprise with 27 members and have an		
	office room. Responsibilities of the committee: rise is a bazar integration of the committee comprise with 2 methods and have an office room. Responsibilities of the committee: setting arrangement for sellers; respluses of sellers-buyers		
	• Present status of operation: Operating but have some problems: Water logging due to heavy rain fall as the drainage work not		
	adequate; Lack of cleanliness of the market area; and No latrine		
	Before At present		
	 Average annual Average annual income 1k. 130,000. The important colling item are paddy ince paths only a pite pite pite annual income fich 		
	The important selling the selling terms are padoy, nee, potato, onion, gainc, puise, oil, vegetables, instr,		
	items were paddy, rice • Market took place 7 days in a week On observing time the market was operating. No female		
	and vegetables shopkeeper and seller were found here during observation.		
	Market took place 7 On an average 30,000 people gathered in the market on any special day. During observation		
	days in a week approximately in one hour 5000 people were found in the market for marketing. The marketing		
	On an average 20,000 items were potato, chili, brinjal, onion, tish, meat, vegetables, etc. Among them 100 were female.		
	market market market		
	No female shopkeeper At present arowth center are operating. Men are coming from the different union-lamuria.		
	/ seller / Chalta, Dharial, Gatail, Poshhimpara, Rotonpur, Korimpur, Shadur Gikkanda. Shimla. Gatail		
	Man came from only Dhokkinpara etc. for puchaging different product. For community people this market is very		
	Decajana and important. Marketing of product is become easier and scopes of employment are increased due		
	Fakirchala for selling to operationlization of growth center. Female are coming there for buying. Building some new		
	guous sneas, aigging tubeweii, repaining iatrine, plastering the bazaar connecting road, building an		
7. Shahiada	 Implementation period: 10.03 2007 – 12.06 2007. The work was completed in scheduled time and as per required plan. Size: 1. 		
bazaar	acre; Amount allocated: 1,200,000; Actual expenditure: 1,200,000; Work undertaken by LGED: 4 nos. shed, 150 meter bazaar		
development,	connected road, 1 tubewel, 1 garbage pit, 1 slaughter house, 2 open platform, 1 latrine, purchased 1 acre land, 1/2 k.m. HBB road		
Location- adjacent	developed inside bazaar ; Responsible authority for repair and maintenance: Bazaar committee/ Union Parishad		
to soakore bridge, Kamrabad Union	Status of Bazaar Management Committee: There is a bazaar management committee comprise with 20 members (UP members, business man) when were reasonable for anothing acquiring acquiring acquiring acquiring the second		
Sarishabari	pushess many, whom were responsible for ensuring security of bazaar, kesolve disputes of sellers-buyers of market. No office room was found		
Upazila, Jamalpur:	 Present status of operation: Operating with some problems: Lack of cleanliness of the market area: Main pucca road to bazaar 		
Newly developed	connected road is katcha; and Drainage problem/No drainage system, and Tubewell is out of order		
bazaar – before			
there was no			
uazaai			

Name and location	Present status of operation, use effectiveness and benefits		
7. Shahjada	Before At present		
bazaar	✓ There was ✓ Average annual income Tk. 40,000		
development,	no market V Market took place 2 days in a week		
Location- adjacent	before ✓ On an average 3000 people gathered in the market		
to soakore bridge,	 The important items e.g. Potato, Vegetables, Brinjal, Chill, Onion, Garric, Meat, Fish, Betel leaves, Betel-nut, Dice oil etce colligities and huving in the merical temperature. 		
Sarishahari	✓ Various products are come from Sationa Sarishabari Soapur Charoha		
Upazila, Jamalpur:	 There are 4 sheds and 40 shopkeepers (there has different shops-4 for meat,7 for fish, 10 for rice and 		
Newly developed	others for vegetables, oil, potato, chili etc.) sitting here daily. The sheds are in good condition. The market		
bazaar - before	areas were not cleaned.		
there was no	 Volume of trade and commerce are increasing, farmer can sell their prouct on proper value. Community 		
Dazaar	people can buy mell product smoothly. It creats so many opportunities for community people. They can sell		
	shockeepers, Market are not cleanes properly. Tubewell is out of order and no drainage system is here.		
	 At present growth center are operating. The infrastructures which are made by LGED the condition of these 		
	are good but tubewell is out of order, need to be repaired.		
	 People come here for selling- buying their daily product here. For community people this market is very 		
	important. Farmer can market their product easily and sell their product on proper value. The socio-		
	economic conductors of ramer are developed. Sometime may have some problem because of political influence. Overall condition is developed for establishing growth center here.		
8. Degreerchar	 Implementation period: 0107 2005 - 20 10 2007 The work was completed in scheduled time and as per required plan. Size: 1.4 		
bazaar	acre; Amount allocated: 17,21,378; Actual expenditure: 16,03,353; Work undertaken by LGED: 3 sheds, 70 meter drainage, 60		
development,	meter bazaar connected road, , 1 tubewel, 1 room for bazaar samity, 1 garbage pit, 1 slaughter house, 2 open platform, 1 latrine;		
Islampur,	Responsible authority for repair and maintenance: Bazaar committee		
Jamalpur	 Status of Bazaar Management Committee: There is a bazaar management committee comprise with 20 members and have of status of Bazaar Status of the status of the status of the status of a status of a status of the s		
	Office room, Responsibilities of the committee. Testiving disputes of sellers-buyers of market and help to collect tota of market. Present status of operation: Operating with some problems: Lack of cleanliness of the market area: and Some rice and garments		
	businessman doing business on open pacca platform.		
	Before At present		
	✓ Average annual ✓ Average annual income Tk. 50,000		
	income Ik. 20,000 V Market took place / days in a week.		
	days in a week		
	✓ On an average 500 were potato, chili, brinjal, onion, fish, meat, vegetables, etc.		
	people gathered in 🖌 The important selling items are potato, brinjal, chili, onion, mustard, rice, vegetables etc. Besides		
	the market those items wood furniture (Alna, chair, and tables) were also sold in the market.		
	 Ine important Presentity selling items are coming from Jnagrarchar, Sreebordi, Kamarer Char Chore are 5 selling items are coming from Jnagrarchar, Sreebordi, Kamarer Char Chore are 5 selling items are coming from Jnagrarchar, Sreebordi, Kamarer Char 		
	potato brinial chili a condition But the market areas were unclean		
	etc. At present market are operating. The infrastructures which are made by LGED the condition of		
	Selling items came these are good at present. Community people come here for selling-buying different agri products.		
	from Jhagrarchar, For community people this market is very important. Scopes of business are increased. Community		
	Sreebord people get some advantages- they can buy product easily and cheaply. No temale snopkeepers are found at past and present		
9. Moholgiri bazar	 Implementation period: 10.07.2006 – 09.06.2007. The work was completed in scheduled time. Area: 2 acre; Amount allocated: 		
development,	17,63,287; Actual expenditure: 17,57,753; Work undertaken by LGED: 5 sheds, 215 meter bazaar connected road, 1 tubewel, 1 room for bazaar samity, 4 garbage pit, 1 slaughter house, 2 open platform, 1 latrine, 1 acre land purchased; Responsible authority		
Islampur,			
Jamaipur	tor repair and maintenance: Bazaar committee		
	 Status of bazar management committee: There is a bazar management committee comprise with the management committee and have an office room Responsibilities of the committee: ansuring security of the market resolving disputs of sellers-buyers of market 		
	 Present status of operation: Operating but have some problems: Water logging due to heavy rain fall as the drainage work not 		
	adequate; Tubewell is out of order; Road condition of the market is not good; and Somewhere plaster of floor of sheds are damaged		
	Before At present		
	Average annual Y Average annual Income TK. 100,000 income Tk. 40,000 ✓ Market took place 7 days in a week		
	✓ Market took place 7 ✓ On an average 1 500 neonelle gathered in the market daily. During observation the market was onen		
	days in a week and approximately in one hour, 1000 people were found in the market for marketing. The marketing		
	✓ On an average 700 items were potato, chili, brinjal, onion, fish, meat, vegetables, etc.		
	people gathered in 🗸 The important selling items are potato, brinjal, chili, onion, rice, sugra, molasses (gur), sweet, betel		
	the market daily leaves, betel nut, vegetables, milk etc.		
	 The important v resently setting items are coming non brutanjpata, rasinfarchar, ranipata There are 5 shads and near about 5 shores of different product in the market No female 		
	potato brinjal, chili, shopkeeper or sellers were found there. Some sheds' floor plaster are slightly damaged here &		
	fish, vegetales etc. there. Tubewell is out of order.		
	Selling items came Though there have some problems the market are operating at present. For community people this		
	Trom Fakiroaram market is very important. By developing this market many unemployed young people are enclosed with husiness. Farmer act opportunity to sell their product timely and also act process value of		
	✓ No female product, For that they give emphasis on their agricultural work. Community neonle use this market		
	shopkeeper / seller properly. No female are come here at present and past.		

Name and location	Present status of operation, use effectiveness and benefits			
10. Shaikh para BNP bazaar development, Dewanganj, Jamalpur	 Implementation period: 25.06.2005 – 25.02.2006 The work was completed in scheduled time and as per required plan. Size: 1 acre; Amount allocated: 18,64,810; Actual expenditure: 18,64,810; Work undertaken by LGED: 4 sheds, 1 tubewel, 1 room for bazaar samity, 1 slaughter house, 2 open platform, 1 latrine; Responsible authority for repair and maintenance: Bazaar committee Present status and operation: It is known from upazilas engineer and people from bazaar area that the Shaikpara BNP bazaar was enclosed to old Brammaputra for that some of bazaar area and 4 sheds was dissolved under the river. 8 pillars and some goods are preserved. Many places with bazaar area were destroyed for river erosion. People of this area are facing fear all time. There have some shops here by these the people of this area meet their need. River erosion occurs here in every year. For that a large number of area are dissolved every year. 			
11. Charmushuri bazaar development, Dewanganj, Jamalpur	 Implementation period: 25.06.2005 – 25.12.2006. The work was completed in scheduled time and as per required plan. Size: 2 acre; Amount allocated: 22,51,884; Actual expenditure: 20,24,039 (all money not spent for incomplete work of HBB road for river erosion; Work undertaken by LGED: 4 sheds, 1 tubewel, 1 garbage pit, 1 slaughter house, 2 open platform, 1 latrine; Responsible authority for repair and maintenance: Bazaar committee Status of Bazaar Management Committee: There is a bazaar management committee comprise with 16 members and have an office room. Responsibilities of the committee: ensuring security of the market; resolving disputes of sellers-buyers of market Present status of operation: Operating without any problem 			
12. Baroari growth centre development, Sadar, Netrokona Sadar, Netrokona	 Income Tk. 25,000 Market took place 2 days in a week On an average 4,000 people gathered in the market daily. During observation the market was open and approximately in one hour, 800 people were found in the market for marketing. The marketing thems were potato, chil, brinjal, onon, wegetables, milk etc. The important selling items are optato, chil, brinjal, onon, wegetables, milk, etc. There is a beds and near about 30 shops of different agricultural products and other necessary things in the market. No female shopkeeper or sellers were found there. But female are visiting the market daily There are 6 sheds and near about 30 shops of different agricultural products and other necessary things in the market. No female shopkeeper or sellers were found there. But female are visiting the market for burying necessary things. There are 6 sheds and near about 30 shops of different agricultural products and other necessary things in the market. No female shopkeeper or sellers were found there. But female are visiting the market for burying necessary things. The market is now operating, The works which are made by LGED the condition of these are good at present no reconstruction work is needed. Community people intim market. They have no need to go away. For community people bris market is very important. Many unemployed young people are doing their business there. Capable working people from the community are becoming to 20.000. Actual expenditure: 21,24,000. Work undertaken by LGED: 3 steets, 80 meter drainage, 100 meter bazaar connected road. 1 thewell, 1 garbage peit, 1 slaughter house, 1 open pucca platform, 1 latrine, 1 acre land purchase, 25 km; Responsible authority for repair and maintenance: Bazaar management committee: Status of Bazaar Management Committee: There is a bazaar management committee. Maret took place 7 days in a week. On an average 150 people gathered in the market da			
	People come here for purchasing daily product here. Volume of trade and commerce and scope of employment are increased. Therefore the qualities of life of people are developed.			

Appendix-2: Detailed Tables of Household Survey

Table 1: Category of respondents by gender

Gender	Intervention		Cor	itrol
	n	%	n	%
Male	1600	67	530	66
Female	800	33	270	34
Total	2400	100	800	100

Table 2: Occupation of the respondents: in %

Occupation	Intervention		Cor	ntrol
	Male (n=1600)	Female (n=800)	Male (n=530)	Female (n=270)
Farming including farm	87	0	87	0
labour				
Business	9	1	6	0
Service	3	1	5	1
Day labour	1	0	2	0
Housewife	0	98	0	99
Total	100	100	100	100

Table 3: Mean parity and mean family size: in number

Parity & Family size	Intervention (n=2400)	Control (n=800)
Mean parity	3.06	3.32
Mean family size	4.91	5.31

Table 4: Type of the family type: in %

Responses	Intervention (n=2400)	Control (n=800)
Singly family	80	79
Joint family	20	21
Total	100	100

Table 5: Socio-economic status of the respondents: in %

Responses	Intervention (n=2400)	Control (n=800)
Poor	30	37
Middle class	55	46
Rich	15	17
Total	100	100

Table 6: Factors causing increased crop production: in %

Factors causing increased crop production	Intervention	Control	*p-value
Quality seeds are getting/hybrid seeds and fertilizers	100	85	0.00
For crop diversification	25	15	0.00
Easier to marketing agri products	30	10	0.00
Getting fair price	20	5	0.00
Availability of agricultural instruments	10	0	0.00
Created irrigation facilities	13	10	0.01

*Z-test (two proportions)

Table 7: Distribution of respondents by status of increased tree plantation, place of increased plantation and cause

Status of increased tree plantation:	Intervention (n=2400)	Control (n=800)
Yes	74	51
No	26	49
Total	100	100
Place of plantation increased:	n=1764	n=404
Besides the road	17	8
Surrounding of the homestead land	65	72
In fallow land	18	20
Total	100	100
Cause of incentives to increased tree		
plantation:		
Earning higher price for wood	38	30
Improved awareness about safe environment	52	47
To meet demand for fruits in the family	15	14
To meet demands for firewood	11	10
Ensure protection from flood/erosions	13	8

of incentives to increased tree plantations: in %

Table 8: Distribution of respondents by status of road communication currently: in %

Status of road communication	Intervention	Control
Very good/Good	99	37
Bad	1	63
Total	100	100

Table 9: Places of easier movement before and after improved communication: in %

Male responses	Interv	ention	Control	
	Pre	Post	Pre	Post
Growth center/ rural hat-bazar	46	82	48	71
Administrative Centers Union Parishad/Upazila/ District town	54	100	37	70
Service Centers:School-college/Health Centers/ hospitals	36	100	22	72
Not easy to go any where	18	0	39	5
Females responses				
Growth center/ rural hat-bazar	27	62	24	52
Administrative Centers Union Parishad/Upazila/District town	33	56	18	25
Service Centers:School-college/Health Centers/hospitals	18	100	15	67
Not easy to go any where	39	10	51	15

Table 10: Status of Reduction of transportation costs: in %

Status of Reduction of transportation costs	Intervention	Control
Decreased	35	15
Increased	65	85
Total	100	100

Table 11: Mean time/cost invested to market goods

Mean Time/cost invested to market	Interv	ention	Control	
goods	Pre	Post	Pre	Post
Times spend (in minutes)	53	20	61	40
Cost spend (in taka)	35	25	48	35

Table 12: Types of opportunities increased for women after communication development: in %

Female response on benefits improved communication %	Intervention	Control
Easily can go to bazaar	15	7
Easily can go to educational institution (school/collage)	17	12
Easily can go to health centers	25	5
Earning opportunities for women increased	13	11
Increased mobility beyond locality	29	10
No benefit gained	1	55
Total	100	100

Appendix 3: Data Collection Instruments (QUESTIONNAIRE BANGLA)

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Luby Ruic cliggj V (clik± Guiqui Rb¨: th Gj Kuq ivī y-eiR/Kyj fulpitkij, tmlui, efit tixch ntqt0)

fykk AnnajyyAjySky | AgividW (NielYvcików) Ges AbGgBaW (cnikíbvgšýja) Gic¶ t_iK gW chłą gj`up Rnitci Dilltk' Gimt | "tun niku cikštj Am`Bi (Local Government Engineering Department) KZ/ 2002-2009Bs mtj cjx-AeKuktyv Doph: eņči gągburm (gągburm, UnilBj, Rugicj, tkicj, tkiwitki I tblitkov1Rj) kalk cikti KR ev engz stute | GB cikti AulZu eņči gągburshi 600 1Rju iv y-eR/Kyf fU® I 1ML tmUi ugf Ges iv u cuk e¶ fixch Kivstute | eZgb Rnitci Dilk' st?0, cikiti ugf KR gj'up Ges Gi dtj fmNthMile'e'', Kal Drov b erwikvZKiY, e'em+eutr'i m=ciniY Ges mpatfvlit i Au I Kgfs-tbi tf]fl tk tk cuieZD stute tmultu Z_" mth Kiu Agivg m=tkfRuchi gj'eb gZygZ mthin Rb' Gtmt |

Avcub gj"eub Z_" wity G Nijelyvi Kvirk muthuddzv Kitz cvitib | Avcubi gzvgz ï agvî Nijelyvi Kvirks e"eüz ute | Avcubi f`qvZ_" m¤vi/9Nicub ivLvute | Avcubi Abguiz totj Awg m/[]vrKvi ï i"Kitz cwi |

+1/	-	المط
-		



# Rjv :	†K₩bs:
Dc#Rj צ	†K↓Wbs :
BD:bgb:	†K↓Wbs∶
‡gŠR√I qvM9bs :	找wbs:
Nij :	採Wbs :
c؇íi [−] ofgib∨g:	

nevi fvBRvti i ba :		
ny vitvsku i by :	ZWL:	

m/]vKvi NöY: `i`i'i mgq : #kl mgq:

BULIYDquif i Rb" ddf Rbt BULIYDqui mf]vKui `i'i'i Avlin t_1KB DËi`\ZviK cëggju Dtjuhz Octeé Ges Qezgybó ngtqi e`L`vu`tq dateb] @te@Ges@zgybi@e`L`vutjut @te@A_P D3 GjuKu cëtii KuR `i'i'i cteP ngq Ges@zgbőej1z mf]vKui Nëtbi ZwiL niz NZ 6 t_1K 12 gytni GKUvNb ngq|

‡nKkb-1: Lubvi maviY Z_`vejx

- 1. DĚi`VZVDĚi`Ūìi bg:
 j½ 1. cỷ1
 2. gnjv

 (cỷ1i t țiți the Livcêb A_evcêb DcvRiKixGes gnjvi t țiți crieții eq⁻(Ges nem Z gnjv)
 K. DĚi`VZV`Ūìi eqnx
 eqnx

 K. DĚi`VZV`Ūìi eqnx
 eqnx
 eqix
 eqix
 eqix

 L. DĚi`VZV`Ūìi t ţitl
 thill
 thill
 thill
 thill
- H DÊi`vZvî vÎzi ^eemaK Ae"t: 1. wemaZ 2. AwemaZ 3. wcZdi/waev 4. Zyj KcË/cBv 5. c_K

N.	DË i` vZv' 🕼 Rusz nisis mL'vKZ? 19tj :	1gt y :	tgili	:	•••••	
0.	cuiestii tyd m`m`mL`tRb (0-14 eQich9-di	ii; 14 e Qti i D‡×Qq -	« m` ḿ)			
	eq® cjiftRb eq® gajit	.Rb 101j kiit	Rb	tgtų iki	ĩRb	
P.	DÊÎ`YEV`YÎSI gunk Avş:UKv					
L	cuieții aib: 1. GKK cuieui 2.	thš_ cuieui				
InK	kb-2: AeKilityvmµvš-Z_" (iv y-eiR/Ký filiPillů, tml)á/	gij(WnU-c:R vi)				
2.	cjzAeKuldyvDbąb cilifi Aul Zw <mark>. (2002-2009 mlj</mark> i g utylo ZvDlji-Kiti? (cili Aulmt_IX 1R16 uliz ute uk d	ta) bali z Dc i Rjvi i K utylo, Kie utylo)	D ulqb- G Gjul	Bankzø	c ü țíi ni ni k ku	R
	ak ak atatiQ		#Kubimij =	tytQ		
	1. DciRjvmoK (ulWii țiwi) ugl/chemb					
	2. SUBAP MOK/ MUST MOK (119 TW) WGW/CJOHD 2. DetDivmotK s@/Kyifilika@/cksbb					
	4. Bobab notik eik/ký fulkati/cbehb					
	5. 110 mUá/Ngal mU-enkú Dbab					
	6. iv u cuk en ticb					
	7. AD 10 (UI) FRIT)					
<u>iv v</u> (c ii Ges	/moK m*úK⊉ Z_``: íí Awim†_iK c <u>ü</u> tyB 1R1b wtZ ute wafiiZ Dc1Rjvq iv`v« ∶1nB iv`w bog I wog¶Yi mji Dtjik-Kti cükKitZ ute)	lg¶/cjeft[bi K:R n ‡	4Q #Xiv Ges	(te bgf /	c heind KvR miqt	Q
2	/iv.i. ha I mi htil. Kti Dtán Ki4) (i DDW/75 i	iv uli shafiti mmalaha	êdhi nas A	orth or Ave	ani aniatii W	n
	iv vogi Kiki mt_ koz útjb k?		antas mâdi ve	1.	2. bv	
4.	(Gj ithil/KZ∦ ug2 /c þehbKZ. ivīu i bg Dtjl-K‡i u	ttám Kifi) eZgib A	i ct ev Aicb	iv iv u 1. m	e"enni Ki‡ûb wK 7 2. bv	?
K.	wafbd(skcY" crientibi (ikiy hd qv I skiy Avni) Rb" Avci	nivGB iv`ul e`emi K	ib # ?	1. 📖	7 2. bv	
5.	inilijnile e veviv v Dbątbi dij cief 1914 ezgub Gj	vKvi RbNÇYî terk Ktî	Pdveř Kivi /	1. 1. nii	Q	
6	(Gi JDN/K78 Jun0 /chc 0h/ 7 ivit ha DtiLKti Jt/	ámkifi) iv all c'enti	i 1Ksh iKa m	mili ntilir	h statüh evst?ü	h
••			. 142 143 11	1. 🗰	2. bv	
7.	iv`ulih_uh_fide i¶Yde¶Y I ms`di Kivmq u%?	1.	m 	2. bv	3. Rubby	
	K. iv vns dii KuR Gjuku RhW Addib Kii d(?			1. 🗰	2. bv	
8.	iv uli częb A e ⁻ v†Kgb?					
	1. Gjiki tjikRb bqyZ GB iv di e eni K‡i	6. iv ul †f‡%ality k	tze njé utyt	1		
	2. iv w e emii Dchy AviQ	7. iv ul DhbPych	nbemb Pj Pij	i Abyihi	likning AviQ	
	3. IV UU TgivgZ Kivclinkb 4. iv/uDidtii Dothiller	8. ANZ CHÁVED VI IV	4 cm (11%) (17 Kiwaa la	۹Ľ		
	iv erjeg i vennuke 5. iv e 1Kb ika Piti Kivha	7. IV W (NO I) IV4	1))			

Dc#RjvBDbab mo#K bugž e#R/KyjfW9nPaKž Z_:

(c_tgB cllif Animt_tK tRtb uttZ nte walitZ DctRjvBDuoqib etR/Kyj fuVes) fivctbi KvR ntqtQ uKby, Kte evtKvb mtj ntqtQ Ges 1Kvb ivi uj ntqtQ Ges tnB ivi uj bg I ubgtYi mj Dtjl-Kti clidKitZ nte)

9. (Gjæbli/KZ)); th iv q elk/Kyjfull ungk/chembKZ.ntqtQ Zvi bg I mj Dtjl-Kti ætÁmKift) eZgelb iv vnn iv ú Dci elk/Kyjfull Avcb evAvcbrive emi KitZ cvitub #? 1. mir 2. bv

10. eiR/Kyj fullij h_uh_fute i¶Yute¶Y li tgiugZ Kivnaq uK? 1. niv 2. bv 3. Rubbv

11. eiR/Kyj fuliji eZgb Ae⁻v†Kgb?

 1. Gjvku tjvkRb beggZ iv vm eR/KjfUB e emi K‡i
 5. dlcvZ Gi eZ@b Ae^vfdjvbq

 2. eR/KyjfUB e emtii Dchf AdQ
 6. G`dcP †idMi eZ@b Ae^vfdjvbq

 3. eR/KyjfUB tgigZ KivcëgRb
 7. Ab`b` (Dtjl-Kif)

 4. tjujs Gi eZ@b Ae^vfdjvbq
 7. Ab`b` (Dtjl-Kif)

iv u cuk effice muke Z_::

(clí í Amim t_iK 1R1b utiZ nie utalii Z DciRjvBDugib eji tivcibi KvR niqtú ukby Kie eviKub miji niqtú Ges 1Kub iv u niqtú Ges 1nB iv ut by I utgiffi mji Diji-Kii clidki i Z nie)

12. (ivīvi bag I mji Dāji-Kāi ultām Kifa) Gjuldburk Zļķi ivīvi catk eļļātivob niepa Avobeive Zļāda ultābe atrībev uk napavatatā?

13. e¶‡ivcibi K¢R GjvKvi gmjvivAskilli KtitQvK?

1. mir 2. bv 3. Rubby

- 14. ivīvi GBMQ,tjvi ubapgZ fīLutkubvKivevhZatbapi KutRGjvKvi `vi`*gunjvivAskullib Kti uk? 1. uiv 2.bv 3.Rubbv
- 15. iv 🖬 cylk ‡ivcbKZ.e¶_tjvi eZgb Ae^v1Kgb?
 - 1. tiuchKZ.eff_tjvfttjvA4Q 2. tiuchKZ.eff_tjvbó sty 1MQ 3. eff tiuchbi 1¶fi b_b_ caiPht Afte AmKuk MQ gti 1MQ (kZKiv.....fu) 4. eff tiuchbi 1¶fi eo MQ_tjvPi Kti 1K1U sty 1MQ 5. Ab'b' (Dtil-Kit)

16. Avchvi GjvKvų ivīveiR/Kyi fill@bqb evulg@ Ges ivīvi cvik ef| tivcibi dtji uK uK mpavuliqiQ?

1. jinilijinil e e ji Dbil	11. Gj Ku wfbcëtëth/mWGbR1/~77 1K; *KR Kitz i/i"KtitQ
2. e [°] em•e ubți R"i c ăni	12. iv vligti i dtj Rjve×ZvKtglQ
3. Kılı k‡l"i Drov beyr	13. iv 🖬 Dbąb ni qu mgb" eystZ eb'u mjó nu bv
4. Kul cĩY i gji epr	15. iv u ati efitoch niqq`şuki en i¶vou "Q
5. Kuli uti i Dhqb	16. iv u at i efitivch ni qu cutetki fvimgʻi i¶vct"Q
6. Kgfilsītbeņa	17. e¶tivctbi dtj djR I ebR K4Vi Drcv b e#
7. cPbkaj `\$e"i ¶dZi cuigd' KtgtQ	18. Gj Kui `u``gnj uvill0-cyj vhZdbqui KuR Addilib Ki 1 0
8. iv w hušk holeno PjvPtji dtj "kna	19. iv u cuk dnj Drov b ep:
ktyK‡`i Kgfis-th tetotQ	20. ‡Zgb †Kıb Dbill nah/ †g4Ui Dbill nah
9. uk¶vi njinilitetotQ	21. Ab'ıb'' (bà@Kifb):

10. Gjiku unfbak¶vcižób Nio D144Q

110_ mUi/Nipi mU-e:Rvi Dbab nrúk2 Z_::

•

(cli î Animț_ik cijigs 1816 niz nie naniz Dc18j vSDniqis 111), îmbi/ekui Dbas Ku niqiQ nkbvGes Kie niqiQ Ges înB 1110, îmbi/gikiVekti î ba l nagivî mj Dijl-Kiî clinkiz nie)

17. Avchá GjvKvų 1140, 1mbá/hliphi mil-erkvá AvlQ vK? (DĚi niv ntj., 1140, 1mbá ev gytKholi byg atá víktám Ktá tmil Gjukball/bvAbő KytívKívubnisz nty 1 A_ev2 mitK9 Ki45)

1. niz cK‡íi AvlZvab 2. niz cK‡íi eB‡i 3. bv(17L bsc‡kdab) K. (DÉi nivatji) K‡e t_‡K Avcda/AvcbaivD³ †Něj †mblá/Nějař mll-eRvivle e emi Ki‡Z ìíi"K‡i‡Gb?

.....**(mj Dţj L-**Ki***t)**

L. bvatj, Avchai GjuKaj 110, 1mbi/10,1mbi/ ad-erkai bv_Kai dtji uK uK nymivat/0? (25 bs cikdab)

18.	eZ iştib 1110_ 1mUsi/Illişti' mü -e	eRvi il Avc io ev Avcini ve ⁻ emi	Ki‡Z cvi‡Qb ¥? 1. m	ir 2. bv			
K.	. nirntj, 14 14 Dtl 14" (14 14btePvKivi Rb') Avcub evAvcbniv(110), (mUni/110)pif mU-erktin uliqiQb?						
19.	Avchú GjKų 1112 (mbi/113	př mlj-eikvi nevi dtj Kul cy" (ieP+1Kbui cëvZvteto1Q u(?	1. mir 2. bv			
20.	GjiKui R bill' iK iK cY' wµiq	i Rb" 1 11) , 1mUti/gtKUAnU-e	Rđi dių hą?				
21.	Avchrii GjiKvq 1110, †mUri/110	p i mij-er ki nevi diji GjuKvi	Rbilly'i Avy cteP Zjuby teto;	Q dK? 1. mir 2. bv			
22.	1119_ 1mUd/1893/ mU-erRiddi	eZ gb Ae ⁻ 'r1Kgb?					
	1. Gj Kvi tj KRb bpgZ G 2. ajantiji Dahit Adu	s tilij_ tmUá/Nijsi¥ mU-eiRuísi (e"emi K‡i				
	3. taivaZ Kive in Rb						
	4. 110 jmUi/q4K95i dag2	AeKilitav tjv- fv/#Pivbé n	In MiQ				
	5. cWvKr tjv†f‡%bé m						
	6. 189_ †milii/gitkibii mil kf	'y e e'e mi Kivnq bv					
	7. Azleyé evebî vi mgq erkvi	i GjvKvy cub Rtg_vtK					
	8. cvk#Z:#Gj vKvq Ab " erRvi	Pyjniqq Al'eRtii _i72;Ki	hy THIQ				
	9. 110_ 11101/941K9 Gi c44 10. Ab`ib` (Dtjl-Kifs)	KbgZ 11 Tile1 T KIVbq bv					
23.	Avchri GjvKvq 1110, tmVri/gri	K i/mi l-ei i ki Dbqh/bgili/i dtj	uk uk mysavniųtū?				
	1. wafbai‡bi cY`mgNii g	Rỳ teto‡Q	8. Kulli ukții Dbąb				
	2. wufbaitbi cY mgNii 1	KhatePv teto 10	9. Kgfilsībeņs				
	3. gnjvtµZvntµZvi mL	vteto1Q	10. `‡e`i ¶iZi cuig¥	(tgtQ			
	4. wifbe enveubir i chi	i Niuio.	11. Rjve×Zv`i ntqiQ				
	5. eRvii entr Avy tetoti		12. ‡Zgb †K\b Db lž nqb	/igviUi Dbell nepb			
	6. eiktii AvyZb teto‡Q		13. Ab'ıb" (imi@Kifi):	*****			
	7. ngựn cất ứ bổ carvi ein						
24.	Avchui GjuKuq 1110_ †mUui/gui	KƏDbəb evubg#Yi diji ganjıvi	uZvatuZvtetotQ &? 1				
K. 1	nirstj, Avilli Zjbą kZKivKi	ZfulltetotQ etj Avcub gtb Kti	b?%				
inK 25.	kb 3: clíí e ľ supz niqu i ce ^r Avchui chiedii DcyRik(vixmi	9 ezgib Av_9ngurk Ae⁻v 1 mi mli vKZRb?					
	K. cte¶ZRb £i: tall :	Rb L. eZ e tbi	(ZRb: tail) :Rb				
	c j 4 : .	Rb	cj4 :R	b			
	ginj v.	Rb	ginj vR	b			
26.	Avchri †ckvik? (cieP I eZg	(bi)					
	c¤í ev emµZ ni qui c‡e©		eZ §tb				
	cëb (ckv(GKI) Dëi 11;e)	Ab`vb" †ckv (GKvmK m‡Z cv#i)	c ăŭ †ckv(GKW DËi m‡e)	Ab`\b` tckv (GK\mK m#2 c\ti)			
	1. Kat Kar	1. Kat KvR	1. Kut KuR	1. Ket Kr			
	2. Kul gRý	2. Kal gRý	2. Kılı gRÿ	2. Kul gRý			
	3. Kj-KviLubri klyK	3. Kj-KviLubri klyK	3. Kj-KviLubvi klyK	3. Kj-KviLubvi kijK			
	4. Ţiž 'e e m/diaqv	4. ¶ž*e`em/dæqv	4. ¶ž °e em/dusqv	4. 1/2 °C em/duaqv			
	5. gysuxe env	5. gybuxe env	5. gybyixe env	5. gysvixe env			
	o. eo e env 7 Dikiv	o. co e env 7 Dikiv	o. co e env 7 Dikiv	o. 20 e env 7 Difiv			
	2. teKvi	8. teKvi	8. teKvi	8. teKvi			
	9. wb aRt	9. ùb aRi	9. wb aRt	9. wb aRt			
	10. M a¥x	10. Nj a¥x	10. Mat x	10. Ma ¥x			
	11. Ab b (b) (Kif)	11. Ab b (b) (b) (ki f)	11. Ab'ıb" (bà) e Kif)	11. Ab'ıb" (bù@ Ki %)			

27. dR⁻?Nithili Rugi cuigd: cte9 eZ§4b

tgili gunK Avq

Ryi aib	c i lí e v oraz n	qui cieq(kZuitk)	eZj	e Zĝib (kZ uik)		
bR⁻1741\$mili Ry 28. Avcbui cuietții tgul	1. AviQ:kZv Aviqi Drm I cuigvi: cieq	ak 2. bB Ie Z§4b	1. AvjQ:	kZwik 2. iniB		
	A q qi Drm	cilí Id	ev en Zniqui c‡e ^e gunk Auj (UKuj)	eZ gi b No gunK Avq (UKvg)		
1. Kullyz †_iK 2. cii cyih t iK (m	n' aill/154015 cui bì					
3. e [°] emreubR [°] t_ 1 K						
4. kKineiki ellib/	dtjielibit_1K					
5. grmPi †_#K						
6. PKix(Dţj L-Ki4))					
7. Ab "& t_#K †cë	iZ (ti yfUÝ)					
8. eÜKxn¤í`†_‡K						
9. FY 🕆 levt_X						
10. Ab'ıb'' (bi le Ki	1)					

29. D³ i`Vi gunK Avy hù cłePZjby tek ny, Złe ułtÁmKi⁺b, Zvi Avy epsi gj KuiY_stjvuK K?

30. Avchvi cuiedti i tgul gunk e`ç: cllí ev euqz nevi cteP I ezgyibi

eʻiqi LvZ	clíí ev empz niqui cte¶b gunk e`q (UKu)	e Zgųb No gunk eių (UKu)
1. Lý "		• • • •
2. dnji Pilvev		
3. WKmv		
4. ‡cvivK		
5. ° j /Ktj R/g ừ tu r		
6. cuienb		
7. oj (o`ÿ/li m/jK‡i ub)		
8. Drne		
9. Ab`b` (ba) 🤄 Ki 1)	••	
tgill gunik e`q		

31. Avchui cuieți (cli (ev oușz neui) cieKZRb "ți thz GeseZ§tib KZRb "ți hu?

		cte®				eZ Şi b	I		
	k¶vc ï∠ôựb hư m`‡m`i mL`vK	qi Dc inik ZRb dj ?	KZRB -	(j 1hZ ?	k¶vcäĽétibi m`‡mïinsi	n i qui Doținiik L'vKZRb?	KZRĐ ⁻	'¢j hq	
	191j Rb	igiq Rb	101j Rb	igiq Rb	10.jj Rb	igiq Rb	101j Rb	igiq Rb	
inKk 32.	do 4: Kaliwięk Z_ cili evienątbi cię	PZjbq eZ g i	b knî Drev	b țețoțQ dK?			1. n'u	2.	bv
K. 1	nivntj, Avebui gtZ	, knï Drcv b (rovi Kvi¥_‡	j v i K i K?					
33.	cllí e r oqibi dij	j Kul 1914î k a	ni e ig kki	b (GKB Rıy‡Z	. GKwiK dnji D	rcy b) ##@ #K ?	1. E u	2.	bv

K. nivntj, Kqili dnji Drcuì Z nq: cie4 eZĝijb?

cte®	eZ 9tb
1. GKIU 2. `JHU 3. JZHU 4. Prinu I Zui teka:	1. GKAU 2. ` jau 3. uZbaU 4. Paiul I Zui tekx

34. Avchui GjiKvų K K dnji Drovib nų (clili evienų bi cierile eZijųb dnji Drovubi aib I cuigeb)?

dntji bg	cii eli silvei	Z Drcv tbi cuigu (gY-G)
1. ab	Cite	elyub
2. 10		
3. fil v		
4. cti		
5. Aut/B¶z		
6. %j RZy ki" (milv/Zu//Zj/e)	y/)	
7. Wiji RyZaq (gjilgný/ Kjyli)	•	
8. k:Kanedik (byg Dtjil-Kifi:)	
9. Ab'b' (bà @ Ki t)		
35. Axchi Gjiku cilí ev eqibi dij ci	e P Zjibu eZ Mb :	
K. efftivcy tetoto k? 1. miv2. bv	L. mmgjilkcyj b tetotQ K?	N cií cyjb tetotQ K?
	1. miv 2. bv	1. mir 2. bv
K.1. nivntj , 1Kv_u e¶tivcY tekxnt*Q?	L.1. nivntj, ‡Kıb chflq tetotQ?	N1. mrstj, †Kb#Kb#¶#Î ci'cyjb †eto10?
1. iv ÷ at i	1. e` w c hiq	1. Qijj cyjb
2. eniž evoxi Avik cvik	2. eubult 1K Lygvi – 1cb	2. Nfxcyj b
3. cnZZ RnytZ	3. Dfq t¶#B	3. Mi"tyÜZ:R:KiY
4. Ab`b` (bù € Ki †)		4. Ab``b ^{``} (bà 9 Ki 1)
K.2. †Kb †e‡o‡Q?	L.2. †Kb †e totQ ?	N12. †Kb †eto‡Q?
inKkb 5: jinilijinil le [°] e ⁻ vDb qb, e RviRvZ K	(iY, e"em+eubijR"i nPcöniY GesKg	As⁻ù ep:
36. clíí ev eqibi dij cief Zjby eZgi	b Avchui ev Avchut`i huZvuptZi mys	nv iKgb?
1.	Lyftjv 2. ftjv	3. Luive
37. Avchui GjvKu clili ev ouqibi cieq (e Zŷtib h∕ZvµZ eïe⁻ 'ii câub gu n`g_tij a 70ti b tra	j vuK uK (ih_tjvc‡e9euk PjZ eveZ§ub Ptj)? H DHi
Geych rj2 1 almetii i alli metii i	a a sensiti i /alii metiki	i Fig
2 v. v	1. company you many you many y	
3. 5%	3. fib	
4. em	4 . em	
5. UK	5. UK	
6. 10-ú/ bi	6. 10-ú/ 6 i	
7. bugb/füfü/gillå f`b	7. bugb/fUfd/glUi f`i	Ь
8. cutų inil	8. cvių inili	
9. Ab to (bà @ Ki f)	9. Ab [°] b [°] (bà@Kif)	
38. cüí ev oqibi cie9KıbiKıbiRıqılıq I	ni qı Avnı tek mıR ulj GeseZğüb	1Kıbi KıbiRupiliq ini qeAvneteik miR siqiQ?
c te9Kb4Kb&yiliq ini q vAynymiR	eZ 945 #K64K64R	qiliq ini qeAvernaR siyiQ
1. (m) (m) (es eRvi)	1. 180 1mUi (all (ies eRvi)
2. Bhigh cuil`	2. BDubqb cuil`	•
3. ⁻ġ-KţjR	3. [−] j-KijR	
4. "(" 1K) huncyZyj	4. ** * #6` hunev Z	y i
5. mivni †Rjvkn‡i	5. nivni (Rjvku‡i	Í.
6. Dc iRj∢Z	6. Dc tRj 4Z	
7. Ab``b`` (Dţj l-Kif)		b)
39. cllí er ogbi dtj (iv veik-Ky ful	Ně tmlui dogií) cy ervirvzki‡ 1 sin - 2 Lu	Avchif` i 1Kıb nynavulqiQ d(?
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- 2. erki AtbK uktV nigt 3. cY tagfte erkirkZ KitZ ngq Kg jtM 4. jh jKub ngq tagfte cY erkirkZ KitZ cub

6. "**thu disquivey**" **(Kistepi mt_ h**¢ **mtqt** 7. Ab'ıb" (**bit ¢ Ki t**)

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43.	Imilimil e''e'''/Dbqibi (cilif ex GeseZ jijb i k aitbi cy'' erkir	řoqibi) dtj cie9 eZgd NZ Kivnių _4K?	eRviRvZKZ. c#"i	bg: c‡e¶K ai‡bi cY [°] eRviRvE KivnZ	
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45.	Initinii e`e`v Dbqibi (iv`u) erki-miu IkiZb I Inb?	eiR/KyiftU9bgffnlqn) c	‡e^ci eZŷib Avcib	ev Avchvi culetli m`m`iv nBvin KZevi	
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	K. c‡e¶(Zeui †h‡Zb cY`eRviRvE Ki‡bi Rb` cui Kt eui	:: n 6th (7ù1b) ieui K ev e'i fhZ Ab'ib' Ri Rb'' 6 ti	L. eZ 91 cY ⁻ e RviRVZ Ki t bi evi	b KZeni inb: mBqn (7ù1b) i Rb" cnienii K ev e'uf MZ Ab'ib" KqR i Rb" 	
	K. c‡e¶(Zeui 1µ‡Zb cy`enRuiRyZ Ki‡bi Rb`cui Ku eui	:: nB4h (7ù1b) ieui K ev eï ifiK Abïb ^{::} Ri Rb ^{::} 	L. eZ gd cy erkirk Kitbi evi	b KZeni Inb: mBqn (7nìth) i Rb" cuireuiK ev e`nf IIZ Ab`ub" KqRi Rb" eui	
46.	K. c‡c¶(Zevi 1ktZb cY`erRviRvE Ki‡bi Rb` cvi Kti evi ‡hultimille"e"YDbqfbi (efR/Kyj	:: nfkin (7ù1b) ieuiK ev e`if HZ Ab`'b` Ri Rb`' evi fulfingf) dij Kulcy'' ieM 1. n`n	L. eZ gd cY [*] erRuiRuZ Kitbi evi Kbuq ganjuT [*] i Askili 2. bv	b KZesi Inb: nBuja (7n715) Rb" cuireurik ev e`nf71112 Ab`ub" KuRi Rb" 	
46. K. J	K. c‡e¶KZesi †kţZb cY`exRviRvZ Ki‡bi Rb` cvi Kı evi ‡milijmile`e`*Dbqibi (e#R/Kyj fv	:: nfkin (7ù15) ieuiK ev e'uf NZ Ab''b' Ri Rb'' eui fulfigff) dtj Kılıcy'' tefu 1. n'u Lfibgff) gujyf i k aitbi	L. e Zýd cY eiRtiRt Ki‡bi eti Kbq gmj ¢ i Askili 2. bv npavulųt0 ?	b KZesi Inb: n6qin (7ù1b) Rb" cuienik ev e'uf NZ Ab'ub" KqR i Rb" 	
46. K. J	K. c‡e¶(Zeui 1ktZb cY`eiRviRtZ Ki‡bi Rb` cui Kt evi Imiltimille`e`YDbqtbi (eiR/Kyj Archai Gijt(u brym7 e`e`fi D	:: nBúh (7ù15) ieuiK ev e`iFHZ Ab`ib` Ri Rb` 	L. e Zýd cY [*] eiRuiRuž Kitbi 	b KZesi Ink: n6tin (7třtb) RD" cuienik ev e'sfNZ Ab'tb" KtiRi Rb" 	
46. K. I 47.	K. c‡e¶(Zeui †k‡Zb cY`eRviRvZ Ki‡bi Rb` cvi Kı evi İmilimile`e`YDbqibi (eR/Kyj hıllimile`e`YDbqibi (eR/Kyj fv Avcbii GjKy hZvpZ e`e`'i D cte¶K aitbi Ammavtii?	: nfhùn (7ù15) ieutik ev c'af NZ Ab'b' Ri Rb' eui fulfugal) dtj kulcy' tefni 1. n'u Ufugal) gujt i uk attbi buli (iv'y-enk/kyj fulful q eZado	L. eZ94 cY enRiRL Kitbi evi 2. bv mpavutųto? 	b KZesi Inb: nBuja (7h) Rb" cuienik ev e'uPNZ Ab'ıb" Kuji i Rb" eti Kyi njinii AuQ uK? Kyi 1Qij igiqiyi vK uK ai ibi mpavcu?Q uK? avadati?	
46. K. 1 47.	K. cie4Kzesi 1ktZb cY`e4RsiRtZ Ki\$bi Rb` cu Ki eti Initinite`e`YDbqibi (efR/Kyj fv Avcbsi GjtKu InZupZ e`e`ti D cie4K ai\$bi Angsavtj? 1. ~j/KtjiR/gv`tug 1ktZ K6 u	n Bola (70135) iewik ev e'uFNZ Ab'ıb' Ri Rb' evi fuYbg97) dtj Kulcy'' tePu 1. n'u UYbg97) gmjvî i uk aitbi buli (iv'y-en?/kyjfUYblq eZ94b uz 1. muîk	L. eZ94 cY exkikk Kibi e4 Kbq gaj¢ i Aski 2. bv mpavsiqt0 ? u) dtj Auchi evGj eZ94b K aitbi mu 8 ^ j /(tj R/q2 tma	b KZesi Inb: nftin (71)fb) Rb" cuienik ev e'uPHZ Ab'ıb" KtRi Rb" eti Yi njinii AtQ K? Yki 1Qij tgiqivik k aifbi nyavct?Q K? avutqiQ? KZ ctfi	
46. K. 3 47.	K. cie4Kzesi 142b cY`eRviRvZ Ki\$bi Rb` cu Kq evi Initimile`e`*Dbqibi (eR/Kyj fv Avcbsi Gj Kvq InZvqZ e`e`4i D cie4K ai\$bi Anpavdj? 1. ^j/Ktj R/gi tmq 162 K6 m 2. GKvGKvth 16b Rupliq 162	:: nBvin (7ù 15) ieuiK ev e'uFNZ Ab'ıb'' Ri Rb'' evi 1. n'u UYbg9) gujvî i v(ai 16i uHbg9) gujvî i v(ai 16i uHbg9) gujvî i v(ai 16i uZ 1. mil zZ 1. mil Z cuiZ bv 2. GKv	L. e Z94 cY [*] eRkiRk Kitbi exi Kbu gmj t [*] i Askii 2. bv mpavstyt0 ? u) dtj Auchi evGj e Z94 b K aitbi mj B [*] j/Ktj R/gi [*] tng t GKvth 1Kb Rupilg 1	b KZedi Inb: nftún (7h)b) Rb" cuieulik ev e'uPHZ Ab'ıb" KtRi Rb" edi Kti njinHi AtQ uk? Kti 1Qij işiqiyivuk uk aiibi mpavct?Q uk? avniqiQ? ItZ ctii ItZ ctii	
46. K. 1 47.	K. cie4Kzesi 1ktZb cY'e4RviRVZ Kitbi Rb' cvi Kt evi Imiljimile'e''vDbqtbi (efk/Kyj fv Avcbi Gj Kvq InZvqZ e'e''i D cie4K aitbi Angravtij? 1. ^j/Ktj R/gv'tmq 1ktZ K6 n 2. GKvGKvfh 1Kb Rvqiliq 1kt2 3. mgq telk j vilZ	:: nBýb (7ù 15) ieuiK ev e`if NZ Ab`ib` Ri Rb` eti fWfbgff) dtj KutcY` tePi 1. n`u Ufbgff) gnj t`i tK ai 15i 	L. e Zýd cY [*] eRniRuĽ Kitbi evi 2. bv mpavniųtū ? u) dtj Auchi evGj eZýdb K aitbi mp 8 ⁻ j /KtjR/gv imq 1 GKvih 1Kb Ruping 1 Kg j till	b KZesi Ink: n6tin (7třtb) R Kari cuienik ev e'sfNZ Ab'tb' Ktari Rb' eti Ktri nýmli Atto tK? Ktri nýmli Atto tK? Ktri tolj tylujvik tK aitbi nysavot?o tK? avstuto? htZ cti ktZ cti	
46. K. # 47.	K. citef(Zeui fhtZb cY' erRuiRuZ Kitbi Rb' cui Kt evi Imilimile'e''vDbqibi (erR/Kyj milimile'e''vDbqibi (erR/Kyj Milimile'e''vDbqibi (erR/Kyj milimile'e''vDbqibi (erR/Kyj milimile'e'' Auchi GjtKu hZugZ e'e''i D citefK aitbi Ampavrij? 1. 'j/KijR/gi' imq thtZ K6 m 2. GKvGKvth tKb Rupiliq tht 3. mg telk juliz 4. tulji 'tj thtZ nZ	:: nBith (71715) ieutik ev e'uf NZ Ab'ib' Ri Rb' eti ftUfbgff) dtj kulcy' teMi 1. n'u Ufbgff) gnj t i tk aitbi buli (iv'y-eiR/Kyj ftUhlq eZgitb IZ 1. mitk Z cuiZ bv 2. GKv 3. mgq 4. buij	L. eZ94 cY eRuiRuz Kitbi eu Koq gmj & i Asku 2. bv mpavutųto ? 	b KZesi Inb: n6tin (7třtb) RD" cuienik ev e'uPNZ Ab'tb" Ktiri RD" 6ti Kti njinii AttQ tK? Kti 1Qij tgtqivtK tK aitbi mpavct?Q tK? avniqiQ? ItZ cti ktZ cti tj Ini qving Ges uliZ ng bv	
46. K. 1 47.	K. cie4Kzesi 1ktZb cY'e4RviRvZ Ki\$bi Rb' cm Ki evi hullihulle'e'vDbqibi (efR/Ky hullihulle'e'vDbqibi (efR/Ky fu Auchsi Gj Kuq hZvqZ e'e'i D cie4K ai\$bi Ampavdj? 1. ^j/Ktj R/gv'tmq thtZ K6 m 2. GKvGKvfh 1Kb Rupliq tht 3. mgq telk j vlZ 4. tmU 'dj thtZ mZ 5. e4Rsi/ftli), tmUdi thtZ cuiz	n Riha (7ù 15) ieuik ev e'uf NZ Ab'ib' Ri Rb' eui fulfigaf) dtj kulcy' tefu 1. n'u Ufbgaf) gajif i tkaitbi buli (iv'y-eR/kyj fUfblo 22 1. mai 2 cuiz bv 2. Gkv 3. mai 4. huij 2 bv 5. mai	L. e Z94 cY ei R ui R u K Kitbi eti 2. bv nyravutųtų ? myravutųtų ? e Z94 b K aitbi nyu 8 ~ j /Ktj R/gv tmų † GKvth tKub Rupitų 1 Kg juti 2. emthi Kuity ~ 72 ~ 4 8 emthi Kuity ~ 72 ~ 4	b KZesi Inb: nBun (7h)b) I Rb" cuienik ev e'uPNZ Ab'ıb" KuRi Rb" 	
46. K. 1 47.	K. cie4Kzesi 142b cY'e4RsiRyZ Ki\$bi Rb' cu Ky esi Initimile'e'vDbqibi (efR/Kyj fv Auchsi Gj Ky hrZypZ e'e'ti D cie4K ai\$bi Angravdj? 1. ^j/Ktj R/gv tng 142Z 6'e'ti D cie4K ai\$bi Angravdj? 1. ~j/Ktj R/gv tng 142Z 6'e'ti D	n Bila (7ù 15) ieuik ev e'i FNZ Ab'ib' Ri Rb' eti fulfigd) dtj Kulcy' jeM 1. n'u Ufigd) gnjif i tkaitbi uzz 1. mult z cuiz bv 2. Gkv 3. mult L bv 5. mult 6. ~7~	L. eZ94 cY eRtiRL Kitbi e4 Kbq gajt i Aski 2. bv mpavsiqt0 ? 	b KZesi Inb: nBun (7ù1b) Rb" cuienik ev e'uPNZ Ab'ıb" KuRi Rb" 	
46. K. 1 47.	K. cie4Kzesi 142b cY eRviRVZ Ki\$bi Rb cu Ku evi Initimile e 'vDbqbi (eR/Ky hitimile e 'vDbqbi (eR/Ky fr 	r mByla (79135) iewik ev e'uPNZ Ab'yb' Ri Rb' evi fuPlog#) dtj Kulcy' teP4 1. n'u UPlog#) gmj vF i uK ai 3bi buEi (iv'y-eR/Kyj fuPh1q eZ9tb IZ 1. mmR Z cuiZ bv 2. GKv 3. mgq 4. huij Z bv 5. mmR 6. ~97 	L. eZ94 cY exkikk Kibi evi 2. bv mpavstyl2 ? 	b KZesi Inb: nBun (7h)b) i Rb" cuienik ev e'sPHZ Ab'ıb" KuRi Rb" eni IYi njinillAuQ uK? Kui 10(j) kylqivuK uK ai%bi mpavcu?Q uK? avniqt0? Iutz culi Iutz culi Iutz culi Iutz culi	
46. K. 1 47.	K. cie4KZesi 114Zb cY`eRkiRkZ Ki\$bi Rb` cu Ku eti Initinile`e`'vDbqtbi (eR/Kyj fv eti Atchi GjtKu hZvpZ e`e`'i D cie4K ai\$bi Anpavtij? 1. ~j/KtjR/gv`tmq 114Z K6 m 2. GKvGKvth 1Kb Rupliq 114Z 3. myq tek jtHZ 4. huU ~ćj 114Z nZ 5. erki/HB, tmUdi 114Z cu 5. erki/HB, tmUdi 114Z cu 6. ~f~ 11Kb ~114Z cu 6. ~f~ 11Kb ~114Z cu 7. Ab`vb` (bu)@ Ki fb)	:: mBvin (7ù 15) ieuik ev e'uFNZ Ab'vb' Ri Rb' evi fWingif) dtj Kulcy' teM 1. n'u UMingif) gmj vF i uk ai 15i 	L. eZ94 cY' eRtiRL Kitbi 	b KZedi Inb: mBuh (7h)b) KZedi Inb: mBuh (7h)b) Kujiki Rb" edi Kujiki Rb" edi Kyi mjinili Auguk? Kyi 10jj kyiqivuk uk ai tbi mpavcu? Quk? avaiqi0? Kiz cuji Kiz cuji Kiz cuji Kiz cuji Li mir 2. bv	
46. K. # 47. 48. K. =	K. ciefKzei 1142b cY eRviRVZ Kijbi Rb cm Ki initinile'e''Obqibi (eR/Kj mitinile'e''Obqibi (eR/Kj Mitinile'e'''Obqibi (eR/Kj Mitinile'e'''''''''''''''''''''''''''''''''	: níkin (7ù15) iewiK ev e'uFNZ Ab'b' Ri Rb' eti ftUfbgff) dtj KnicY' tePi 1. n'u Ufbgff) gmj f i tk aitbi bdži (iv'y-eR/Kyj fUfbi 22 1. mtR Z cuiZ bv 2. GKv 3. myq 4. huši 2 bv 5. mtR 6. ~{7 	L. eZ94 cY erkikk Kiti eri Kbq gaj F i Askii 2. bv mpavalųto ? 	b KZesi Inb: nBun (7h)b) R KZesi Inb: cuiemiK ev e'uPNZ Ab'ıb'' Kuiri Rb'' 	
46. K. 1 47. 48. K. 1	K. cie4Kzesi 1142b cY'e4RsiRsZ Ki\$bi Rb' cu Ka esi Initimile'e''Obqibi (efk/Kyj fr esi Initimile'e''Obqibi (efk/Kyj fr 	: níkin (7ù15) iewiK ev e'uFNZ Ab'ib' Ri Rb' evi fuFing#) dtj KulcY' ieF4 1. n'u UFing#) gmjvF i uK aitbi uUFing#) gmjvF i uK aitbi uUFing#) gmjvF i uK aitbi uUFing#) gmjvF i uK aitbi uUFing#) gmjvF i uK UFing# UFing# Example i u UFing# Source i Kgfhs thi mj mjimilitetotQ? 6. Kulii ukti i Kuk	L. eZ94 cY erkikk Kibi eri Kbıq gajıf i Askil 2. bv mpavalışto ? u) dij Aucbi evGj eZ94b K aitbi mu 8 ~ j /Kij R/gv imq † GKvih 1Kb Ruşliş 11 Kg jull Kg jull Kg jull Kg jull Ka erki/IND, thulfi 1K3~ 11 kiz cuiz bv 6 (im) Kit)	b KZedi Inb: mBda (7ti) K (Ri Rb" cuiemik ev e'uPNZ Ab'ıb" K (Ri Rb"edi ity'i njinill A (Q uk? ity'i njinill A (Q u	
46. K. 1 47. 48. K. 1	K. cie4Kzesi 1142b cY'e4RviRvZ Ki\$bi Rb' cwi Ku evi Initimile'e'vDbqbi (efk/Kyj fv evi Auchsi Gj Ku hZvpZ e'e'i D cie4K ai\$bi Anpravtij? 1. ^j/Ktj R/gv tmq 1142 K6 m 2. GKvGKvth 1Kb Rupling 1142 3. mg tek j viZ 4. twi 'gj 1142 m2 5. e4Rvi/jill, tmilti 1142 cvi2 6. ~f' 'fK) *fht2 cvi2 bv 7. Ab'b' (dm) Ki*b) Auchsi Gj Ku clif ev eqtbi d funtj, 1Kb4Kb4Lvt2 Kg%-"tbi 1. Kuk KR 2. KulcY' e4RviRvZKi\$Yi 1117	: níkin (7ù15) iewiK ev e'uPNZ Ab'ıb'' Ri Rb'' 1. n'u UYngif) dtj Kulcy'' ieM 1. n'u UYngif) gmjvF i uK aitbi 	L. eZ94 cY erkikk Kibi eri Kbıq gajıt i Askil 2. bv mpavulqt0 ? u) dtj Auchi evGj eZ94b K aitbi my 8 ~ j /(tj R/gv tmq t GKvih tKıb Rupilq 1 Kg juli 5 erki/Nij multi 1Kb Thitz cuiz bv 5 (init@Kit)	b KZedi Inb: mBda (7ù1b) I Rb" cuiemiK ev e'uPHZ Ab'ıb" KtiR i Rb" eti IIYi mjinill AtQ uK? 	
46. K. # 47. K. =	K. cie4Kzesi 1142b cY'e4RsiRuZ Ki\$bi Rb' cui Ki initinite'e''0bqtbi (efR/Ky nitinite'e''0bqtbi (efR/Ky nitinite'e''0bqtbi (efR/Ky fu Auchi GjtKu niZupiz e'e''6 D cie4K aitbi Anguavdj? 1. ^j/KtjR/gv'tmq 1142 e'e''6 D cie4K aitbi Anguavdj? 1. ^j/KtjR/gv'tmq 1142 e'e''6 D cie4K aitbi Anguavdj? 1. ^j/KtjR/gv'tmq 1142 e'e''6 cie4K aitbi Anguavdj? 1. ^j/KtjR/gv'tmq 1142 e'e''6 cie4K aitbi Anguavdj? 1. ^j/KtjR/gv'tmq 1142 e'e''6 3. mgq fek jtKz 6. ~f'' 1142 mz 5. erki/118 thtZ cuiz bv 7. Ab'b''(duite Kif) Auchi GjtKup clif et'outbi d funtj, 1KtbtKtbLttZ Kgfts'tbi 1. Ktk Ku 2. KulcY' erkirtKtiffi 11141 3. Inbemb PjPfji i 11141	:: mByla (70785) iewiK ev e'uFMZ Ab'ıb'' Ri Rb'' evi fuPlog#) dij KulcY' iePd 1. n'u UPlog#) gmjvF i uK aitbi 	L. eZ94 cY exkikk Kibi eti Kbq gaj¥ i Aski 2. bv mpavsiųt? eZ94b K aitbi mp 8 j/KtjR/gv tmq i GKvih tKub Rujių 1 Kg juli (entbi Kuit? ~ 72 ~ 8 exki/Mi, tmiki tKp * 1kt2 cuiZ bv b (imrekit) uk?	b KZesi Inb: mBuk (7m²b) i Rb" cuiemik ev e'uPMZ Ab'ıb" KuRi Rb" 	
46. K. 1 47. 48. K. 1	K. cie4Kzesi 1142b cY'e4RsiRsZ Ki\$bi Rb' cri Ku initinile'e'vDbqbi (efk/Ky hultinile'e'vDbqbi (efk/Ky fu Archi Gj Ku hZupZ e'e'i D cie4K ai\$bi Anpavtj? 1. ^j/Ktj R/gv tun 1142 K6 n 2. GKvGKvfh 1Kb Ruplin 1142 3. ngq fek jyliZ 4. hull '&j 1142 nZ 5. e4Rsi/filij, tulki 1142 cri 3. ngq fek jyliZ 4. hull '&j 1142 nZ 5. e4Rsi/filij, tulki 1142 cri 3. ngq fek jyliZ 4. hull '&j 1142 nZ 5. e4Rsi/filij, tulki 1142 cri 6. ~f' 115) *1142 cri 7. Ab'b' (date Ki b)	: níkůn (7ù 15) iewiK ev e'uPNZ Ab'ıb'' Ri Rb'' 	L. eZ94 cY erkikk Kr eri Kbıq gajif i Askil 2. bv mpavalqt0 ? u) dtj Avcbi evGj eZ94b K aitbi mu 8 ^ j/Ktj R/gv ma 3 / Ktj R/gv ma 15 / Ktj R/gv ma 5 / Ktj R/gv ma 16 / J Avcbi evGj eZ94b K aitbi mu 8 / J Avcbi evGj eZ94b K aitbi mu 5 / Ktj R/gv ma 16 / J Avcbi evGj eZ94b K aitbi mu 5 / Ktj R/gv ma 16 / J Avcbi evGj 8 / Ktj R/gv ma 16 / J Avcbi evGj 8 / Ktj R/gv ma 17 / J Avcbi evGj 8 / Ktj R/gv ma 18 / J Avcbi evGj 18 / J Avcbi evGj 18 / J Avcbi evGj 18 / J Avcbi evGj 18 / J Avcbi evGj 19 / J Avcbi evGj 10 / J Avcbi	b KZesi Inb: mBuka (7m²b) i Rb" cuiemik ev e'uPMZ Ab'ıb" KuRi Rb" evi ity'i njinill AuQ uK? ity'i nj	

49. #nihimile"e"'ü Dbqibi dij gnjvî i Avlili Zjbq /	viqi njinili teto10 k(?	1. mir	2. bv
K. nivntj , kZKivKZ fvli tetotQ?%			
 50. Avchui GjuKu gujut i wafbanithi KuR Addilihi KiZ? A. cie4k aithi KuR gujututed: Addilih KiZ? Kuli 2. mar gjuluti "Qulj cyb Kuli uki gul Lbb iv whil/ mizabgit efftiveb grmi kuKmenti edilib f2*e env(duite Kift) PKix Ab'ub" (duite Kift) 	aib 1Kgb: cllí ev ougbi cief L. eZgib tk aijbi KifR guju 1. Kil 2. mn/ gjill/tli/tobj cyjb 3. Kuli tkí 4. gul Lbb 5. iv vibl/ mlZaig@ 6. egtitob 7. grm 8. kKmeiRi etilb 9. ¶2*e env(tob@ Kifb) 10. PKix 11. Ab`tb" (tob@ Kifb)	I e zą d ivjek A	bi? skiiiiib K‡i?
51. Avchvi GjvKvy clilí ev ovyhbi dtj (iv veliR/Kyjfv _vlK uK?	u rni, †muli ev mu-erkvi ni qu 1. niv) eZ 94	gnjvivcy eRviRVZ K‡i 2. bv
52. Avcəb ələfir Kilbil şiniğ tmibil/erindəi əliqidə ək?	1. 🗰		2. b v
K. niivutji, Kiini Rb" evik cy" tePutkibii Rb" Avcib tili) mbi/eRti utqi tjb?		••••••
53. cilí įtiver equibi dtį Gjukui Rhillyi uhkrmi 1¶	i k k nyavatyto?		
 inediki * tjuž inevibuji Rb" mijRB 1422 bZb bZb imevilki * niqiQ nigogz uhkrmutiz cui inevilki * tjuž inevi hZupZ LiP KtytQ bZb Jliai * tkb ned dtj mitRB Jla to Ab'b" (dnir@ki*b)	cui #2 cui #2946 K2 fwl 1j K ~{77 1K\$`1	4 ?	
c‡ep fill ei			
 55. clí í ev entbi díj (iv v-elk/ký fulpilů, imbi, i Ki cuitelki Dci? iv vubgli díj Rjve×Zvmé ntul mgb exi2 eb'i mé na iv v adi exit: exitivo bvKiva cuitelk iv v adi exit: exitivo bvKiva cuitelk tuž, imbi/gdK0, tj vZ Rbmydy f hmik Inbenb Pj Pij i díj engká Ab'b' (imre Kit) 56. ev emz clí (tj v hvZ me ngatu Rb' e'emi Dc Ktib? (clíva ati ati uttámKitb) AeKuldyv njušk iv vhU elk-Ký fup tiv bKZ.exi 	vī uš anķi eņļļtīvob nileņi dīji) ri 2 ci fulmgī bé nt?Q eto huleņe Silburwerī †eto 1994 ` Ho nt?Q Indik I fetjiv_uk (Kuhiti _utk)	k uk Ang)) înRbî i	nanî myê nîqîQ - tîngb wîkî K Kîv DilîZ etjî Avcib gijîb

ab¨ev` wi‡q m/]]vrKvi NÖY †kl Kifb

cjxAeKuhtgvDbqb clif: eņlēi gqgbunn (gqgbunn, UuMBj, Rugyjcj, tkicj, ulitkulmä I tblītkubvtRj) - 2q mtkunZ kalik cliti clive gjiupb

LubvRuic cliggiv

(K‡Uj Guiqui Rb": th Gj Kuq iv"y-eiR/Kyj fU@1110, tmUui bB evKg)

fykk AnninjyyAyiyKy | AygivixW (NjelYvcilZóvb) Ges AkBGgBaW (cuikíbvgšlýja) Gic¶ t_iK gW chqq gj`upb Ruitci Dtitk" Gtmt | eZgb Ruitci Dtitk" ut"O, Avcbt`i GjvKvi thuhthull e'e'(, Kul Drcv`b erRviRvZKiY, e'emendatR"i aiY Ges mpaatfylkt`i Avq I Kgfks"tibi njinkingeav (Kgb tm veltq Z_" milli Kiv| AvgivG m=4tK9Avcbui gj"eb gZygZ millipi Rb" Gtmt |

Avcub gjieub Z_" wity G NitelYvi Kvirk muthalitzv Kitz cvitib| Avcuvi gzvgz iranyû NitelYvi Kvirks e"eüz nite| Avcuvi î qvz_" nevifynicu ivl.vnite| Avcuvi Abynz totj Avy my[vrKvi iri"Kitz cwi|

#Kmbst



efW	•	ikulis:
₽ŢV	:	iKuils:
DcIRju	***************************************	1KuWbs :
BD:bqb:		1Kul/bs:
tg Š₹√l q	MBs :	#K##/bs:
Mj:		#K##bs:

m/ \rKvi NËYKvixi bıg	: m¶vKú IIËÿi ZuiL:
nyvi f B R4i i bg :	Zül:
m⁄]]vKvi NijY: `i`i'i ngq	: #ki ng ç

InKkb-1: Lubvi mavi Y Z_`vej x

1.	I. DËi`VZVDËi`Ĵxi by: (cj41i 11)fiî ub Liveb A_eveb Derlikiixi	Gesgnjvi 1¶#î culetii eq~(G	yi½ 1. cý4 es wewnZ gnji)	2. g mj v
K.	(. DËi`\ Zv `\Îxi eqnt e	Qi K. DËi`\Zvi eZ(hb †ckv	
L.		(ntevP #h 1k7x	c vn K‡i‡Qb)	
	I DËI`\Evî\Îxi ^eennk Ae"k	1. wemZ 4. ZyjyKc B /cBy	2. AwewnZ 5. c _a K	3. wcZill/waev
NL.	L DËi`vZv`vÎxi RusZ mšeb mL`vKZ? 1	lqtj : tgtq:	tytk	
0.). cuienții tgul nì ni mulitRb (0-14	eQich9-kii; 14 eQtiiD‡×	;€q ~(m` ḿ)	
	eq® cÿ1tRb eq® ga	jutRb 194j uki	itRb	tgtų dritRb
P.). DËi`vZv' viji gunk AvçUl	Kv		
Q.). cuieții aib: 1. GKK cuieți	2. 1kš_ cuieni		

tnKkb-2: AeKilitgymµnš-Z_" (iv"y-eiR/Kyi fill?/110, tmUui/gdK0/mll-eRvi)

2. Avcbil Gjilkin ili Aekultigv (iv y-eik/ky fulpiliti), imilii/mil-eikii) Adq?

		-				
	1. e R/Ký fil¶n cKviv [*] v-	5. Nijol	mU-eRvi			
	2. eR/Ky fUQovî ayoKviv 🗸	6. 1110_ 1	mUki			
	3. eR/Ký filltovi ayAurckvi v	7. e R /	(yj fvl¶ cvKviv ⊺vbe l	8		
	4. est/ky turbovi aykyvgusi iv v-	8. Ab`t	° (₩)® Ki 1)			
3.	(inf` i GjvKvq hÆvqÆ eïe ⁻ v fvtjvbq Zvf` i v Rbï uK uK mynivevAm pa £	e‡Á mKi	5) Avc hi Gj¥ky f4	ijvivīvili, eik/	Ký fil ^y	bv_Kvi
	1. mai:R ih iKub Rupilin InZupiZ Ki:IZ mg 2. ^d /Kti R/av inz eRvii ikiZ manivat	m`v nq "Q	5. Kılırız cy ⁻ eirni 6. Riye×Zyi Rb ⁻ dı	RÆKIĮY nynïvn ti i ¶hÆ n‡@	#Q	
	3. TY 1Kb` "IntZ numvut"Q		7. eb vi Rb" dati i "	The nt Q		
	4. Kulku cy cuiențio nymivație		8. Ab'ıb'' (ba)@Kif)		
iv	vniúko z_::					
4.	Avc h/Avchu vK‡e t_ ‡K Avchu Gj vKu ivīve	e [°] emi Ki	Z`` `i"K‡i‡0 6?		(mj	Dţj 占
	KIT) Ah ju'uno nya c'omi Kiwas)					
5.	Avcub ev Avcubi cuieții (KD iv vulgi) Avcub ev Avcubi cuieții (KD iv vulgi)	ti m <u>t</u> Rı	oZ dijb K?	1.	m 2 .	bv
6.	eZ gib Axchii GjiKui iv ⁻ vAxchi evAxchiiv	e emi Ki	Qb dK?	1	. III	2. bv
K.	wafbdKal cY" c alentibi (data hal av I data Av	ni) Rb A	vchvivGB iv ull e en	ni K‡ib ¥K? 1	I. niv	2. bv
7.	iv ve enti 1Kb iKg nynivi nrijub niqilb (evn‡"Ob di	{?	1. 🖬	i v 2 .	bv
8.	iv y-tjvh_h_fte i¶Yte¶Y I tgigZ Kiv	nq uK?		1. m 2	. bv	3. Rubby
9.	Avchui GjuKui ivīui e zē b Aeīvīk g b?					
	1. GjtKu tjtKRb bqyZ GB iv⁻ve°emi Ki	ļi '	7. iv ui Dhh?uiq h	be ub Pj Ptj i A	by thild	ntų Auto
	2. iv w e entii Dchy AviQ	1	8. Av Z eņ #/eb`v q ivī vi	i en † f‡½jniQ		
	3. iv ul tgivgZ KivcüpRb	9	9. GKUzeyý‡ZB iv`vp	cub Rig Rjve ×2	lvi nyý i	nd in the second se
	4. iv vPjvPtj i Dc‡hNkbv	4	10. iv u 1Kb i¶Yte	≥¶Y Kivnq bv		
	5. iv u 1Kb iKg PjuPj Kivhu 6. iv ul tf1%din 1629 má atatů	•	11. Ab`\b` (Dtj L-Ki1	b)	••••••	
æ	Ki filoníko 7 ".					
				4	L	
10. V	AKCHA GJUKUJIV UJEK/KYTUAUUK?		wanture"ent Vit	1. III Z. 7 aui:10h -1/2	DV (13 E	SCHKOND)
ĸ.	in by, ezgap iv an iv a DCI ex/ky fa	nd Angel (Waydaive cha kila	l gwifud wy:	1	2. DV
11.	eiR/Kyj fullij h_uh_fute i ¶Yute¶Y I tgiugZ	Kiv nų u K	? 1. 🖷	w 2. bv	3. I	Rubby
12.	eiR/Kyi fullbi eZ(jb Ae^v†Kgb?					
	1. Gj Kvi tj KRb bqgZ GB eiR/ Kyi fVIQ	emi Kți	5. diicvZ Gi eZ	yb Ae⁻ ʻr fvtj vbi	4	
	2. eiR/Kyi fulli e`emti i Dchyi AviQ		6. Gʻvicë tivili	eZ 9b Ae⁻vfvtj	vbq	
	3. eik/Ký fulil tgivgZ Kivc i lykb		7. Ab`\b` (Dtj ⊩i	(i1)	-	
	4. ‡iyjsGi eZgb Ae ⁻ vfyjvbq		-			

iv w culk effixeb maake Z_":

13.	8. Avchvi GjvKvq i (17 b=G hb)	v īvi cvik e ¶ļtivc ib i	KvR niqiQ d	(?	1. nii	2. bv(17 b	9-G ind) 3.	Rubby
K.	nivntj, e¶tiv:tbi KuR GjuKui gujvAskNijY KtitQuK? 1. niv 2. bv 3. Rubbv							
L.	ivīvi GB MQ_tj	i vi dqyZ (* Lvik abvi	(ive vhZdb a	ni Kutr Gjuk 1.	ui`ui`*gunjı miv 2. br	ivAsk ilii b K‡i † v 3. Rubb v	K ?	
14.	. iv u cuik	e¶tivcb	ni qq	Avc bu iv	eZ ĝ¢b	w≚fo‡e j	j vfeb	n‡'(b?
15.	. iv vi cvik tiveb	KZ.e¶_tjú eZ gb /	Ae ⁻ ú 1Kgb?		••••••			
	1. tixbKZ.e¶ 2. tixbKZ.e¶ 3. e¶ tixbi 4. e¶ tixbi 5. Ab`b` (Dtji	tjvftjvAtQ tjvbé sty 10Q 1¶fî h_th_ csiPhf 1¶fî eo NQ_tjvPsi -Kif)	A fuje AunKu Kji 1Kju del	k MQ gti 1Mp iq 1MQQ 	Q (kZKiv	fil)		
16.	. Avchui GjvKvy i	v vei R/Ky fil/Bbq a	evilg# Ges	s ivī ui cuļk eļ	ļi tivc ibi d ļ	j uK uK mysavni	1410?	
	 Individual e e e em-eubit Kut kţi i d Kut cţi i g Ic cţi i g iv uț muiț kut cți i g ut tu cți i g 	°'i Dhuii "i căni rcv`b ey: j" ey: Dhui Dhui i ¶hii cuigu' Kigii hicub Pj vți i dij As`ti tetoiQ tetoiQ tetoiQ tetoiQ	11 12 13 15 16 17 2 18 17 20 20 21 20 21 01970	. GjvKu unfl . iv vibgfyi . iv vi ati e . GjvKui `vi . iv vi ctik d . #Zgb 1Kub D . Ab`ub" (duù (bæiž ôtb/mil dtj Rjve×Z ni qq mgb Atcob ni qu Atiob ni qu Atiob ni qu Atiob ni qu Atiob ni qu Atiob ni qu Matiob ni qu Atiob ni qu Matiob ni qu Atiob ni	/Gburl/~97 (K vKigiQ eykiZ eb'vi nyk y cuitetiki em i¶ u cuitetiki fvin br KviJi Drcv cyivhZabqui k # dUI Dbur nab	5 *Kır Ki‡ inq bv [vct/Q ing`i¶vct b ey: Kıtr Askilli	Z `Yi <i>"</i> K‡İQ 'Q 6 Ki‡Q
tinğ	ë †mili/Nijof mi l	eri maike z_":						
17.	. Avchví GjvKvy 1 bscůkdnb)	N <u>)</u> †mUi/Nijol mU-	ervi Aviq W	?		1. 🗰	2. bv	(17-L
K. I	nivnij, ‡Kıbik Ad	Q? 1. 1N<u>ě</u> 1 mUvi	2. griji	3. 1	nij-erRvi 4.	Ab`ıb` (ibù € K	(i 1 :	
L. B	bvatj, Avchvi Gj	•Kuį 140_ į mUú/mU-	e:Rvi/gr#KØ	w_¥¥i Rb" A	vchų" i uk u	(nynïvuťQ? (25 bs c i kd	nb)
18.	. eZ ģitb †Nij_ †m l	lá/Nijpi mij-er káti /	Avcub ev Avc i	Mive emi Ki	‡Z cvi‡0b d X	? 1. mi	iv 2. bv	
K.	. niirntj, K K Di	i ik` (iK iKbijePvKi	vi Rb') Avcı	b ev Avchviv †	ių̃_ †miki/ilų̃	p¥ mU-e:R \i ili	 410b?	
19.	. Avchui GjiKuq 1	Ně, †mUú/Něpř mU-	evRvi nevi d	tj Kulcy" teP	;‡Kini cëyz	vietotų K? 1	. niv 2 .	bv
20.). Gj⁄Kvi R bNY ⁄K 	u cy support Rb 1	NË †mUti/ g	niku Anu-er ri	i utų hu į?			
21.	. Avchul GjvKvq t	NŽ †mU <i>i/N</i> ŽpY nU-	eRvi nevi d	tj GjKvi Rb	NIYi Avq cte	P Zj bq tetotu	. uk? 1. m	iv 2. bv

22. †Ný †mUú/Nýpř mU-e rR	vi₩i eZgb Ae⁻v†Kgb?			
1. Gj Kvi tj KRb dogg 2. e [°] emtii Dchý A4Q 3. tgivgZ Kivc ö yRb 4. t Ně , tmbi/gdK t ěi t 5. ckvKkR, tj vtří%b	jZ GB (NČ, tmbi/NČyl mb ingž AcKilitgv, tj v- fv/dP 6 sty 1NQ	eRvivi e`emi K‡i vivbó sty NQ		
6. 110_ 1mUi/gitKBU n 7. A n fort gydrii maa	niikfyje e`emi Kivną bv «Pui Giulus orb Ptau til			
7. Alley eved u ngq 8. c kiiZiiGi Ku Ab " (erki ojvajcuo rag_un erki pivol <i>m</i> e AÎ erktii	i ⁄7:Kta 1880		
9. 110 įmili/g 4KB Gi	c ünRbgZ i¶Yvte¶Y Kiv n	q bv		
10. Ab b (Dţj l-Ki 6)	••••••		******	
23. Avcini GjiKuj Ili ž, imU	i/g4K9 Db qb/bg4Y i dtji t	K uK mpavniqiQ?		
1. uufbai ‡bi	i cY" mghili gRỳ teto‡Q	8. Kulli ukți i Dba	þ	
2. wifbaitb	i cY m gilii (KbiteP vtetoti) 9. Kgin	Them	
3. g nj ‡µZv	etµZvi mL`v†eto‡Q	10. `‡e`i ¶#Zi ci	ig¥ K‡g‡Q	
4. Wifbœ em	Pennyr i com Nyyru Hr Ang tatato	11. RJVE×ZV + 10	ign) I mark Annalis Dhall mark	
5. erkyn en 6 ardii Av	rk Auj jejoje u7h tetat0	12. i2go ikto pole neprigtuu pole nepo 12. aliili (12:0 kis):		
7. mônta cilità	bb eRvi eIm		~ 	
K. niirntj, At ili Zjbą kZl InKkb 3: Ay_AnguikK Ae ⁻ v 25. Archi cuistii Do Ri Ku	(ivKZfviitetotQetj Avcii minimi:vKZRb?	g ib Ktib?	%	
23. Augu Chomi Domana				
K. c ie%ZRb új: tyl	: Rb L.e Z §	#b KZRb: †gJU :	Rb	
cy 1	iKD iv Ph	C y 1:	KD Dh	
3-9		an -		
26. Avchvi †ckv¥? (c‡e¶ I ei	Z 94 bi)			
cteo		eZ ĝib		
cëlo †ckv(GKill D Ëi nțe)	Abîvbî tekv (GKwaK m‡Z	c ëb †ckv(GKd) DËi n t e)	Ab'ıb" tekv (GKunaK m‡Z	
1. Kal KaR	ciu) 1. Kult Kult	1. Kel Ke	cua) 1. Kult KuR	
2. Kılı aRÿ	2. Kul aRý	2. Kul aRý	2. Kul aRý	
3. Kj-KviLubvi klyK	3. Kj-KviLubvi klyK	3. Kj-KviLubvi klyK	3. Kj-KviLubui kilyK	
4. ¶ž*e¨em/duoqv	4. ¶ž *e "em/dæqv	4. ¶ž*e¨em/duoqv	4. ¶ž *e em/dæqv	
5. gySvixe¨env	5. gySvixe¨emv	5. g\\$\ixe``env	5. g\\$vixe`env	
6. eo eïemv	6. eo eïenv	6. eo eïenv	6. eo eïenv	
7. PKix	7. PKix	7. PKix	7. PKix	
8. Jeku 9. je od state	ð. Teku 9. þ. þ	ð. 70KW A ⇒L ⊲D‡	ö. 7eku A ⇒L =D:	
7. wo gxy 1 0. He Yx	7. WD GRY 10. Ha¥x	7. WD GRY 10. Nin¥x	7. WD GRY 10. Na¥x	
11. Ab'ıb" (bàt¢ Kita)	11. Ab`\b` (bà)♦ Ki1)	11. Ab`vb` (bbà€Ki†)	11. Ab'vb" (bbà@Ki1)	
	· · · · · · · · · · · · · · · · · · ·			

bv
27. **bR⁻'Pul‡nM Ruji cuigib: c‡eP I eZ§4**bi

 Ruyi aib
 c#e@kZwik)
 eZ@tb (kZwik)

 ubr⁻?Pd imit Ruy
 1. Avi0:kZwik
 2. bi8
 1. Avi0:kZwik
 2. bi8

28. Avchui cuienții îgli Anțui Drm I cuighi: cțef I eZĝițhi

	iqi Dim	c je¶i () guir avj UKuj)	ezgyp No gynk Avy (UKyr)
1. Kulluz t_tK				·
2. cií cyjb t_1K (mm/	jili/ili '/Qilj cyj	b)		
3. e'enveubR' t_tK		-		
4. kKanenki ellib/dtj	j i eMb <u>†</u>1 K			
5. grmPil †_#K				
6. PKix	(Dţj -	Ki †)		
7. Ab" "16 t_1K toliz (8. eÜKxnifuî t_1K 9. FY f Levt 1K	(ìi yiV Ý)			
10. Ab'ıb"	(ibi)®	Ki f)		
tgul gunK Avy)³i`uZvi gunK Avy har 	c teP Zj buq teik i	n, Z‡e užļÁm Ki 6, Z v	iAwqeyna igjiKu	iY_ijv& &?
tgul gunKAvıj)³i`vZvi gunKAvıjhax Nuchvi culenții tgul gun e"≵	c ieP Zj bu tek i K eïq: c ieP I eZ II LVZ	nq, Zie ULIÁm Ki 6, Zv Gubi cülí er ou	i Avq epsigji Kr na na iY,tjvKK? eZ Şt b	
tgul gunk Avy) ³ i`vZvi gunk Avy hiì Avchui cuiettii tgul gun e`i 1 I v?"	c ieP Zj bu teik (K e`q: cieP I eZ Ii L\Z	nq, Zie ultiÁm Kit), Zv gabi cülí ev ev No gun K	i Avq eyşi gji Ku qZ niqui cậc© e`q (UKva)	iY_tjvd(d(? eZ g db HogunKeïq (UKu
tgul gunk Auj) ³ i`uZui gunk Auj hir Auchui cuietții tgul gun e`i 1. Lu`" 2. dmi Palveri	c ieP Zj bu tek (K eï q: cieP I eZ Ji LVZ	nq, Z‡e uR‡Ám Ki16, Zv Gyddi c¤líev⊺eu Nogun K	i Avq epsigji Ku qZ niquic‡e© e`q (UKva)	iY,tjvd(d(? eZ g db NogunKeïq (UKu
tgul gunk Auj) ³ i`uZui gunk Auj hir Nuchri chietti i tgul gun e'‡ 1. Lu`" 2. dnj Pulver 3. ubikmv	c ief Zjbų iek (Keię: c ief I eZ JiLVZ	ng, Zie UltiÁm Kito, Zv Gybi cikí ev ⁻ ev No gunk	i Avqeşsigji Ku qZnlquic‡e® e`q (UKvy)	iY,tjvtKtK? e Zĝib IIb gunKeïq (UKu
tgul gunk Auj) ³ i`vEvi gunk Auj hit webui enteuti i tgul gun e't 1. Ly`" 2. dmj Polvev 3. uhkrmv 4. tevlyk	c ief Zjbų iek (Keių: c ief I eZ Ji L u	ng, Zie ultiám Kits, Zv Gybi cülí ev eu No gunk	iAwqeypeigyiKa qZnlquic‡e© e`q(UKwy)	iY_tjvdKdK? eZ gd b NogunKeïq (UKu
tgul gunk Auj) ³ i` vZvi gunk Auj hir Avchui cuietții tgul gun e'î 1. Li ^{7 ::} 2. dagi Palver 3. thKrav 4. ţculuk 5. ⁻ gi/KtiR/gi ² tav	c ief Zjbu tek (K eî q: cief I eZ Ji Lv Z	nq, Zie ultiÁm Kit), Zv gabi cilíí ev⊺eu No gan K	i Auqeysi gji Ku qZ niqui c‡e© e`q (UKuj)	iY_tjvd(d(? eZ g db HogunKeïq (UKu
tgul gunk Auj) ³ i`uZui gunk Auj hi` Auchui cuietti i tgul gun e'i 1. Lu`' 2. dnj Pdvei 3. thKrmv 4. tculuk 5. ~j/KtjR/gi`tmv 6. cuienb	c ieP Zj bu tek (K eï q: cieP I eZ Ji LVZ	nq, Zie ultámki 6, Zu gubi cülí ev ⁻ ou lib gunk	i Avq epsigji Ku qZnlquic‡e® e`q (UKvy)	iY,tjvtKtK? eZ gt b NogunKe'q (UKw
tgul gunk Auj) ³ i` vZvi gunk Auj hi` Avchri crietti i tgul gun e'i 1. Lv` " 2. dnj Pulvei 3. ubikmv 4. tculvk 5. ⁻ j /ktj R/gv` tnv 6. crienb 7. uj (u-` ÿr/litvn/jktiv	cief Zjbų iek i Keię: cief I eZ Ji LVZ	nq, Zie URIÁm Kita, Zv Gybi Cülí ev ev No gun K	i Awyensigji Ku qZ niquic‡e® e`q (UKw)	iY,tjvtKtK? e Zĝib Ib gunKeïq (UKu
tgul gunk Auj) ³ i` vZvi gunk Auj hit Avctui cuieuți i tgul gun e'i 1. Lvi " 2. dnj Pulvei 3. uhkrmv 4. tculuk 5. ⁻ ĝ/ktj R/git thv 6. cuieuto 7. unj (uni jr/Mivn/jktjiv 8. Drme	cief Zjbų iek (Keių: cief I eZ li Luz ni)	ng, Zie ultiám Kits, Zv Gybi cilí ev en No gunk	i Avq epsigji Kv m72 niquic‡e® e`q (UKvaj)	iY,tjvtKtK? eZ gt b NogunKe'q (UKu
tgul gunk Auj) ³ i` vZvi gunk Auj hir luchui cuietti i tgul gun e'i 1. Li''' 2. dnji Pdvei 3. thkrmv 4. tculuk 5. ⁻ ji/KtjiR/gi'thv 6. cuienb 7. uji (u` jr/Mvn/jKtiv 8. Drme 9. Ab'ub'	cteP Zj bu tek (K e`q: cteP I eZ li L\Z mb) (im) 9	ng, Zie ultiÁm Kito, Zv Gydbi cilíí evīen Nogan K	i Auq eyşi gji Ku qZ niqui c‡e© e`q (UKuq)	iY_tjvtKtK? eZ g tb HogunKeïq(UKu
tgill gunk Auj) ³ i` vEvi gunk Auj hit Auchvi cuteuti i tgill gun e'i 1. Lv` " 2. dnj Pulvei 3. uhkmv 4. tculuk 5. ¯ĝ/Ktj R/gi thv 6. cuteut 7. uej (ue` ÿr/Mvn/jKtjiv 8. Drme 9. Ab`ub`	ciePZjbų iek (Keię: ciePIeZ ji LVZ (imP)	ng, Zie ultiám Kita, Zu Gybi cälí ev ⁻ en No gunk Kita)	i Avq epp i gji Kv qZ niqui c‡e® e`q (UKvu)	iY,tjvtKtK? eZ gt b NogunKe'q(UKu

31. Avchui cuiesti cie&ZRb "¢j thZ GeseZ@b KZRb "¢j hu?

cie©					Ь		
uk¶vcüZêtib ini qui Dc jinik m`‡m`i mL`v KZRb qi ?		KZRb ⁻	KZRb "¢j †hZ?		ik¶vciZêtib ini qi Dc jinli k m`tmî imL`v KZRb?		⁻¢j hq
1 4 1j	igtq	10Lj	tgtq	10tj	tytą	10tj	igiq
Rb	Rb	Rb	Rb	Rb	Rb	Rb	Rb

tnKkb 4: Kut więk Z_"

- 32. Avchri GjuKup Avlilli Zjibup km' Drcv' b tetotio K? 1. n'iu 2. bv
- K. nivntji, Avchvi gtZ, kmi Drovi b evovi Kvi¥, tjivnK dK?
- 33. eZýntbi Avcbuť i GjuKvą Kul t¶fil ktmi engluKib (GKB RugtZ GKunK dnyi Drov) b) ut?Q uK? 1. n'u 2. bv
- K. nivstj, Kqui dnj DrowiZ sq: cteq eZgtb?

c‡e©	e Zĝib
1. GKW 2. "JW 3. WZW 4. Prini I Zvi	1. GKW 2. `\$# 3. vZbW 4. Privil Zvi
Tekx	Tekx

34. Avchi Gjikku ik ik dnj Drov b na (cieq eZinib dnj Drovijbi alb I cuigb)?

dntji bg	c ăz eQi wh ivc ăz Dr cv i b c ie[©]	i c uiguĭ (gǐ-G) eZ §uib
1. ab 2. lly 3. fjlv 4. ctl 5. Ath/B¶z 6. % RuEuq ki" (miltvtEun*tEj/ei² vg/) 7. Vij RuEuq (gjlfgný/ Kjul) 8. kvK-mett (by Dtjl-Ki%:) 9. Ab`b` (toù @ Ki%)	URC-	

35. Avchui GjvKvų Av**iNi** Zjbuų eZ**gvib**:

K. e¶‡ivcY tetotQ k? 1. miv	L. uungjilkcyj b tetotQ uK?	M c'í c yjb teto‡Q d{?
2. bv	1. m 2 .	1. mir 2. bv
	bv	
K.1. nivntj, †Kv_vq e¶tivcY tekx	L.1. niv ntj, ‡Kub chqliq	M1. 🖏 🗤 🕺 🕺 🕺 🕺 🕺 🕺
#†'Q?	teto10?	c'ícyj b tetotQ?
1. iv 🖬 ati	1. e' ur chilu	1. QNj cyjb
2. emž evoxi Avik cvik	2. eulnik 1K Lygvi – (cb	2. Mfxcyjb
3. caZZ RugtZ	3. Dfq t¶#B	3. Ni"tgUZ:R\KiY
4. Ab`b` (bù @ Ki 1)	-	4. Ab`\b ^{``} (bù ♥KiѢ)
K.2. †Kb †etotQ?	L.2. †Kb tetotQ?	M2. †Kb tetotQ?

tnKkb 5: finilijinille"e"ų eikvikų KiY, e"envenik" i Kgfis"to nauvš-

 36. Avlili Zjibu eZljub Avchul ev Avchul i hrZupiZi mpav (Kgb?
 1. Ly fulj v
 2. fulj v

 3. Lvivc
 3. Lvivc
 3. Lvivc

37. Avchui GjuKuu (c‡e©l eZQND) huZunuZ e`e`'ii cànb qua`q ‡ju uK uK (`h tju c‡e©tenk PjZ I eZQND tenk Ptj)?

cte®	eZ ĝib
1. eBmB‡Kj/gUi mB‡Kj	1. eBmB‡Kj/gUi mB‡Kj
2. i • v	2. v · v
3. f'b	3. f'b
4. em	4. em
5. UK	5. UK
6. 10-új - 8ú	6. (Unit)" Hi
7. bagb/fUfW/g‡Ui f`b	7. bagb/fUfW/gtUi f`b
8. cvtų tuli	8. cvių tuili
9. Ab [™] b [™] (b à€KiѢ)	9. Ab [™] b [™] (bà) € KiѢ)

38. c‡e9Kb4jKb4Ruhlin hul qxAvm/teik miR duj GeseZQ4b jKb4jKb4Ruhlin hul qxAvm/teik miR ututi?

c‡e¶Kıb iKubiRupiliq ini qı-AunvnaR ılij	eZŷdb #Kıb4#Kıb4Rupilıq ini qı-AvnıvnaR atqtû				
1. 1Nİ <u>,</u> 1miki (mil Ges exRuî)	1. 110 timbli (adl GeserRui)				
2. BDibqb cui l`	2. BDubqb cui l`				
3. ^j-Ktj R	3. ^j -Ktj R				
4. ^f? 1K\`fanncuZuj	4. ^7' 1Ko`fanacuZyj				
5. mivmir 1Rj vkuți	5. mivmi 1Rj vkati				
6. Dc1Rj utZ	6. Dc1Rj 4Z				
7. Ab`ub` (Dtj L-Ki ft)	7. Ab'b" (Dtj I-Ki 16)				
39. eZ gub Avchu " i GjuKuq cY" eRviRuZKi‡Y Avchu¶ i	1. n'u 2. bv				
K. nivntj, eRuiRVZ KitYi uK aitbi mpavntut0? 1. nutRB "thupfule cY" eRuiRVZ KitZ cui 2. eRui AtbK ubKtU ntut0 3. cY" "thupfule eRuiRVZ KitZ mgq Kg jutH 4. th tKub mgq "thupfule cY" eRuiRVZ KitZ cui 5. gunRtbi guitg cuBKuixuup Kiui ntjhhimpin 6. "thup duoquivcy" tKbulePui mt_ hy" stut0 7. Ab'ub" (duite Kito)	i t q1Q				
40. eZfydb Auchui GjuKuy 1Kub aitbi edkui tedk etn?	e Z§Nib †Kubinai‡bi enRvi †enk e‡nf (GKullgvi DËi				
c‡e¶Kubšaitbi edkui tedk enZ? (GKdbydÎ DËi	nite)				
ste)	1. avlikingsibni				

- **1. cyskvixervi** 1. c**uš**KvixeuRvi 2. c**už** Kvirb euRvi etm **2. cliž Kivb erkvi etm 3. môvní eRvi 3. m£vnK erRvi** 5. Ab`vb¨ (bhà€Ki1)
- 41. cteP Zj bu eZ@tb cuienb LiP teto‡Q bvKtgtQ ?

- 1. KigiQ 2. jetojQ 3. Ab`b` (bù@Kifb)
- 42. Avch evAvchrivAvchrif i DrowiZ dnj (Kv_v erRviRvZ Kti _viKb? (cteq eZgith)

c te¶Ky_u eRviRvZ Kit Zb	e Zĝub #Ky_uj erRuiRuZ K ‡ib

43. c‡e¶ eZ@#b #K ai#bi cY" eRviRvZ Kivn‡q_#K? K. c**te@RviRvZKZ.ct**Y'i bg

L. eZ**(hib** ex**RviRvZKZ.c**#f"i byg

44. #h †Kub cY" (Kulkuz I Ab"ub" †h #Kub cY") erkvikuzKi‡Y KZ ngq ju‡NI KZ LiP nq

cte©	eZ ĝi b
K. cie¢ižeti Nio KZ nyą j WZ:	L. e zgyb cäzeti Nio Kz nyą jytki
(y±1 4)	(yb † U)
L. cteqh (Kb cY ervirvZKity ctzeti No	L. e Z§4b ‡h †K4b cY eRviRvZKi‡Y cüZe4‡i
KZ	
LiP nZ:UKv	KZ LiP nq: UKv

45. Avcıb ev Avcıbii cujeqti i m`m`ivn6yin KZeyi mil-erRyti hıb?

Rb" Ab`\b" K\tRi Rb	" R5" Ab`ıb`' K4Ri R5"	
9i9i		
16. e Z§tib KulcY" te PtiKbıq gujıt " i AsklilitY	i n jinill Ax iQ u K? 1. n'u 2. bv	
K. Inikini le'e''' /Dbqibi (eR/Kyi fil^qbgii) gi	njų i 🕊 aitbi nyravniųtų ?	
17. Avc hui GjuKuq huZuquZ e"e "ui DhuEi (iv"u mpaavcu !"QuK?	-eiR/Kyi fulfal qa) diji Axchui evGjuKui 10ijityiqivuK uK	ai
c‡e¶K ai‡bi Anyavılj?	eZ Şi b eZ Şi b iK aitbi nyravıziqiQ?	
1. "j/KtjR/gvì tmq thịZ Kó nZ	1. miRB ⁻ j /Ktj R/gv imq tht Z c ti	
2. GKVGKVTh TKID Rightq THIZ CVIZ by	2. GKVGKVIh TKIb Ruping ThiZ Citi 2. mag Ka initi	
3. mgq renkjunk A tudi −ji tist7 s7	3. nyy Ng Jum A Južk cathi Kuiti `7 "Ji Julevha Gos ulit7 na h	w
5. eRvi/110 tmliti thtZ cviZ by	5. miRB eRvi/100 tmbiti thiz citi	•
6. 77 1Kþ` "httz cvi Z bv	6. 77 1K\$`1k#Z cuiZ bv	
7. Ab`b` (bà€ Ki †)	7. Ab¨b¨ (bà € Ki 1)	
18. Axchii GjiKuj c ieP Zjibu j e Zijibi Axchij [*]	i Kg fhs~tibi njihili jetotQ k(? 1. niv 2.	b
K. n`untj , 1Kub4Kub4LutZ/1¶1#Î`KgAs-4bi n#N	li țețo 10?	
1. Kill Kirk	9. e¶‡ivcY (ebup) GesGi cuiPh¶ KvR	
2. Kılcy' eRviRvZKi‡i †¶#Î	10. kvK-mei k i e uli b	
3. Inbemb Pj Ptj i 1¶#i	11. ¶2 *e env	
4. Ni '/Chiji /nm/gyik cyj b	12. gmi Pi	
5. KJKULUMI KUK 4. vjuli jiti vjd	13. WEDGE EMFENSK (UNVKID) 14. mail mandy Dhahail Kabi Hifi	
o. Kapita.µii Kak 7. maliibh Ku⊉	15. Ab'ıb" (12)0 Ki4)	
8. AeKilligvingil I ms~dii KvR (iv~dhi ungil I ms~dii KvR I Ab`vb)	J, įnižz	
19. eZ gub Avcbut i GjuKuq gunjut i Aulqi mji	hJII AtjQ tK? 1. niv 2. bv	

50. Avcbvi Gj Kvų gunjų" i unfbdbupbgj K KuR Askilitipi aib †Kgb: c‡eP I eZgupbi?

	K. c ie¶K ai‡bi KųR gnjuiviek Askilib KiZ?	L. e Zŷ¢b K ai‡bi Kti?	K IR g	juj vi v ted	k Askil i	b
	1 KJ	1 6				
	2. mm/ a ill/16 40116 cuib		cvi b			
		3. Killi iki	· • •			
	4. and Lbb					
	yw Lw 5. i√yllif to7aba©	5 iv ubli to 7 abre				
	6 aftively all cuille	6 effice/ eff cuit				
	7 ani					
	7. yılı 2. kalandi allık	7. yuuu 9. kaKamaDi calib				
			4			
	7. jk carlane ki nj	7. IK CONCERNING				
	14. FRAN 14. ANTH: (1.)01/14)	11 ANT (L)OKIA	N			
			y			
51.	Axchi GjiKu gnjúvcy eRuiRL Kii _4K K?		1.	nit	2.	bv
52.	Axəb bilk KLbi illi imbi/mi-əkti ultutob da?		1.	niv	2.	bv
K.	uivutj, uChni Rb" evuk cY" teP+†Kbui Rb" Avcub e	Ruți dișe ți b?				******
53.	eZ ğıl b Avcbulî i GjuKui uhk rmunyaav(Kgb?	1. Lyi	6 f ilj i	2. fi	djv 3	. Luive
K.	eZ şt b Avcbui GjiKui Rb ili Yi ih Krmi 1¶fî ik ik 	nysav AxtQ?				
54. K. 1	‡hilițini lle"e⁻ú Db qb stj GjvKvi Rbilț Yi dh Krmi iivati , iK iK maavate?	t¶fî 1Kıb nyavute d î	? 1.	ı	2.	bv
	1. inetik)`*iitiz ineviberi Rb" muiRB	thtZ cvite				
	2. bZb bZb inev 1K)` *ute					
	3. ngqgZ thKmvlt;Z cvi‡e					
	4. tnev1K)*tivtZ hevi nog I LiP Kta	le				
	5. bZb J l‡ai † Wyb nevi d‡j mu‡RB J	La cul gvințe				
	٤. Ab¨b¨ (العَنَهُ Kif)	-				
55.	Avchut i Gjvkvi KZfviltjvk cte© (* 1Kþ` 4hZ G	es eZ gub KZfulltjuK	- (-' 1)	(þ` *hq?		
	c te \$ ful eZ § i	b: fi	M			
56.	A vchri GjvKvi Dbilizi (inihijini)i e`e`'v I Kalcy'' Avchri ^r i c i ipRb AviQ Ges (Kb?	eRvirvz Ki‡yi Rb [.]	bg ji	LZ (Kuba)	K b&A ek	(Witgv, tj v
	AeKulityv IKb chipRb - uK DcKvi evn cuKvivívihU efR-Kyj fUPhn ivívihU efRi amiti (mrth)	nparim, tj vetj b?				
	an_ mon/gara Ab'b" (dat∉Ki t)					

ab¨ev` w`tq m/[]vrKvi NiiY †kl Kifb

Form-3

cjxAeKulutgvDbqb clif: enji gqgbunun (gqgbunun, UuluBj, Rugyjcy, †kicy, ulikululi 1 tbî‡Kubv†Rjy) - 2q matkunZ kulik clitifi cike gj`uqb

iv v-leiR/KyjfU9 110 imuj/NijoY mU-erRvie e emiKuist i mt_ mafj6 m/[vKvi

DËi	َ لَالاً aiy:
1.	Z_" milijni Rb" tadii Z bgjyviv veiR-Kyj ful/ilij, imulti i bgt
2.	brg:
3.	(#Kb)t Nÿ tRj t BD±qb Dc‡Rj t tRj t
4.	cëb țckyt cëb țckyi cikycyk Ab" †Kyb †cky(hi) _vik)
5.	#Kıb GjıKıi finilitinille"e"'v fyi ntji A_9 iv"v-NU Dbqb ntji GjıKıi uK uK Dbqb ntZ cıtli I GjıKıi Rbill?'i uK uK DcKıi evnyeavn#Z cıtli etji Aıcıb gib Ktib?
6.	#Kub GjuKuq 1110j tmUui/gu#KUYmU-e:Rui Dbqb stji GjuKui uK Dbqb nZ I GjuKui RbNFYi uK uK DcKui evnysav s#Z cuți etji Aucub gib Kțib?
	•
7.	(ivīvi by D‡jl-K‡ivE‡ÁmKi15) GB ivīvi Dbqābi AvļilīgLvbKvi hvZvpZ eïeīv†Kgbvēj? 1. fyi 2. tgulggil/PjvPj‡hvli 3. Lvivc 4. G‡Kev‡iB PjvPţji A‡hvli 5. Abīvbī (ubat@Ki15)
8.	(ivī ui bıg Dijil-Kii ultiÁm Kifi) Kie t_iK cüg Avcub ev Avcbuiv GB ivī vaitų PjuPj/mZuquZ iri"Kiii10b?
9.	hLb c <u>üg</u> GB iv watą PjvPj ïi"Kțib ZLb iv wit †Kgb wij (Kulviv welj byc Kviv y) e¥Dvab?
10.	Kte GB iv wi Dbqb KivntqtQ ej #Z cutib wi?
11 .	iv vDbątbi AvlNIXV_vI Inevi Rb teiki fylingą KimKii 1hiZb :
	 K. eZ git b #Ky_ul Inevi Rb" teiki f ulingq uKim K‡i Inb :
12.	iv vDbqtbi AvlMGB iv v uK uK Inbenb teuk PjvPj KiZ:
	 K. eZ∯tβb GB ivīvq tK tK Inbeunb tetik PjuPj Kti:
13.	Axab 1Ky.uj ht/0b/1Ky.uj 1Ky.uj hb (GB ivīveïemi Kļi)?

K. d. KıtR ht?Ob/ d. d. KıtR hb? (D³ i` Zvd. KıtR ht?Q evhq, d. d.dmmt_ dışı ht?Q evhq w`uiZ g`Lj)

	 L. Axcub GLb (hLub hut/Ub/ (hLub (hLub hub (huLub (hutZt ezgyto huto KZ ngq jutit) ivī vDbatbi Authi KZ ngq jutit:
	M Avois GLb (hLvjb hv)"Ob/ (hLvjb hb) (nLvjb t
	eZ 94b k 4mK‡i ‡eki f ulnyq evnPi•Pi hbt
	iv vDbqtbi AvMiteiki fwingq evnPivPi vCimKți
1044	u. Aven all this introduction with the lab had the third to the the K7 Lip is the commence of the second second
	iv vDbqibi Atilinio KZ LiP jviZ:
14.	iv vDbąbi AdMArch (Koblickų Roz diji) (cůb ickvik dji)?
	K. hừ cặcP cầb tokv I cZŷtbi cầb tokvGK bvnq Zmtji từtấm Kitb, tKb cặcP tokvoticZP Kặi cZŷb toku Gint0b?
15. te t o	Avchrá grank Avy Avliki Zjibny tetotů úk? 1. niv 2. bv K. nivrstý, tKb stů?
16.	Axchui caleații m`miul GB ivīulie"eauli Kți uk? 1. niv 2. bv K. nivați, caleații m`miutKujuq tKujuq haeni Rb" Gesuk KutRi Rb" GB ivīulie"eauli Kți?
17.	ivīulijā gyj cuienbKulxillozUlK/jui/fib Pj4Pj Kļi uk? 1. nir 2. bv K. GB ivīveïemi Kļi ezģutbuk uk Kulcyī I mglikcuienb Kivmq?
18.	ivīvi Dbaþ I ivīvi Dci eiR/Kyj fillili ungiž ni qaj Kulcyī Aubvibliqui tiļķi Gjikkui tijkRibi uk ai‡bi nynav niņļū?
19.	iv vê Doi eiR/Kyi fillî dayê ni qq GjiKui tjiKRb di di njinlimpavîfiliKi‡û?
20.	AbyubK KZRb tjik ~ uK GB iv witq PjvPj Kti?Rb
21.	Avlini 1914 eZ ge b (ilminificative iv vobeb ni qu) Kyl Drcv b tetoto k? 1. niv 2. bv
22.	Katuelejk Z_``w` t
	K. Avcbui uk cuigui Pultinill Rug AtiQ: eZĝijib:kZuuk c‡ePkZuuk L. c‡eP 1914 eZĝijib Avcbui Drcv`b țeuk n‡Q ukbr? 1. nin (Avlili 1914 KZ fuli †e‡o‡Q? fuli (%) 2. bv Drcv`b egic i KuiY uk?
*****	H Avcıb cil eqi k k dınj Pılve i K tib:
eZ ⊯K K‡	ي بالله evNZ eQi dK cdZeQi evNZ eQi iv`v-Dbqibi c‡e9GjvKuq 1NDj tmUvi/mU- cdZeQi wNv cdZ dnji Drcv`b wNv cdZ Drcv`tbi evRvineviAv(Nink dK dnjiDrcv`b KitZb Drcv`tbi cvigvY KZ (أي cvigvY (gY-G) بالإن (gY-G)

	N. GKB Rug‡Z Kq dmj dnj Pilvev K‡ib: eZg¢‡b Kq dmj K‡ib: c‡e%q dmj Ki‡Zb:
	0. Avcbui GB DrowiZ dnjit eZijub (Kv. vy vegu Ktib:
	cterky y wy Kitzb:
	P. Drewiz dni wutui Rb" Avbytblavi 1911 Avebi Kz LiP m?
	eZikib cilizeti ilib KZ LiP nat
	ctelliv uDethi Attli cilletti Nto Nto K7 LiP n7:
	A Avhi Broni 7 dai mutai Di Aduthi ai tati 177 na idii
	a nove prost day sprain to normanye i pri ne mya jumi A telefisi ukashi Artik V7 mua i da
	eziyud mo culehi ka mjali yuk chealin andini wani ka mjali akti
23.	Avchri GjvKvq (Bhileqib) 1112, imlui/ml-erkvi/gviK9 AviQ vK? 1. niz Kie i_iK e`emi KiiOb 2. bv K. GB 1112, imlui/ml-erkvi/gviK9 Avch ev AvchvivvK vK KviR hvb eve`emi Kiib?
	L. bvstj., 1N2, †mUli/mUl-e:Rui/gdK9 bv_Kui Rb` K K ngnïvs‡"0?
24.	eZ gib Kıl ıcy' eRviRvEKi1bi †¶#Î AvcbuF i GjvKvq uK uK ai1bi mysavmyó utq1Q?

cjxAeK\WgvDbqbcËlí:eņËigqgbunn (gqgbunn, UsWBj, Rygyjcj, †kicj, kl‡kviNä I†b·Kvbv†Rj) - 2q m‡kvuZ kalficËl‡íicëvegj¨vqb

`jxq AvtjvPbui ub‡`ftKv: cllif GjvKvq BDubqb chqq

(FGD Guideline at Union Level)

AskilliyKvix KuyDubul yiVili, KLK: fuyub/¶294x abxPdxl ga`wë Pdx`ui`9 gujv†bZv, hy fbZv, e`emqx uk¶K, agû †bZv, gulKg@ 177/Gbulti

[cill FGD-12 Askiliji/KvixKgc1] 8 Rb]

Rj v :	1KW/bs :	
Dc tRj v:	†Kw/bs :	
BDdaqb :	1Kw/bs:	

GduktiVngšýKúzi byt

`jıq AıtjıPbıq AskiliÿKıis‡`i Z_`t

pungK bs	bıg	ý½ (c j 4/g u jý)	eqm	₫ ¶v	†ckv	c`ex(m`m)
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						

ubî Rist ubadii z bajiv GjuKuq (BDubqb-G) cilitî i Avl zuq th Kimutibis Vir evî euq z utqtû i'aguî tmB tmB Kimutiş vi i Askiniy Kuluf î gzyz niiy Kitz ute

K. AeKultgvubg@, e`emi I i¶Yute¶Y

- 1. ‡Kıb GjıKıi **†hiltinil**le[°]e⁻v**fyi nţi A_9** iv v**ili** Dbqb nţi GjıKıi evGjıKıi RbilţYi ıK ıK DcKıi n‡Z cı‡i etj Axchnivgib Kitib?
- Xub GjvKuj 1112 (mbli/gdK0/mbl-erRvi Dbqb ntj GjvKvi ev GjvKvi Rb10/yi uK uK DcKvi ntZ cvti etj Avcbnivg1b K1ib?
- cjxAeKulvigvDbqb cllí: en či gqgbunun cllifi Aul Zuq GjukBalvKZ (k usali Z bglyvGjuKuq uk uk Kuk ev euq Z utqiQ?
- 4. clíží i Avizy Gjuzdil/Kzý bzb unge eveb v ¶znö-chembKz. iv vHU i eiR/Ky ful%yvš-
- (iv'ui by Dţj L Kţi Z_" mhiii Kitb) GjukBail/KZ/k iv'ui even/Kyjfulli bZb ubgil/Kiv nţqtQ baik eb'v [hZhÖ-iv'v-even/Kyjful@jen/b KivntutQ? AubgubK Kţe iv'uil/ein/Kyjfulli ubgil/evc]en/b KivntutQ? eZgub iv'v+NU I ein/Kyjful@jen/Z mt'Q ukb/2 iv'v+NU I ein/Kyjful@k uk Kutn e"en/Z mt'Q? uufbakal cY' cuientbi evAubv-blqui nb' GB iv'v+NU e'enni mt'Q ukbvI uk uk aitbi KutnY Aubv-blqvKivnq?
- GjvKvi iv vNU ugf/chefhb KvtRi ngq GjvKvi `vi`"I gujv£ i tjevi ev khyK utnte utqull f qv utqubj uKbf?

- GB iv vHull I efR/Ký fulptývi eZgob Ae⁻ v 1Kgb e⁻ emati #Kub ngmiv Adu wKuv Ges wK aitbi ngmiv? msaliti cáparb Adu wKuv? uK uK msatii cáparb Adu? GB iv vHull I efR/Ký fulptývangt? nedi ci t_#K G her tgivgZ ev ms⁻ dtii cáparb f⁻ Lv withtu wKu? cáparban tgivgZ I msali Kiv mtatu wK? Kviv GB tgivgZ I i¶bate¶b-Gi Kur Kutatub? msatii Kur Gj Kvi⁻ ¹ gmj t⁻ i tj edi watate wtapali f av mtapalj wKu? iv ⁻ wli Dbab ni qu inbemb Pj vitj i t¶#Î wK uK mpsavnyó statu? cie4K uK inbemb Pj vij KiZ Ges eZgatb uK uK inbemb Pj vij Kti?
- 5. cätií Avi Zvy GjubbilVKZ# iv vi cvik tivobKZ.e# myzvši-
- (iv 🖬 by Dtj 🕂 Kti Z_" milli Kif) D³ iv 🖬 cutk efftiveb KivatatiQ ukbe?
- efi, tjvi f`Lvikobv bequyZ Kiv mq uKbv? iv vi cvik fivobKZ.efi, tjvi eZgub Ae⁻v 1Kgb? Kviv GB efi f`Lvikobvi KvR Kti _vik? Zvi itk uKfvie ubiquil f`qv miq _vik Ges Kviv ubiquil ubiq _vik? efitivob KviR GjvKvi `vi`*1 gmjviv Askhilly Ktivij uKbv? GtZ Zvi`i uK jvf miqdQ? iv vi anti fivobKZ efit, tjvi cviPhn? ev f`Lvikobvi KvtR GjvKvi `vi`*1 gmjvi ubiquil Z AviQ uKbv?
- iv u culk effice ni qu Gjuku RbW ukfue DcKZ. evjufeb utub? iv u culk ficekZ. ex[]i cukucuk Gjuku RbW iv u auti dnj Drcv b Kti u? uk uk dnj Drcv b Kti?
- 6. cliffi i Avi Zvq Gjuzbali/KZ# ungz (110_ tmba/guKti/mil-erRvi my.vš-
- Avcbal i Gjuku 1992, 1mUú/galk@mU-eakui AutQuk? Avbyabk Kte 1992, 1mUú/galk@mU-eakuini ubgff Kiv utqtQ? 1K ev1kub cilkévb ubgff KtitQ? 1992, 1ml2, 1mUú/galk@mU-eakui e`emi ut?QukbvA_@PýyAutQukbv2
- 1110_ tmlbti uk uk tePatklov nay _utk? Gjukui tjukRb Zu? i DrowiZ uk uk dnji uputuji Rb" GB 1110_ tmlbti/mll-erkuti ubu Avine GB 1110_ tmlbti gunjv usuZv ev f`ukb`ui Auto ukbe gunjv f`ukuniv uk aitbi ukum upuq kti _utk? Avini 1Ptu gunjv tpZvuutpZvi mi tetoto ukbe? 1110_ tmlbi ni quq Gjukui tjukRtbi gta" Kuk cY" evdnji Drovi tbi Avilli tetoto ukbe? uk uk aitbi dnji Drovi tbi Avilli tetoto?
- Avcbri GjvKvq 1110 tmUri/Nijpi mil-erkvi Dbqb nevi dtj Kulcy tePv#Kbri cöyzv tetotu tk? GjvKvi RbNV uK uK cy uputqi Rb" GB 1110 tmUri ubtq Avtn? Avcbri GjvKvq 1110 tmUri/Nijpi mil-erkvi nevi dtj GjvKvi RbNY i Avq cteP Zj bq tetotu tk?
- eZ@#b 1102 1mUui/1102 1mUui/g#K@mU-erRvi-Gi Ae^v1Kgb (@^wiZ ej b)

L. cilii cëve: Av_9mgulk I Ab`\b` Dbqib

7. İmilimle'e 'YDbab A_P iv vill I iv vi Dci eiR-Kyiful'al qui dij:

- Kult¶fî uk uk mpavmý utqlQ? KulRvL I Ab'vb' cY' eRviRvLKifYi t¶fî uk uk mpavmý utqlQ? Kul cY' I Ab'vb' ukum Avbv:bqui t¶fî cteP fPtq cuienb LiP KtgtQ ukb2 (u='uiZ ejj) iv'vHU Dbqtbi dtj (iv've'entii dtj) Gjuki RbHYi gta' Palve? teuk Kti Kivi cëVZvmý utqlQ uk?
- InZvętZi 1911 W W nyczynyś stątu Ges 1Ky w 1Ky w Ind qz Avny Avlini 1Ptq nak stątu? InZvętZi 1911 ctef 1Ptq ngq mkų stątu Wbr? ctef Kyb Ryging 1htz Nio KZ ngq juliz Ges eZgyb KZ ngq juliu D`wiYmaKyti ejj?
- tQtj-tgtqf i tK tK mpawmp stqtQ? cte9Qtj-tgtqivtKftte ~ (j thZ Ges eZ@b tKftte ~ (j inq? gsjtf i tK tK mpawmp stqtQ? thriftmille"e~VDbqtbi dtj GjtKvq tK tK ctZ6vb Nto D14QQ?
- 8. clí ev ond ni que elenventilit i clini i tiji k aiti nyrav niqiQ ev kfyte jufeb niqiQb? (kublikubl. 1911 elenventiliti njinilingi niqiQ?
- 9. clíí ev ovybi dtj Nigi`ú` Rotillóxi Kgfis tibi (~ftgqv x1 `xligqv`) k aitYi mpavtetotQ?
- 10. clí ev odbi dtj gujý i Kgfis tbi t¶ti ("figqv xi `digqv) k aitYi mpavtetotQ?
- 11. cli í ev endbi dtj Avcht i Gjvku tikb tikb tilt gift kgifts b (kulki nijhul) Avliv em tchulQ Ges cte? Zjbu kZKivKZfvil(%) tetotQ?
- 12. clíí ev eqtbi dtj uk uk Ampani mé utqtQ thgb wiki Kti cuitetki i ci?
- 13. clíí ev eqtbi dtj Avcht i Gjtkvi vk vk Dbqb mmZ ntqtQ etj Avchvi gtb Ktib?
- 14. c‡e¶vcbuvA_RixDcvR\$bi Rb[®] KZ NĚvKvR Ki‡Zb? eZ\$4b AvcbuvA_RixDcvR\$bi Rb[®] KZ NĚvKvR K‡ib? c‡e¶vcbuvA_RixDcvR\$bi Rb[®] K K ai‡bi KvR Ki‡Zb Ges eZ\$4b AvcbuvA_RixDcvR\$bi Rb[®] K K ai‡bi KvR K‡ib?

M nyuik

15. clipii Avizvę ev evęz Kvr, tiv (iv veir-Kvj fulfilli), trubi, iv vi cytk tivobkz eff hytz ne nytyi Rb° e°emi Dothiki fytjv_ytK tarb° nk KivDniz etj Avobivgib Ktib?

cjxAeKuhtgvDbqb clif: eņlēi gqgbunn (gqgbunn, UuMBj, Rugyjcj, tkicj, ulitkulmä I tblītkubvtRj) - 2q mtkunZ kalik cliti clive gjiupb

theo AutjuPhu clignju (Ru**Lu I I**zjuch (Gi**RDA**/KgRZ(FiRD)

fykk AnnhývyAývBKy AvgiviAW (NelYvcŽóv) Ges AvBGgBW (cuiKíbvgšývje) Gic¶ t_iK gW chłu gj'up Ruitci Důlítk Gtm2 "buy miKvi cůKškj Am`Bi (Local Government Engineering Department) KZ# 2002-2009Bs mlj cjx-Aekviktyv Dbqb: eņči gągbum (gągbum, UnHBj, Ruyjcj, tkicj, uktkuluš I tblitkubv trjý) kulk cliti Kr ev emgz utytu GB cliti Avl Zujepči gągbuntni GU TRjujivy-elk/KyjfU9 110 tmli ug# Ges iv v cuk en tivch Kivutytu ezyb Ruitci Důlk ut9, cliti ug# Kr gj'up Ges Gi dtj thukturu e'e'ý Kr Drcvb, ervirutki, e'envendsk'i mrcžuił Ges meatfulk i Avj I Kgms'tbi t¶tî k k cuieZD utytu tmusity Z_" muli Kiv Avgiv G mutk@avchu gj'eb gZyZ mlibi Rb' Gtm2

Avceb gji eeb Z_" with G NitelYvi Kvirk muthaliiZv Kitz cviib | Avcevi gzvgz i agvî NitelYvi Kvirks e euz nite | Avcevi î qvz_" nevif9Nice i vl.vnite | Avcevi Abguz totj Avg m/[vrKvi i i "Kitz cwi |

tKmbst

wi IR, Dc	₩ : jv : Rjv		1KvMbs:. 1KvMbs:. 1KvMbs:	••••••		••••••	,	
mſ	vKvi NiYKvixi by :		. m¶vKvi Ni	iYi ZwiL	:		•••	
ny	ifBR¢ii bg :	Zwil: .	••••••					
m	hrKvi NëY: ì'i'i ngq :		# k	i nyq:				
1.	Project Director	2.Executive Engine	er	3.	Ass	istant	En	gineer
4.	Sub-assistant Engineer	[•] 5. Admin. Officer	6.	Drawir	ng Di	sburs	ing (Officer
7. As	Accountant ssistant	8. Computer	Operator		ę).	Aco	counts
10). Others (Specify)							
— 1.	bg :							
2.	C` ex							
3.	cjzAeKultyvDbęb cilí: egii KuR Auch RwZ ulijb ul?	gqgbana (gqgbana, VallBj ,	Rgyici , ikici	j, Ki kili 1.	ă I (6) niv	iKubviR 2. bi	jý) kal /	r c ü țí i
	K. nivntj, D³ cilțí Axbui fuji	(vAe` ıb ıl' ılj ?			*******			
4.	cüții KR PjKyb ngiq cüți K. nivnij, difte KivnZ?	KıR m‡iRıştb cui`kli/Z`uiuK	KivnZ K ?	1.		2. b	l 	••••

5.	j¶`guÎvAbjuquD³ ciliți nKj KuR ev onqZ niquij di? K. bvntj, 1Kb ev onqZ nqu?	1.		2.	bv.	•••••	
6.	c ü ții KR ei ŭ KZ.At_¶ribatutij K ? K kusti 11/h 101 mat?	1.	nit	2.	bv		
7.	că (`yiti yadiz mkj mok i Ab`vo`th me KvR thLvib thLvib mevi K_vnij tm,t v%?	jvGB 2	c ii ții bv	i Avi	Zvy ev	ī erņ Z 📫	фQ.
	K. bvatj , 1Kb?		••••••	•••••	••••••		
8.	cli í `yitj Dtjuhz Kari eð ti 1Kub mok ev Abïbï 1Kub AekalagvGB cliti í Aal Za	q ev ī 1.	vaqZ u niiv	1410 (2.	iK? bv		
	К. тітаў, тко?	••••••	*******	•••••			
9.	clif ev explicit in nghų ikie ngnivi i Lviri i pieji di? K. nivatij, di di ngnivi i Lviri i pelij?	1.		2.	bv.		
10.	cll í ev eupkuj "una Rhilly i mang Askilly utj uk? K. n'unij, uk aitbi Askilly utj?	1.		2.	bv		
11.	cllí ev enpktý ev enpktR gil chty gnjť i Asklily sij ú? K. n'uný, tí tí ktR Asklily Kistj?	1.		2.	bv		
12.	cüții Aul Zup 1Kub cükțib î quaturăj dk?? K. n'unăj, Kif i cükțib î quaturăj?	1.		2.	bv.	•••••	
	L. K. K. BIHI DCI CK\D (VEHP)?						
13.	clif "tjvev" oqtbi dtj cuiteklif. 1Kub ngmivnyć stqtQ uk? K. sivstj , uk uk ngmivstqtQ?	1.		2.	bv	•••••	
14.	cülți i Aekulugy, ți vnalik fuțe Kur Kilu uk? K. bvntj , 1Kb milik fuțe Kur Kilu br	1.		2.	bv.		
15.	GKMJ cllĭ ev⊺waqibi ci †nB cll‡ĭi AeK\Wqy,tjv(iv⊺y–exR/Kyjfvlj⊅KZn)b ci i¶ eQi	Yvte ¶	Y evm	ai I	(ivi K	_2	
16.	ev ompz cří į tjvmlikfte i ¶Ytle¶Y Kivną tk? K. nivntj , tkfte i ¶Ytle¶Y Kivną? L. Kuvi¶Ytle¶Y KtRi ` wpz; itylub?	1.		2.	bv.		
	IN DARD ' IKD I JIANSJI KIARI DK		•••••		*******		
17.	Avcbai KgOj Kui wafbakupila GB cëtifi Avl Zu, hZ, tjiviviti I eiR/Kyi faUP Ku i¶Yae¶Y evnsiatii Kur Kivatati?	ntqti) Zvi g	ta" K	Z	iv u G h	Ne r
18.	cůtí i ndjZv, tjvevku‡ký xìK, tjvK K?			••••••			
19.	c##i` y ≥K_ijv K K ?		••••••				
20.	fəl 12 GKB aitbi cüli ev eqtbi 1911 hdz Dctiv ^e `yyzv,tjv bv _4K tmRb 	 K	(iv D i	Z et	j Avci	b gib Kii	i b?
21.	cültii AvlZvq ev euqZ AeKvintgv_tjvintZ ne ngtqi Rb e enni Dctinik I fttjv_ etj Avcub gib Ktib?	, 4K ()	(HR i _	_ ui ()	†nRb"	 • K KivDı	ð7.

(ab¨ev` w`‡q m/]\rKvi NÜY †kl Kifb)

cjxAeKUNgvDbab clif: enËi gagbunn (gagbunn, UaNBj, Ryyjcj, tkici, Kitkvinä i toliikuvtRiv - 2a mitkunz kulik ciiti i cüve ajivab

dneo Avlj Plvi cligoj v (DcIRjvchqui GjuRBWKgRZ@ i Rb)

fysky, Annhy gyAy UKg | Agiv i XV (HelYv clkéb) Ges AuGgBW (cuikí by gšyu g) Gi c¶ t_tK gV chłu gj" wpb Ruitci Dtillk" Gimel " thay mikki cikki j Am` Bi (Local Government Engineering Department) KZ# 2002-2009Bs mij cjx-AeKvivigv Dbah: enËi gegbunn (gegbunn, UnliBj, Rvgj cj, tkicj, klikuliki i tblikuvtrjy kuli ciliti kur ev emz ninici GB ciliti Avizu enči gegomstni 60 TRj w iv weiR/Ky fW9 110 mbi wgf Ges iv w cyk ef fiveb Kivntyde zęb Rutei Dti k nto, cili w wg¶ KvR gj"wb Ges Gi dtj thvillhvile"e"(; KuL Drcv`b, eiRviRvZKiY, e"emeubtR"i n¤chiY Ges nysatfvill;`i Avy I Kgfis"tibi 1711 K K cuieZD niųtų imusitų Z_" miliji Kivį AvgivG miutiktekvobui gji eb gZygZ milijini Rb" Gtme

Avcub qjireub Z_" wity G NijelYvi Kvirk mutikuližv Kitiz cvitib | Avcubi gZvgZ iraqvî NijelYvi KvirkB ereuz nije | Avchui f` qvZ_" madi@Nicb ivLvute| Avchui Aby# tctji Avy mijvKvi `i`#KitZ cwi|

‡Kı	nbst		
₩ IR Do	fwi : jv : \$Rjv	†Kullis : †Kullis : †Kullis :	
m/ n y: m/]vrKvi NÜYKvixi bıg :Z vifuSRufii bıg :Z []vrKvi NÜY: îrifi mgq :	m/]\rKvi NütYi ZuiL: viL: iki ngq:	
1. 4.	Upazila Engineer 2. Assistant En Others (Specify)	gineer 3.Sub-assistant Enginee	er
1. 2. 3.	bıg : c`ex cjxAeKWilgyDbab cüli: eyüi gagburm (gagburm kılı R cülii KaR Acıb Rıoz altijb ik?	 A, UaNBj, Ryyjcý, 1kicý, 1421 kul II 1517 (Kub 1. mr 2. bv	v tRjý
K. 1 4.	nivntj, D³ ciliti Avchui fuyKyAe`ub uK ulj? ciliti i KuR PjuKujub nytų ciliti i KuR ntiRuyto cui`kuly K. nivntj, uKfuje KivnZ?	Z`vidK KivnZ dK?1. niv 2. bv	
5.	j¶`gû`vAbjupxD³ cü‡î i KxR milKf4je ev`em,Z utqêj K. bvutj, 1Kb ev`em,Z nqb?	نلا? 1. تت 2. bv	
6.	ciliți i Kur eivi Kz. At_¶reibatiștij d(? K. bvatj, 1Kb 1kl napi?	1. nin 2. bv	•••••

7.	chlířý tjubanni ZmKj moK i Ab'vb' th me KuR thLutb thLutb neui K_vubj tm_tj uK? v krost mito	jv GB 1.	cilțí i III	Avii 2 2.	Zvy ev ^r e bv	ayz ntytų
•				·····		
0.	CEI YY DYEZ NAKI CEH IND MDK CANDE NENENGYUD CEH INEZU CY	1.	er erg e IIV	2.	bv	
9.	ckí ev opbký b ngtų 1Kb ngnivi Lvirtychi k? K. nivati, k k ngnivi Lvirtychi?	1.		2.		•••••
10.	cill í ev eqbKitj "taq Rbill?i mpq Askill? útj út? K. n'untj, dlaitbi Askill? útj?	1.		2.	bv	•••••
11.	cili ev enpknji tan Rbillyi Zid t_ik 1Kb cileükZvGimilji k?	1.	ı	2.	bv	
12.	clif ev explicit gnjuf i Addilly utjuk? K. n'unitj, diftje?	1.		2.	bv	•••••
13.	căți î Aul Zuș îKb cățib î qvatudij di? K. n'unți, Kuî î cățib î qvatudij?	1.	1117	2.	bv	
	L. KK withi Dei ek (b f quatur)?			-	_	
14.	clif "tjver oqtbi dtj cuteklif. 1Kb nynivnyć utqte 4.? K. nivntj, 4. 4. nyć nynivntqte?	1.		2. 	bv	
15.	ciliți i Aekulutyv, ți vmlik fute Kur Kitu uk? K. bvnuți , 1Kb mlik fute Kur Kitu br?	1.	IIİV	2.	bv	•••••
16.	c#111 AeKulutgv,1jvi¶Yute¶141 Rb ^{°°} thnų chulų 1Kub Kuyuli AutQuK? K. GB Kuyuli uk uk Kur K11 _utK?	1.	NİV	2.	bv	
17.	KZ wb ci ci cill‡íi AeKulligy,tjvi¶Yute¶#Yi I tgivgZ Kivi K_v?					
18.	ev empZ clif_tjvmlikftle i¶Ytle¶Y Kivnq tk? K nimsti dfette i¶Ytle¶Y Kivnq	1.		2.	bv	
						100000
	ni dvily, jkb i jivjeji klvinje: Ni klftje i jivjeji klvinj:	••••••	•••••		*********	*****
19.	Avcbui Kg ejikui uufbakupilu GB cü lii AvlZu hZ_tjvivi ui I eirkyjfqUP Ka Iner i¶Yde¶Y evms-dii Kar Kivutut0?	. niqi	0 Zvi gʻ	þ" K J	Zij	i√ 4 G
20.	cüți î ndjZv,tjvevkafkyixi)K,tjvKK?			•••••	•••••	
21.	ĊˇĨÌ` ŷ} →K,ijvıK K?	••••••			•••••••	
22.	fæl"‡Z GKB ai‡bi c#Lí ev eqdbi t¶‡Î htZ Dc‡iv ^a `y y Zv_tjv bv _tK † K‡ib?	nRb"	K in	v Dil	Zetj	Avcalo gilo
23.	evī empz cili ti Aekulnigv, tij vini z fuslī "iz eī emi Dcilniki, utk (Avi I Kulniki i ului i uk?	RЬ') †	nRb" A	vcbri	gZ\gZ	ev ny uik
	•••••••••••••••••••••••••••••••••••••••			••••••		

(ab¨ev` w‡q m/]\rKvi NÜY tkl Kifb)

cjxAeKulutgvDbqb cllí: enli gqgbunn (gqgbunn, UuluBj, Rugyjcy, tkicy, ulikululi 1 tbîtkubvtRjy) - 2q mtkunz kalik clití clive gj`up

dneo Adj**e**bui c**ligj**v

(Dc1RjvI BDbbab chqui Ab`b` mské-KgRZQ` i Rb')

fyKv AnnhjvyAjiBKy | AvgiviJW (NjelYvciZób) Ges AbGgBiW (cniKíbvgšYja) Gic¶ t_IK gW chių gj'up Rnitci Dilitk' Gim£ | "tuų niKu ciKštj Am`Bi (Local Government Engineering Department) KZ/ 2002-2009Bs mtj cjx-AeKultgv Dook: eņži gogbum (gogbum, UaNBj, Rugicj, tkici, tKikiMä I tblitklov1Rj) kalk cilti Kk ev ougz ntutų | GB cilti AulZu eņži gogbumini 600 1Rju iv v-ek/KyftO I 1MŽ tmbi ugff Ges iv u cuk eff tivob Kivntutų | eZgb Ruitci Dilik' nt'0, ciliu ugff Kk gj'up Ges Gi dtj 1mMthMie'e'' kul Drov b erkviku/KiY, e'em-endukt'i mociniY Ges mpantfullf' i Au I Kgfsftbi tf[fi dk dk cuezDututu tmultu Z_' multi Kiv AvgivG multiKf4vcbi gj'eb gZyz multini Rb' Gim£ |

Avceb gji eeb Z_" with G NitelYvi Kvirk muthaliiZv KitZ cviib | Avcevi gZvgZ i'agvi î NitelYvi Kvirk e''eü Z nite | Avcevi î' qv Z_" m¤viY9Nice ivLvnite | Avcevi Abguiz totij Avg m/[]vrKvi i'i''KitZ cvii |

tKmbst tRjv : DctRiv		1Kulls : 1Kulls : 1Kulls :
BD:bqb:	•••••••	1K1W/bs :
m¶yrKú NÖYKúsi	i brg :	m¶rK:i N˦Yi ZwiL:
nçvif vB R¢lii bıg	:	iL:
m¶vKvi NËY: ïii	ʻi ngq :	#kl ngę
DËi` Ævi aiY:	1. Upazila Chairman 2. Upazila Vice Chairman 3. Union Parishad Chairman 4. Union Parishad Member	5. Upazilla Nirbahi Officer (UNO) 6. Upazilla Education Officer 7. Upazilla Agriculture Officer 8. UHFPO 9. Others (Specify)
1. bg 2. c`ex 3. KgHZ cill still 4. cjxAeKWig kalfk cill still kalfk cill still kalfk cill still K. nimutj, D³ cill still . cill cill still . cill cill still . cill cill still . cill cill still . cill cill still . cill cill still . cill cill still . cill cill still . Avchni GjvKn 1. bZb eil	bi bg v Dbąb cilif: eyiči gągbana (gągbana KytR Aycub Ruoz ultjb uk? f Aycub ukfyle Ruoz ultjb ev Aycubi fyky/ ev ovątb Aycubi ev Aycubi cilióytbi tky q GB cilifí uk aitbi KyR ev ovąz utyt R/Kyj fyleugar (urwii tiytyli Dci)	n, Uningj, Rugujcý, 1kicý, ukikvini A 1 (bířijkuby 1Rj 1. mir 2. by le`ubukutj?
2. bZb eff 3. eb`v¶d 4. eb`v¶d	R/Ký fil®bgff (ligb iv ú Dci) Eliő-aR/Ký fil®jkbgff/cjefhb (ulili Eliő-aR/Ký fil®jkbgff/cjefhb (ligb	†iv (Mi Dei) i√ ± D ei)

5. DCTRjvTivi(ulvii Tivi),

	6. I 7. 1 1	iDubo iL in	p †ivl(i4i Nui	y ti uy										
8.	7. <i>1</i> Dc‡i√	• K4	° (ibù€ Ki R_ tj vQco d	i 15) Avi I 1 1	Кф Кф	Ri c ü ş	rb đj i	K?		*******	•••	1.	n 'u	2.
	ь К.	V			1	■ij ,	u K	. 1	ni ‡bi		KılRi	c	i pRb	₩j?
 9.	AÎ c i Rubby	‡ [i	cuiKíbvg	nik A vc	bui Gjv	Kvi me	K-R_ijv	c jivcyi e	 М ощ Z	ntqt0	 ?	1. 1	ï∎ 2.	b\$.
	K.			bv			∎tj	j,			†КЪ			nqb?
10.	cilți (b	ev" en V	q Z AeKu	ilgv, tj v	e Zğijb i	mikf	j e K v r K	i投 长 ?				1.	n'i	2.
	K.				bv		ф,	Ľ		ai	bi	ny	Äν	A4Q?
11.	eviena K. mi	Z ci viitj I. g	Ľí "tjvmi , KZ ngq , mK	Kfte i ci ci K	 Yde¶ iv nq?	ľ Kivi 5. 4	ų K? KOB K	ivaq by Aldarati	/iv na		1.	n 'u	2.	bv
	1	L (L (GK eQi Ağ MS gus k	i- (ivnq		•. 7.	Ab 'b' ((bù¢Ki	1)					
12.	D³ i¶ K.	 Yut e	¶Y K 4R A ∎`U	vchui eu	Avc ivi ¤ģ,	cël êvi	bi 1Kıb 1 uK	fujKv Add) K? fyj	Kv	1.	n'u cyjb	2.	bv K‡ib?
13.	cil í (1. iv 2. m 3. iv 4. iv 5. m 6. m 7. Al	jve gub fui i i i i i i i i i 	ï ongibi di gijbi diji ey¢iZ eb`vi ynji Mûcy nti e,∏tiva nti e,∏tiva nti /gujXi gmïvmyć na (doù@Kił	tj cuite Rjve×Zu i nyj nq jv1K1U 1 ib bvKiv J_tjv1Z pb b)	kNZ 44 /mjý mių djių c q cuitei Rbmy4i	uK ngi pQ uitetki tki fvi ly teto	nivnyć u‡ i fuimg" img" bć i hul qu S	'Q etj Av wbó sty st'Q Sibvwev	cılı gild 10 eyy: to	Klib tylQ	2			
14.	cří [jve	√oqqtbid	tj cuit e	k nz «K	uk Dba	ë me Z i	dqiQ etj	Avcub g	jib K i	ib?		•••••	
15.	Avc ivi K‡i‡Q?	GB D (DËi	c iRj√BDd ` vZv†h c#Z	qibi Db q ôvb evgš	fbi Rb " Xyj‡qi t	Avc hi jvk Zd	gš į ųją e K Zvi gšį	W Cắi đơn b á (vý q ulí Kvi	2002 †_; R K‡i‡Q	ik Avi Timniti	Aen d Akar ta	(K Dbąb (mKi f)	jjKK√R	evî sup
	ev i en (#Kub	þKvi c ill ö	x c ü.êvb /g ib evî evi b l	š žyj t qi (1:10)	ibng d M	ivntų:	bg I Kali 19)	ti aib (K	i uk k ur	tiku Zve	statj e N jem jZ	/AvR t_#K ####0?	KZ eQi	Adm
16.	cäí u 	ev ī e l	ųZ nevi c‡	i GjKq	e" em+ei	## #"i :	K K ai⊅	i c ăi N ți	بو م ل	iZ ejļ)?		••••••	••••••
17.	c üíu	ev" e	ujZ ni qq	Gj⁄Kvi †	n i fijini f	ëe "⊈i i	(ZUK:Dbd	E munZ n‡	40 ?					
18.	cií	evī e	ujZ ni qu	K bak b	E 116 (R	u jili b	g Dtj ⊫Ki	i 1) hıl q u	Avmi R	b" Rbi	ÇYi tha	ijiniii nnR	ntqtQ?	
	••••••		**************	**********		•••••			*********				**********	••••••

- 19. cliží i Avl Zvy ev ovyZ AeKvivgy tjv (iv vlul, eR/Ký ful?/INL †mlki) eZ94b GjvKvi tjvKRb mnRf4e e emi KitZ cvitQ K?
 1. mnRf4e e emi KitZ cvitQ
 2. e emti nymivA4Q

 K. e emti nymiv_Ktj vK aitbi nymivut?
 2. e emti nymivA4Q
- 20. clí úl ev omyZ neu c‡i Gjvku RbNY vK vK mpav†fvlikki‡Q A_P cli‡i i ndjZv, tjvk vK?
- 21. Něpř Aekuktav Dbab cětí i BizepK evkní ky xek (ti vik ví?
- 22. Nýpř AcKuhtgvDbeb cätí i `yf wK_tjvuK uK?

.....

•

- 21K. fwi XZ GKB aitbi cli (ev eugbi 11) il htz Dativ^e vyzy tivby yk 1nRb" (k Kivduz etj Ausb ojb Ktib?
- 23. ev empZ clif_tjv (AeKuhtgv_tjv) htZ me ngqtqi Rb" e"emi Dcthulk I futjv_tK (Kuhtki _utk) tmRb" uK KivDutZ etj Avcub gtb Ktib?

(ab¨ev` ẁ‡q m/į]vKvi NŸY †ki Kifb)

cjxAeKulvtgvDbqb cllí:eņli gqgbunn (gqgbunn, UuNBj, Rvgyjcy, tkicy, ultkulni I tbîtkubvtRjy) - 2q mutkunz kalik clltí i cöve gj`vqb

AeRvi‡fkb †PKyj÷t iv ∓

1Rjv 1KWbs Dc1Rjv 1KWbs									
BDbgb:									
у т.х.т									
c hie () YK vi xi bg:									
Z_°CÖHKuixi by, c`ex I tilktbr									
cËLÍ maké-e`v#1K vRÁvnvK‡i,GjvKvi †jvK‡`iKvQ †_1K 1R‡b GesntiRvy‡b cwi`k19K‡ibd‡ Z_"_tjvmsNäK‡i vjuse×Ki‡Zn‡e									
(1 t_1K 17 ch9-GjuRbuWi clkí nuké-e`ufi Ku2 t_1K Z_" mulli KitZ ute)									
1. ādgi evevī emų Z cliti (ivī vi) b g:									
2. iv w bZb wy 2 buk eb u ¶uZNÖ-efk/ký fu?ejechb/ns ei Kivntyt?: 1. bZb wy 2 2. ms ei Kivntyt? (2004 mtj eb v¶uZNÖ)- 3. ns ei Kivntyt? (2007 mtj eb v¶uZN K. iv ei ai Y: 1. DctRjv†iuW(u/Wii †iuW) 2. BDwgb †iuW(i4iyi †iuW L. cjiviv ud uk GB cülti i Aul Zu wg W Kivntyt? (cjechb Kivntyt?)									
1. niv 2. bv (bvntj, cjiviv ubi ^ N KZ ukij ugbi:uk.ug.) Ni iv uli 1KuhtiKuhtiKuhti ata: ctatu?									
N. iv u ikubikubilapingin gin cicizi:									
3. clžií i Avizy Gjuzdiv Kzji ev evok z iv v cúgo:									
ivīui inattiz j¶`gūv (NRBb Ante j¶`gūv (evīte chte¶#Yi cuigu' (hZUKz									
cnigyc Abynți Kivi K_vnij) ungž) chief[[Y Kiv nipți) Zvi cnigyc)									
%#``©K.yK.yK.yK.y.									
cö'ııyüiıyüi									
4. evî emqZ cilîtî uK uK Kvr KivnatqtQ? (mat¶tc cîbb KvR_tjvDtjiL-Kifb) 1. ivî vq gulî 1K1U Dihel cilî-Kiv 2. me-tetmenjî uitq Kgc'ut Kiv 3. me tetmî Dotî enjî I 1Luqvuitq Kgc'ut Kiv 4. uulugbum Kutofis Kiv 5. Ab'ub' (domê Kifb)									
5. tgd) e`q (UK): tbaffi Z eivli KZ.e`q :UKv									
GRL: 8 Y :UKY 6. jý vakatí /cheáthi KR : `jí #statej:									
7. iv vbqf/cbeftibi nga KZ Rbitem kink triguli Kivstmili? ci-4									
8. j¶"gulvAbhyquKvR nrvúv tbi waliiZ nytqi gta" KvRul tkl ntqelj uK? 1. niv 2. bv K. bvntji, 1Kb?									
9. Kukuli cuikii bugunlik muuliyigic (huhukini k_vulij †mAbijuqi) mgusi miqulij uk? 1. niir 2. bu									

K. bvntj, †Kb nab?

10. iv vNU i¶Yde¶Y I ms~dii KdRi Rb" "Ibm 1Kub Kunii (tievi KbUKdis tmmBdi) AdQ dKbg? 1. niv 2. bv 11. iv valgątii/cheftąbi ci nąz 6 mer Kzeni ms ni (i 11174e1117 I taingz) Kivnąnajo?eni 12. iv vlagti /cheftibi ci GKevil i [Nivie]]Y l taivatzi KvR Kivbvati, vK Kviti aub? 13. iv v-logiji (chefujbi ci Gjubbliki jikub cui`klikuixuksev KajikZPaujs aujs cui`kli kir iv v- Kuulijik 2. (i¶Yvje¶Y KundijK) †Kvb civak¶`b vK? 1. n'i bw. (18 t_1K 28 ch9-iv`vmpK e`emviKvixt` i wiki Kti KulKvR i e`emvi mt_ RvpZ e`w^f` i mt_ K veti Z "mili Kitz nte) Z_" cÖb Kvixi ba, tekvi tab b¤t (GKunZ ntZ evti)t 14. #Kyb GivKyi 11nHitinNie°e⁻ýfyi nti A_9 iv`vNU Dbab nti GivKyi K K Dbab ntZ crti I GivKyi RbNKyi K K DcKvi evnyzavnýZ cyli etj Avch evAvchvivyjh Klih? 15. #Kıb Gjıklar 118 tmllui/gqtKülimil-erRui Dbqb atji Gjıklui uk uk Dbqb atiZ cati I Gjıklui Rbiliffi uk uk Dckui evmpavntZ cyti etj Aych evAychivoth Ktib? 16. iv vbatii/cbettibi AdMhZvrZ e`e`viKab di? 1. fvj 2. talkani//pjvj finili 3. Luiva 4. GtKeatiB pjvtji i Afinili 5. Ab`b` (daù@Kifs)...... 17. iv whg@/i/chembi cte@eseZ@th hhemb Pj@tj i aib 1Kgb? eZ**exib uK uK hubeunb teuk Pj vPj** cte¶K K Inbenb tek Pj Pj Kli KiZ tKyb wiki wb evmilli wb tikub watiki wib ev matili wib ef. 18. eZető iv uliz avi cviendkúxikoz/UK/iv/f v PivPi kii v(by? 1. niv 2. by K. nivniji, uK uK Kul. cY' I majilikanjenio Kiv na?... 19. iv vDbab evbqfl/cbefhtbi KvR ni ga GjvKvi tjvKRb vK vK nihilingravtfvliKi‡Q? 20. iv whoth/chefnik Kir ni qu Kulcy" Abyibliqui 11/17 Gjykui 1jykribi w aitbi mpayutuju? 21. GB iv uli e emi K‡i †Kv_vq †Kv_vq hul qvhvq? 22. GB iv uli iKublikubligi jikui mt_ mtimili (iiniliinili) ms Kti 10? 23. Avbenduk KZRb tivk ~ duk GB iv verta PjvPj Kti? Dh (28 t_1K 35 ch9-ch9-f1YKvixubtR iv ul/noKd/ntiRwib Nbi f` Lteb || Z_" vive=× Kiteb) 24. iv uj eZęub PjuPtj i Dc‡hilkakbt? 1. nºu 2. bv 25. chfe{[YKyj_b mgtq iv v tjvK PjvPj | Inbenb PjvQj i Ae^vtKgb £j?.... 26. eZekib iv uliz k k hbemb PivPi Kito? (chientykuxchienty) maa in in hbemb PivPi Kitz i iLiub) K. chiefiykz.hbenibi ata iKubinbenbil tek PiyPi Kitz f Lviklo? 27. chteffYkyjb ngtų ikibąnyj/cY ieuSuBKZ. Inbenb PjuPj KitZ i Lvillių ukbe 1. n.u. 2. bv K. nivnti, K. Inbenb I K. qui uni cuienb Kiuli? 28. eZékib iv 🖷 11Kib Ask †f1½bé nin AsiQ skibvevtaivaZ tinili skib? 1. n°u 2. bv K. fWrAsk_tjvevtgivgZthNi Ask_tjviK iK Zvi by Dtjl-Kift: L. eZekib iv uli Ae"rikab (ikab -Kuces ulk Aulq ukby iv u ikub fi/APivAulq ukby Kulviv u and nii uliq NZ qiqiQ 4Kby. Pj Pij i Ampavu!"Q 4Kby 4K aitbi Ampay ms~qii ciqrRb AqQ 4Kby 1Kbd(Kbbi 4K 4K ms"dii cünRb AdQ BZ'w w"wiZ Z_" ywe× Kifb)t

110

- 29. ch@{[YKyizb mpty AubyubK KZRb tj ktK Pj vj KitZ f` Lv1MQ?Rb
- 30. iv u cyk eff tiveb KivniqiQ ube (chieffYKy b ngiq iv u cyk NQ jyNibvAyQ ubvî #L Z_" y we× Kit) 1. n'u 2. bv

K. AubyubK 🕊 cwigY MQ AvtQ, 🕊 🕊 MQ AvtQ Ges eff_tj vi eZ@b Ae^v1Kgb w^wiZ yi Lb

******	***********************************	•••••••••••••••••••••••••••••••••	***************************************	

cjxAeKulvtgvDbqb cllí:en,ligqgbunn (gqgbunn, UulvBj, Rvgyjcy, tkicy, ultkviNä I tbîtKubvtRjy) - 2q mstkunz kalfe clltíi cöve gj`upb

AeRvi‡fkb †PKyj÷: eiR/Kyj fyl©

trj BDI tj 1	¥ bgb: K(x)b:	. 1KuWbs Dc:Rjv 1KuWbs Nij:		1 1	KWbs KWbs	******
ch	e¶YKvixi bıg:	••••••	ZwiL:		•••	
cë(V	í nuké e`if‡K uRÁv :e× Ki‡Z u‡e	nv K‡i, e¨emiKvixf`imt_ I	(_v etji Ges ntiRų	j‡bcwi`k	9 K‡i bilPi	Z_"_tjv m ili č K‡
(11	_#K 17 ch9 C j RB#	Vi clíí maké eŭfi KQ †_‡	K Z_" m ilij Ki ‡ Z m	le)		
Z_ "	c ồib Kuixi bıg , c`ei	ci tab b¤it				
1.	- d gi by I A BW b	s (îh ivî 4 Dci e i R/Ky i fil 4	ng2 ntqt0):			
2.	e R/Kyj f\UU bZb w	ygê buk ebîq ¶ılî.NÖ-eiR/K i	j fili hs ⁻ d Kivstq	1Q :		
	1. bZb by? 2.	ms`ai KivniqiQ (2004 mij	eb"v¶ izhö)- 3. i	ms⁻ei Kiv	/ mtqtQ (200 7	/ mij eb`v¶ iZNÖ }
	K. †h ivīvi-Doielā L. ivīvi/Do‡Rjvn M. ivīvi-†h Rv alia	/Ký filing2 siqiQ (nB iv) oK byBDingb noK/Nijsi noi eR/Ký filing2 siqiQ (nii	di ~ N KZ ybi? K: 1. Dc iRj KbSDbqibi gta"	vnoK c totQ?	2. B	 Dıbqb/Nijnif moK
•••••	N. ef r/Kyj fil}fm K‡i _\$\$\$)?	iv u 1Kıbi Kıb®Dıbqibi D o	;i wtq dilqtQ (1Kubi	ikasda	qibi tj KRL) iv ul țek e eni
3.	eR/Ký fØGi cág iv ú cágc	ıc: battiZ j¶guÎv (NRBb Abyı¢i Kivi K_vuĝj)	A RE j¶ gŵv ing2)	(evī te	c hie ¶iyi (c hie ¶ibi Kife)	djudj (ntiRujtb ngq ýze×
	K. "ứ vb msĽ v	¥	Ŭ		·····	
	L. e R/Kyj fU Gi		%)) ***	yihi	%#?	ışlı i
	carge	cv:	GV: D'PZv	yv: yti	GU: D'PZv	yvi yki
4.	e R/Kyi f\UU bg# fi	/c jeftibi ngq (ev omZ c i	(#i) & & K R Kive	4410? (ns	t¶‡c cëb K	₽,ijvDijĿKi1)
F						
J.	tgul eivi KZ. A_P	(Wi)	tali ciiz	.e°q KZ r	;;;;; ;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;;	(UK)
6.	e R/Kyj fil/ibgf /c j	enb K.R : `i`i"ıtıqdj:	(gvm I eQi)) iki ni	44 j:	(gvn i eQi)
7.	e R/Kyj fil/%bgf /c j	einb KylRi ngq KZ Rbi rem	kiyK daqMKivatq	Aj? (c j 4R	b g n jvRl

	K. bvætj, 1Kb? 6. makó-kt/ki? 1. nakó-diKvi viť i KvtR Actajv 6. makó-KZ£t¶i AmuthaliZv 2. makó-KvtRi Rb° célpRbaq gyjvytji i ýcéc Zv 7. "thapfvte PaiveR, `ýKZKvix I UDUť i 3. célpRbaq gyjvytji i A*třesK gj″ eps célkZvmpó 4. makó-KvtR e*eüZ miÄvyavi I hševtZ ch6 bv 8. cékuZK uch9q ngmivi mpó ni qv _vKv 9. Ab*b° (davite Ki1b) 5. célpRbaq At_Pms*tb bv_Kv
9.	KuRni cui K î bygani K n#4199jc (hvhvKi vi K_valj †m Abijvap) ngv6 n‡qalj vK? 1. niv 2. bv K. bvntj, †Kb nqub?
10.	cë ti Avizy D³ iv y Kquie R/Kyif U'Buy2/chefnb ntqt0: K.eR:
11.	iv wiz tgu Kz_tjveiR/Ky fu9440 (cü‡í i Avizu wy2 i Ab`vb` m tgu):
12.	hLb clắí đượ được ng ZLb iv tả ai¥ tắ iKg thị?
	1. c ji UB cvKvivīv(czP XývB-Kv‡cfBs Kiv) 2. KzPvevgubli ivīv- 3. Avav-cvKv I Avav-KzPvivīv- 4. Abīvbī (dažve Kifb)
13.	e#R/KyjfJU9¶Yyte¶YI m¤ytii KytRi Rb ^{:-} Yuq 1Kyb Kyyli (†jeli KbUKulis†mmibil) AyiQ uKb£ 1. niv 2. bv K. nivntj, Kyylii by uK? L. KvivGB Kyylii m`m`?
	P. At_P Think Kuivith _4K (1Kb clizeb evAm`Bi)?
14.	e R/Kyjfulli ubgl yi/c hefnib i ci utz G her Kzeui ns`ui (i¶Yute¶Y I tgivgz) KivutqiQ?eui
15.	e ir/Kyj fulli ubgl i/i/c heint bi ci GKeuil i¶Nite¶Y I tgivgtZi Kvr Kivbvntj, uK Kui‡Y napb?
16.	e iR/Ký fůli ugil ?i/c þeihi bi ci Gjulbuki 1Kub cui`klikúxuKsevKgiRZPgilS gilS cui`kl) K‡i eiR/Ký fill® Kuyulik (i ¶?de¶? Kuyulik) 1Kub ciugk¶`b dk? 1. n`n 2. bv
17.	dafi Z iv 🕯 e i R/Ky fulli KZUb tjulitequi Kivi K_ £ (AubyubK)
(18 <u>Z_</u>	<u>t 14K 27 ch9-ivî wa e1R/Kyi ful^qe"emi Kuizfî i w4ki K4i KulKuR i e"emi mt_RxoZ e"uffî mt_K_vetj</u> 'mall ü Ki4Z ute)
Z_ "	cðið Kvini log, tekvil telið þ¤t (GKunz utz etti)t
18. 19.	tKub GjuKui tinihli mile'e'''vfuj ntj A_ P iv''vHull Dbqb ntj GjuKui uK uK Dbqb ntZ cuti I GjuKui RbillYi uK uK DcKui evnynavntZ cuti etj Aucub evAucubivgtb Ktib? tKub GjuKuq 110j_ timlki/gutKul/mul-euRui Dbqb ntj GjuKui uK uK Dbqb ntZ cuti I GjuKui RbillYi uK uK DcKui evnynavntZ cuti etj Aucub evAucubivgtb Ktib?
20.	ivīvi Dbapb evivīvi Dci eiR/KyifnU9bg4¥i AvtilihnZvqnZ eïeīv†Kgb vlj?
	1. fyi 2. tgd ygl/Pj·Pj InN 3. Lvivc 4. G#Keeti b Pj·Ptj i A#nN 5. Ab`'b`' (bù@Kif)

21. iv w eiR/Ky fU9bg#Yi AvtNiv w K K hbemb tek Pj4Pj KiZ GeseZ94b K K hbemb tek Pj4Pj Kti?

	ngq	e Z§ų́b uK uK Inbeunb †euk PjuPj Kti	iv `vDbqt bic ‡e¶K wK hubeunb † e KiZ	ek Pj Pj
	#Kobon⊈kiùbevon¶Uiùb #Kobon⊈kiùbevon¶Uiùb eqC			
22. 7	eZ§tib eiRnn iv∵uii(Z guj cuien) K. nivntji, tK tK Kul cY`l mgMi	bKuixNoxUK/jui/fub PjuPj Kii Icuienb Kiv	uk? 1. mir 2. bv	

23.	iv u: Dbqb nl qq eviv u: Dci el	R/Kyi fulif ungit ni qq Gj Kui tj	i KRb IK IK njinilingsav†fuliKi‡Q?	
24.	iv v: Dci e R/Ky full wy2 nle	qq Kılı cy ⁻ Avb utbi qi i 1¶f î Gjuk	(vi tj:KR\$bi dK ai\$bi mpavn\$q\$Q?	
25.	eiR/Kyi ful¶m GB iv`uli e`emi K	(‡i 1Kv_vj 1Kv_vj hd qvhq?		
26 .	e R/Ký fil¶n GB iv ul ‡Kb4 Ku	biGjiKui mt_ nstinili(ihilitinii) n 	ný KjilQ?	
27.	AubyubK KZRb tj vK ~ ukK GB ei	R/Kyj f⊎€v iv wùty PjuPj K‡i?	Rb	
(28	t_tK 33 ch9-chfe¶YKvixtbtR ei	R/Kyi f'Ulli mti Rugth Nji † ` Lteb I	<u>Z_" ýme× Kiteb)</u>	
28. Cİ	e r/ky tvhpike e ui z z_:: No c ib Ask	(Chieʻ YKvixmiti Rugid I`il ve`vii	z ýbe× Kið)	gše-
K. L.	. "ú'ıb mil'ı: eiR/Kyi fJJSi ciigu:: %49		yiki D'PZ r	
••••	yiki	-	_	
•	eR/KyifUSiGeURyU`PHieZ K cheny Kiteb (n=niZeYB	(9b Ae ⁻ v†Kgb? V ubie Kti villi): Ged le odl Gi`t	Rođki adl milikfale fiali Kiv Adl)	
	Kby by A_P gul 1Ky_u mti 1M	Q Kby Gellgu Gi Kbyu Xy d	KvR (Avi un un) 1Kgb Ae ⁻ iq AvQ	
NL.	eR/Kyi fUGi NHE Kali Ges Gi	ie ZGb Ae"vikab?	o ncmieł fił ańn rya	
•	K chfe¶Y Ki‡eb (m⁻wiZ eYik	vibiê Kiî yî Lj): Kejî Nîlê Ali), NMR _tjvi Avi un un Xyjv i ulKgZ	
	styte Kbv A_ P MNP mitch g	jm∦, ev "§r Av‡Q` uKby, †Kv_vq iVi	VI †÷vb Picnitijei nitų AvtQ uKby	
	Nini įti i GK Geligu (_#K u	:qui I cieZ :fGeURpU c h9—tj ‡ej to Ki I t0t/h	j ngıb AvlQ uKbyGes mi‡d‡ni Nilq	
0.	RV W 945 945 AVV WHE CV:	•WSKIVAWU KOV Gie zoh A e ⁻ V1Kah?		
•	K cheffy Kiteb (p wiZ ey)	v bù @ K‡i vi Li): Kaij µwn exa <i>l</i>	AviQ, Livmexig, tivi Avi un un Xvivi	
	₩KgZ ####Q #Kbv A_₽ µvm eig	tjvi mitdmgn% ev ¥ AvQ w	by 1Ky_u iWI t+u Picnatei naq	
	Atto Kby, µm eng tjivi GK M	Mili t_X Ab" MMP ch9—tjtej nin Kintato dKan	ngıb Ax‡Q ili bir Ges mi‡d‡ni Mi‡q	
P.	RV w gys gys Ayv wye cv: cR/Kyi fyliti Kali wai (~i'd)	•WSKIVAYU KOV Gi L ih GesGi e Zih Ae ⁻ V1Kabi	2	
•	K chfe¶Y Kiteb: (w wZ eYi	Nubit Kți y Li): Kail wai (~ú	I'ub Gi L ub) Aut 0, uzqui "ti vi Avi um	
	un Xý B uKgZ AuQ uKbv A_P u	equi ti vi mitdm gn% ev "& Avt	Q dKby fKy_vq iWI t+vb Pxcnfitei	
	ntų Avių iškų negai įtiv Luoili 17	vovevj¤ýjæftje milkftje Aeui	Z Kov Ges wequi, tjui bulPi gull	
	Ado Kove wiZeYeve Kti	anda'fha untotus und kvía Anda'fha untotus und kvía	I GUƏ GUƏ AYV WUR CUTWSKIV	
Q.	eR/Ky fUGi ~e Gi eZgb Ae	-viiKgb?		
ĸ	chfe¶Y Kiteb: w`wiZ eYiVubù(P K‡i ğLþ		
•	eiR/KyifU9Gi ~~e Gi Avi u (Dci IbatPi) mi‡dmgn), ev ~{	n un Xýið MKgZ AviQ ukbv A_@ ý AviQ ukby 1Kv_up iWI 1÷ub Px	eiR/KyiftU®Gi ¯"ve GiDfq cviki cmljei utq AvlQ vKby	
		_		

• "*e Gi tjtej (1Rb¢ij Gyjtfkb) mlKf¢e AvQ Kbvæ~uiZ eYDvbù@Kti yjLþ |

R. efk/Kyj fWGi `Jctki tiyjs Gi eZgb Ae v1Kgb?

<u>K chệc (Y Kiteb:</u> wơwiZ eYi)vhà 0 Kặi yily: eiR/Kyi fili@i`jictiki tinjs Gi Ani un un Xyi 8 uKgZ AdQ KbvA_P eiR/Kyi fili@i`jictiki tinjs Gi mitdingn); ev "ây AdQ Kbv; 1Kv_u iWI t+b Picnitei năų AdQ Kbv; `jictiki tinjs tin RungP (Luoluo/ji¤ğiut) Ae "íq AdQ Kbvwo uiZ eYi)vhà 0 Kti yily | S. eiR/Kyi fili@i Dfq ctiki? Gʻtici? tin W(mthuli iv ui) Gi eZgb Ae "ín Kgb?

 <u>K chief[Y Kiteb:</u> w wiZ eYDv where Kti yilly: eff/Kyiful@i Dfq cutki G`uc# tiuW miKfute wgf muqtQ A_P G`uc# tiuW Gi mt% eff/Kyiful@i `jcutki iv`u muthuH Gi Xyi/`e-gm), ev smooth AuQ uKby G`uc# tiuWGi tKy.uq fu% AuQ uKby MZ@uQ uKby, hoemb Pjutji Dcthukk uKbyw uZ eYDvwae Kti yilly]

T. eiR/Kyj full@i DRub I full#Z cilli ¶ugjK (uifui fullus I qKfikKuR Gi eZigub Ae"v†Kgb?

 <u>K chfef[[Y Kiteb:</u> b⁻wiZ eYDv whiP Kti yiLj: efk/Kyift/PGi DR b I full/Z Gel/BpU Gi PZh/K wifui fulls I qKfN/ cl/Zifl/gjK KuR KivA4Q uKbvA_P ununek-(fLuvI untghUi untfy) Zixek) witu cl/Zifl/gjK KuR KivA4Q uKbv Kiv_Ktj ununek-tjvmlKf4te ⁻(cb KivA4Q uKbvA_P ek-tjv m) ifte full KivA4Q buK Punkt Coatbut/Utfufte A4Q - b⁻uiZ eYDvbhe Kti yiLj)

U. eR/KyifUGi DBs Iqyi I wUb9Iqyi ngtai eZ9b Ae~v1Kgb?

<u># chieffy Kiteb:</u> w⁻wiZ eyibvibie Kti yi Lj: eiR/Kyi ful@i DBs I qyi I wiUb9 qyi `jUB AuQ uKby

 eiR/KyiftUQGi DBs Iqqi I wiUbQIqqi Gi Puictiki guli milKftle fitU Kiv Atla uKbv by guli 1Kv_ti nti 1NtQ uKby DBs Iqqi I wiUbQIqqi Gi Kbupu Xyit KR (Ati umum Xyit) 1Kgb Ae~'(q Atla A_P Iqqi miltim gm), ev "& Atla uKby iW tei ntiq Atla uKby t+ub Pacm tei ntiq Atla uKbv w~uiZ eYBv ubu Q Kti uj Lb)

V. eR/Kyi fuliGi balpi aliqui litcubs eZgab enj/cyi guli ù tu fiuli utu Autu ali?

 <u>K chpeffy Kiteb:</u> w wiZ eYDvubai@Kti yiLj: `jcutki Geuligabui t_tK Geuligabu ch**s-hind**ii bap t_tK Zjik chs-ltcubsuKqui Autoukbu; tKu_ul cyjguli lenji atu fuiul ututoukbu chpeffy Kti w wiZ eYDvubai@Kti yiLji

WeiR/Kyi fuliGi Iq'wis tKul©Gi eZgb Ae"v1Kgb?

 <u>K chiefty Kiteb:</u> eik/Ký fulgi uc "viei Avi un un Kus-s Gi ci cib GK bul w Kibim (hbz) tul Avkvii i t+u prendi untgu uy- pri witu mg"—viei Deniftikký us Kivna - GutKB etj lajvis tKulg GB lajvis tKulgGi ezgb Ae"v tKgb A_9 tKv_u MZ9Ksev lajvis tKulgbó utatu kby gnij, ev "§ Avtu ukby t+u premtei uta Avtu ukbvchiefty Kti us"uiz eydvubne Kti uj Lb)

X. Thiv year/Kyifulling 2 style (miv wickviv workdaviv #

 <u>K chef[Y Kiteb:</u> cätg GjukbawKZ,%t][i KuQ 1Rtb yince× Kitb iv`u] eik/KyifuYabg4Yi ngq iv` uli uk aitbi ubj A_@ cukviv`ubvKuPviv`ubvAuuucukviv`uduj | miumi chef][tYi mgq iv`ui aiY tKgb f`L10b tmbal us`utZ yince× Kitb]

Y. Thiv ve en /Ky full by a null in iv all ezgub Ae vikgb?

- <u>K chief[[Y Kiteb:</u> miumi chief[[Y Kti iv`ui eZ@b Ae`v us`uiZfute yiuse× Kifb] (ingb -Kutcilis uiK Auto ukby, iv`ui ikub fu/APiv Auto ukby, Kubv iv`ui guli nti uliq NZ@utqtū ukby, PjuPiji Amysav ut'ū ukbvBZ`ui us`uiZ Z_" ubit@Kti yiuse× Kifb)|
- 29. edZých iv dál z dá hobeno PjuPj Ktí? (chfe¶YKvix data chfe¶#Yi mgq th th hobeno PjuPj Ki‡Z † Lteb)

K.	chệc¶YKZ.hbemibi gia" iKubinbembii teik PjuPj KitZ i LviNiQ?	•••••			••••••
30.	. chfe¶[YKyjıb ngtq tKıbiyyj/cY`teiSuBKZ.hıbendə PjuPj Ki‡Z f`LvtMQ dKbr?	1.	n'u	2.	bv
K.	nërntj, K. Inbend I. K. gyjuggi chiend Kinlj?			•••••	

31. eZŷąb eiR/Kyj fullili †Kıb Ask †f‡%bó nių Auto uKbvev†givgZ †huli uKb2 1. n. u. 2. bv

K. fv/rAsk_tjvevtgivgZthNi Ask_tjvnK uK Zvi by Dtjl-Kift:

32.	îh iv ve eiR/Kyî fi lîkeyê nişi Q înB iv vê eZ îşib Pj iPijî î Do ihNikiKbê	1.	n'u	2.	bv
K.	ch@{ bKZ.eiR/KyjftUW@Zg4bPjvPtjiDc1mNkuKb#	1.	ı ı	2.	bv

33. iv v-I eR/Ký fulli eZgb Ae⁻ v nuúk@ch@c[[YKúzi gšo⁻ (o⁻uiZ yiL]: eZg4b &R/Ký ful@m iv ul e^{*}eüZ ut?Q ukbvA_P PýyA4Q ukby GjukB4WKZJK th th KuR KivutqtQ tm tjui cikuli eZgb Ae⁻ v tKgb tm tjvPjyA4Q ukby ns⁻etii ctquRb A4Q ukby tKb4Kbbi uk uk ms⁻etii ctquRb A4Q, tKub4KbbctquRtb gubj GB eR/Ky fulli e^{*}emi KitQ, GjuKui RbMKYi K4Q GB eR/Ky fulMn iv uli _i^{*}Z; KZUKz etj ch@c[[YKuizi K4Q gfb utqt0, tmil milKft@ PjtQ ukbvtmmt4Ü ch@c[[YKuizi gšo⁻ BZ^{*}w)

......

......

cjxAeK\MtgvDbqbcllí:en/ligqgbunn (gqgbunn,UuMBj,Rvgyicy, tkicy,ultkviNä I tbîtKvbvtRjy)-2q mstkunZ kalficilticilve gj`vqb

AeRvi‡fkb †PKyj÷t ivīvi cvik e¶ †ivcb

1Rjv 1KWbs Dc1Rjv
BD:bqb:
ij ψKku:
ch fe¶YKvixi bg:
Z_"cÖubKvixi brg, c`exil wiKubx
cË (maké-eŭf‡K n£ÁvnvK‡i, GjuKui †juK‡`i Kuî t_‡K ‡R‡b GesmtiRny‡b cni`kŷK‡i bn‡Pi Z_",‡jvmnNö K‡i njuse× Ki‡Z n‡e
(1 t_1K 14 ch 9-cjuRBN FicKlímaké-eïuFiKuQt_1KZ_"maNBKitZate)
1. ādgi evevīemųZ cliti (thivīvie eļitivob niņi) bug :
2. th iv up efftiveb mtqtQ tm iv us ai Y : 1. DetRj v ti uV (ul Viii ti ul) 2. BDubqb ti uV (i 4 uj ti uV
3. (Thi ivīvaje@#tivcbKivnata;10)GB ivīval 1Kvbc4126vtbi evaltivali ubg47Kti10: 1. GjvRB4W bv 2. AbīKvtīv. (bvg Dtjl-Ki16)
4. GB iv wii KZ witj wybi iv w efitiveb Kivnigto:
5. ‡gnU e''q (UKV): thattiZ ei'uli KZ.e''q :UKv cliZ.e''q :UKv
6. GB iv v e¶‡iv;‡bi KvR : `i`i "stylj: (gvn I eQi) ‡k1 stylj: (gvn I eQi)
7. e¶‡ivcibi KviR KZ RbiremkiyK usiquliKivniquej? cý4iRb gunjvRb
8. GB ivīvi arļi MQ juliķbui KuļR ‡nB Gjukui `vi`"I gunjuļī i ukļupiliļī gvurļupijukbu? 1. niv 2. bv
9. GB iv u tyl KZd efftivel: Kivi K_vdj?di od Kiveta KKZd efftivel: Kivi K_vdj?di
10. iv u `yuk K K aitbi Mû julibv niqiû?
11. eZ gų b tivobKZ. MQ, tjvi kZKivKZ fylimQ te ip AylQ?%
12. g‡i hul qvMQ, tj ul RupHq c'pi u MQ j ulitovntytQ u? 1. niv 2. bv
13. NQ i¶Y¢e¶Y I cuiPh@ Rb" ~\$mq 1Kub Kuguli (tjevi KbUlKuis †mmBil) AvjQ uKb2 1. niv 2. bv

	L. Kıiv GB Kışıli m`m?
	NI GB Kuyuli X KX Kuk Kti _uik?
****	0. K#`i gw`‡g (1Kub KZ##¶i gw`‡g) GB Kuydi KuR K‡i _utk?
	P. At_ P finilib Kuivuì‡ų _tik (1Kub cilžėub ev Aun` Bi)?
14.	eff‡ivc1bi c‡i mlKftfe MQ, tjvi i¶Ytfe¶Y KivntqtQ tK? 1. niv 2. bv K. nivntj, dKftfe I KtF i nitų GB MQ f`Lt(ktbi KtR Kit(bvnq? 1. ~ uk tezb ufužtz gnjvktyK utqulikti 2. gunK tezb ufužtz gnjvktyK utqulikti 3. ~ tuq RbNbi ~4Df~utM 4. Ab`tb~ (duit 9 Kit)
(15	t_tK 17 ch9-ivīvimoK eïemniKvintīimt_K_vetjiZ_ïmnklik KitZ nte)
Z_	cöb Kúni by, tokvil tob b¤t (GKunz ntz cuti)t
15.	#Kub GjuKui #nihtinih le"e ⁻ 'vfyj mtj A_ f iv"vHU Dbqb mtj GjuKui uK uK Dbqb mtZ cuti I GjuKui RbHtYi u uK DcKui evnypavmtZ cuti etj Aucub evAucbuivg1b Ktib?
15. 16.	IKub GjuKui ImMitimille'e''''figi mtj A_P iv'' whili Dbqb mtj GjuKui uK uK Dbqb mtZ cuti I GjuKui RbiltYi u uK DcKui evmpavnitZ cuti etj Aucub evAucbuivgib Ktib?
15. 16. 17.	iKub GjuKui finiklinike'e''v'fyi ntj A_P iv''v-kij Dbęb ntj GjuKui nK nK Dbęb ntZ cuti i GjuKui Rbikty'i n nK DcKui evnynavnitZ cuti etj Aucub evAuchnivgib Ktib? iKub GjuKuq 1110, 1mlbi/gutKil/mil-enRui Dbęb ntj GjuKui nK nK Dbęb ntZ cuti i GjuKui Rbikty'i nK nK DcKu evnynavnitZ cuti etj Aucub evAuchnivgib Ktib? iv''ui ``j cutk MQ.julkibni dtj GjuKui nK mynavnit'Q i AuchnivnKfute jufenb nt'Ob evAuchnf' i nK nK DcKui nt'O?
15. 16. 17.	IXub GjuKui Tudikimilie'e''vfyj ntj A_@ iv'udul Dbeb ntj GjuKui uK uK Dbeb ntZ cuti I GjuKui RbiliYi uk IXub GjuKui Tuli, tudi/gdK00/mll-exRui Dbeb ntj GjuKui uK uK Dbeb ntZ cuti I GjuKui RbiliYi uK uK DcKui evmpanutZ cuti etj Aucub evAuchuivgib Ktib? IXub GjuKui Tuli, tudi/gdK00/mll-exRui Dbeb ntj GjuKui uK uK Dbeb ntZ cuti I GjuKui RbiliYi uK uK DcKui evmpanutZ cuti etj Aucub evAuchuivgib Ktib? IVui ''B cutk Hi0_julibui dtj GjuKui uK mpanut?Q I AuchuivuKfute juffeb nt?Ob evAuchuf i uK uK DcKui mt?Q? explainctbi KutR GjuKui 'ui''ymjuivAskiliY KtitQ uK? 1. mir 2. bv 3. Rubby
15. 16. 17. 18. 19.	IKtb GjvKvi flullikulle"e "vfyj ntj A_P iv" vlbU Dbqb ntj GjvKvi uK uK Dbqb ntZ cvti I GjvKvi RblltYi uk IKtb GjvKvi flullikulle"e "vfyj ntj A_P iv" vlbU Dbqb ntj GjvKvi uK uK Dbqb ntZ cvti I GjvKvi RblltYi uk IKtb GjvKvi flulli/gdK0/mll-euxi Dbqb ntj GjvKvi uK uK Dbqb ntZ cvti I GjvKvi RblltYi uK uK DcKvi evmpavntZ cvti etj Avcub evAvcbnivgtb Ktib? iv" ui `j cvtk MQ jvMtbni dtj GjvKvi uK mpavnt?Q I AvcbuivuKfrte jvfeeb nt?Qb evAvcbut" i uK uK DcKvi nt?Q? explainctbi KvtR GjvKvi `ui` *ymjvivAskliffy KtitQ uk? 1. niv 2. bv 3. Rubbv iv" ui GB MQ, tjvi ubqugZ f LukubvKivevbZdbqvi KvtR GjvKvi `ui`*ymjvivAskliffb Ktituk?

<u>(21 † 1K 26 ch9-ch9eqqYKvixulta iv wl/moKuli `9 cvtki MQ tjvntiRvytb Nji † Lteb I Z_"</u> vjuze× Kiteb)

21.	ivīvi⊧cv‡k Ki16)	e¶ tivcb K	iv niqiQ Kb	f (chfe (i y Ky) 1. mit	jab mg‡qiv⊺ui-o ∎ 2. bv	atk MQ j Mibv AvtQ	4(bv†`‡L Z_ ")	j z e×
22 .	iv y Abj	nik ik ci i g	Ŋ¥/KZ_ţjvN	10 j Jiliji v Avļu		(miL`vD	ijĿKi 1)	
23.	iv 4` 54	k 🕊 🕊 ai‡	i MQj Nij b	v ntqtQ ?				
24.	Gj æði Wi	(ZIR. hZ_tjv	MQ j Mijbvi	d yêj Zvî gia	" kZKivKZfW	INIQ telP AviQ?	••••••	f WI(%)
25.	iv vi cvik 1Kgb Aviq 	ţivcbKZ.e% , 1h MQ_ţiv	∏_tjvi eZ 9 ↓ ∕e Z94b A4Q	b Ae ⁻ v†K gb? G‡`i g‡aï KZ	(chteffYKýb) (_týv fvývAvQ	ngtų 1h MQ, tjvť Lv Ges KZ, tjvbó ntų i	ntylQ - tn8 Mi MQ, telP AvlQ	ì, tj v
•	8.7.8		-	t fra h		-L A (WV/.1.1		
40 .		G 4 K	е ж	1479 		Chte] IKWX		3294

cjxAeKulvigvDbqb cli (: eņi Eigqgbunn (gqgbunn, Uulvib), Rugyjcj, tkicj, klikulvia ItbîtkubvtRju) - 2q mstkunz kalik cli ti cive gj`upb

AeRvi‡fkb †PKyj÷: ‡Nij_ †mUui/NijpY mU-erRvi

I Rj	v 1KWbs Dc1Rj v 1KWbs 1KWbs
	995:
City	
(c ii K‡i	(í maké-eˈ###K #RAvnvK‡i, e4Rvi Kugdii tjvK‡`i mt_K_vetji Ges ntiRugtb cui`k@K‡i butPi Z_"_tjvmdil) (yjuse×Ki‡Z ute)
<u>(1 1</u>	t_#K 10 ch 9-GjukBah ¥Gi clkií makó-eïufi KvQ t_#K Z_" malili Ki‡Z ate)
Z_ "	c öb Kvixi bg , c`exi tab b¤it
1.	evī emųZ cli tžíi evīdīgi bug:
2.	GB 1110_ 1mUui/erRuitl CKentib bZbfnte ugg Kivnindo buk Anthit_1KB 1041-Lui erRui uninte uhy Z ulj Zv
	eo Akti Dago Kivatato?
	1. GIRCHIB DZDTHE KIVEHHU, ANN MLND IKN ENKI EMZ DVEVEKN MINE MYZ NJ DV 2. Admit 1970 talati 1944 juli albi anii anii anabi atata 1947 di Zuca Advii Dhab Kiwatata
	2. Atimi-jiko jinkto juurko etka enz eretka timie tiyz tij, zveo Ativi Dop Kivnipu 3. Akivi (hijokisi):
3.	1110 imulti i/eRti i Arkvi:GKi/inti
4.	GB 1110 [mlui/eRvi Dbqibi myq (evī emųZ cliti) uk uk KvR KivniqiQ? (mt¶itc cibb KvR tivDtij L-Kifb)
	1. jkWilgf
	2. 10 bgf
	ybi
	4. CHO METALI KO HOELAY EMIOV
	5. Cita ingeli Anni agu
	7. KmB Libying
	8. ‡LývcKvcHdgHgH
	9. m\tbluixcupLubv I clite Lubvubgff
	10. gdK91K eb`vgf`ivLvi Rb'/Rjve×Zvgf`ivLvi Rb' gwlitdtj/BD welltq/
	K.y .
	Xý S TAL DEKIV
	11. CKVI MPCIMI JOI KD CHIVKONI KUJ JKOV
5.	tall e's (IbK): tali Z eivî KZ e's:
•••	K. hai eivi Kz.e'tai 1914 cilz.e'a Kg evtek nių _viK, zvrij Zvi KviY
K ?. 6.	GB 1111 (mUli/erRvi Dbqfbi KvR (gvm I eQi D1;j L-Ki15): `r`i"n11498;: 1kl n1448;:
7.	GB 1110 multi/eRvi Dbatbi ma KZ RbitemktuK utavliKivutati? ct4
8.	Kurdi K ubit@ngtų įki utųdį? 1. niu 2. bv
	K. bvatji, 1Kb?
9.	K urdi cuikí i bygudik nevišejic (hvhvki vi k_vulj †m Abijnp) nguš nipulj vk? 1. užv 2. bv K. <mark>bvutj, †Kb napb?</mark>
10.	189_]mbi/eRvivi (^ Lvikuby i (^ Yvie (^ Y i ms`oti i `vujZ iKvit` i?
<u>(11</u>	<u>t_1K 26 ch9-erRví Kupili m`m: mfvcnZ/maníY nrví vK/htpului-Gi Kvû t_1K Z_" milii KitZ ste)</u>
Z_ "	cồn Kuini by, c`exii țdub b¤t (GKunz uțz cuți) t

11.	tKyb GiyKyi thyhthyhle"e⁻v fyinti A ♥ iv w	NHI D	ada arti Giv	Kui uK u	K Dhah r	dZ cyti ev@	i Kvi Rbl	EY i
	w w DcKvi evneavntZ cvti eti Avce atb Kt	ib?						
12.	#Kub GjuKvq #NÖ_ †mUui/gr#K@/mU-erRvi Dbqb	ntj G	j Kvi 🕊 D	beb n#Z	ev Gj K	vi R hi țyi U	K 🕊 DcKvi	i ev
	mpavniZ cvii etji Avcub gib Kilib?	•	•	•	-			
13.	GjubbiWKZ# Dbqtbi AviMt_#KB GLvb GB eve	Rvi J P	yyłj K?		1.	niv	2. b	v
	K. uivutj, Kie t_iK GB ilių įmūvi/eRviul P	yi yutq	Q?		*******	(mj	Dtj 占 Ki 🕯	
14.	GjullBiWKZ# erkvi Dbqibi ci Kite t_iK erkvi	U Ave	i Pri yntatQ	?	*******	(mj	Dtj ⊨Ki4	Ď
15.	eiRvi e`e`(cbvKıyıli weiliZ niqiQ vK?				1.	iii ii	2. b	v
	K. mivntj, D ³ Kuydi uK uK`wyZ;cyjb K‡i?							
	L. D ³ Kyyli m`m`mL`vKZRb?	Rb	1					
	M. KuivGB erRui Kuydii m`m`? (r'ayul` c`ex I d	cuith	ĽDţj ⊫Ki†))				
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23.	1110_ 1mUsi/esRvi Gi f`1Lvikuby, i { Yvie Y msPuiti `wqZ;Kvi`i?				
24.	1110_ 1mUui/evRvtii Gif 11.vtkvby, i¶Yvte¶Y I ms@dtii LiP Kvivenb K‡i_	, ∉K ?			
25.	1110_ 1mUi/e:Ruid Dbqibi ci 1_1K GLb c h9-1Kub ms^adii ciqRb (`Lvi)	iqtQ :K?	1. 🗰	2.	bv
	K. nivnatji, m®ati i Rb ⁱⁱ 1Kab c`‡¶c Niib KivnatatiQ aK?	1.	THE	2.	bv

26. (Ně) (mbi/erkuiti mtů) erku Kuydii m`n`f`i Ab`vb¨ gše: (Gili ni qu Gjiku Rbili vi k dk nysav niqiQ, Gjiku dk Dogb niqiQ, Kylc Y¨ tePviKbu cëVZv teto Q dkby gnji vicerkú-mtů AvniQ dkby erkuiti Dogibi Avlili gnji ví Vkbx Avlili (Pitu teto Q dkby (mů) (mbi/erkuiti ni qtZ tiku nymív nyé niqiQ dkby (Ně) (mbi/erkuiti ni qtZ tiku nymív nyé niqiQ dkby (Ně) (mbi/erkuiti z eZgibi dk dk nymív i tatiQ, BZ`w)

(27 t_1K 33 ch9-chfe¶YKuxbtR 110_ tmUuitWeRuitU Nji † Lteb I Z_" yize× Kiteb) (chfe¶YKuixAek B hLb 1110_ tmUuitWeRuitU 1LyivAe^uq _Kte tnB ngq chfe¶Y Kiteb)

27. ch£¶YKvizb natu 110 tmUidl/eRvi 1Lviviti byeÜ iti? 1. iLvivei 2. ell 12i 28. (chile (TYKyi ub mgtu) Avchui Dewi 1272 1 NÈvi gta" AvbyubK KZRb tj vK 1110, tmUú/eRvti Gtműtj b? talit K. 🕊 & a-wutai Rb" ZvivGtmitib? 29. [Ně] [mbli/eRtfi dl dl cy'/ildmuq-muq nf@, wiki kii dl dl kicy' eRtfi AtQ w`uiZ y we× kifa: 30. chie ((YKy) b ngtų 110), tmbi/eRyti 1Kb gnj vi~ Kukri~ 11.10b iKb? 1. يشر 2. K. nivnti , KaRb ani vî 'Kybxî' 11.10b?Rb L. Zvivik 🕊 aitbi cY wutui Rb Gim**l**i? 31. 1110_tmUui/eRvți tyru KZ_tj v† Kub evtnik/AviQ Ges Kimi Kimi? K. tavil...... - **'un KZ** , tj v..... A ' (gxKZ , tj v L. Kimi Kimi mWevf Kub AdQ Kali?

32. 1110j 1mUui/eRații e`e`icbvKaydii 1Kab abai@Ni AajQ aKba? 1. miv 2. bv

33. III multi eZgb Ae⁻ multiche⁻ [bKuin gše⁻ (n⁻ uiZ y L]: eZgb 110 multiche⁻

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BDubqb Dbqb †PKyj÷

(GBZ___tjvulì mevifuBRvi milili Ki‡e)

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Appendix 4: Pictures of Infrastructures, Local Level Workshop & Dissemination Workshop



Baroari Growth Center, Netrokona Sadar, Netrokona



Seed store bazar to Awalatoli road, Hobirbari, Bhaluka, Mymensingh



Kalia to Kauljani road development, Kauljani, Basail, Tangail



Bulbuli high school-Doctor Manjil Murshed Khan's house road development, Parthashi, Islampur, Jamalpur



Tree Plantation on Biraura-dokhin bishura sarak of Kendua Netrokona Sarak, Kendua, Netrokona



Tree Plantation on Dhaka-Mymensingh highway (Sunni Fields Ltd) Mamarishpur road, Bhaluka, Mymensingh



Local Level Workshop, Kalihati, Tangail



Dissemination Workshop, Evaluation Sector, IMED, Ministry of Planning



Research Evaluation Associates For Development Ltd. (READ)

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