

LETTER OF TRANSMITTAL

To,

18th May, 2017

PD

Preparation of Development Plan for Fourteen Upazilas

Urban Development Directorate (UDD)

82, Segun Bagicha, Dhaka-1000, Bangladesh

Sub: Submission of Shibchar Upazila Transportation Survey Report

Please find attached to this letter, the Transportation Survey Report of Shibchar Upazila of Package-1 of the project 'Preparation of Development Plan for Fourteen Upazilas'. The report has been prepared based on Terms of Reference and the subsequent instructions received from your office time to time.

Hope the current report will meet your requirements.

Thanking you so much.

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Executive Summary

A traffic and transportation survey is undertaken to investigate into the existing transportation infrastructure, transportation modes and modal share scenario and to estimate the anticipated transportation needs of the future.

Shibchar Upazila has 145 km metaled, 125 km semi-metaled and 501 km katcha road. It has 1350 waterway in monsoon and 75 km round the year (river + canal), 1285 km canal road, 125 bridges, 2 baily bridge, 200 culvert and 38 Shako (Madaripur Zila Series, BBS, 2011). Regional linkage of this Upazila is mainly Dhaka based. There are a National highway and a Zila road passing through this Upazila. Waterway connection is very important for this upazila as it established the easy connection of Sadarpur upazila, Faridpur with this upazila. The internal accessibility within the Upazila is strong as well as inter district connectivity. Six types of various survey (Traffic volume survey in inter-sections and Road segments, O-D survey, Bus Passengers Survey, Pedestrian Survey and Regional Transportation Survey) works have been performed by appointing experienced supervisors and enumerators through approved formats of UDD (Sample size and number of spots also were approved by UDD). Data entry works been completed properly and analyzed those accordingly (Attached in the Annexures).

Transportation survey reveals that the pedestrians are the significant road users within the urban area. However, in roads, pedestrians are often forced to share the same road ways with vehicular traffic due to lack of footpath. Every day almost 5000 (two thousand) passengers and 200-250 tons freight regularly move to different destinations from this Upazila by bus, truck, pickup and other mode of transports. Truck plays prominent role for carrying goods than other vehicles. Situation is almost same for the opposite direction traffic coming from outsides. Non-motorized transports are mainly used locally for transportation of passengers and goods. However, the survey reveals poor condition of roads and narrow width of carriageway that interrupts smooth vehicular movement. There is no well-designed terminal for trucks. As a result, indiscriminate parking is observed everywhere. Buses pick up passengers from almost anywhere in the road. A complete disorder is observed in traffic management system.

The inhabitants of urban area are mostly dependent on non-motorized vehicles for their local mobility. However, as cheaper and faster mode, the electric powered auto-rickshaw, as public transport is gaining rapid popularity replacing manually operated rickshaws. Rickshaw/van and bicycle are the dominant modes of transport among non-motorized vehicles. Other significant motorized vehicles include trucks, pickups for freight goods movements.

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Abbreviation and Acronym

UDD	=	Urban Development Directorate
LGED	=	Local Government Engineering Department
PRA	=	Participatory Rapid Appraisal
HBB	=	Herring-Bone-Bond
MV	=	Motorized Vehicle
NMV	=	Non-Motorized Vehicle
O-D	=	Origin-Destination
PMO	=	Project Management Office
RHD	=	Roads and Highways Department
NGO	=	Non-Government Organization
PCE	=	Passenger Car Equivalent
PCE	=	Passenger Car Units
V/C	=	Volume/Capacity
DITS	=	Dhaka Integrated Transport Study
RMSS	=	Road Materials and Standards Study

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Chapter-1: Introduction

1.1 Background

Transportation is a very important aspect of planning, which has a greater impact on the other facts like land use or the environment and thus it is very crucial for any plan preparation. Efficient and effective transportation are also a central requirement for city dwellers as well as masses of surrounding countries. The planned transportation system provides efficient movement of people from one place to another. Thus, the assessment of the detailed features and characteristics of the transport infrastructure and transport users of Shibchar Upazila will provide much needed information for suggesting useful tools and techniques as well as infrastructure for meeting the existing transport demand and the future challenges.

This chapter contains the detailed assessment of existing transport features, travel characteristics and travel demand, survey techniques & methodology, and regional connectivity of this Upazila. A conclusion has been included at the end outlining the results for further plan preparation later.

1.2 Understanding of Transportation Infrastructure and Facilities

The term infrastructure encompasses the physical facilities and systems that serve the public at large. These include structures that facilitate transportation, communication and other essential daily processes. These structures can range from standard roads to major accomplishments such as dams and canals. Some of the most visible infrastructure systems are in transportation, since most of these systems are exclusively public. The various forms of roadways, including highway and freeway systems, are an example of transportation infrastructure. Overpasses and bridges are also examples of transportation infrastructure and facilities.

1.3 Survey Methodology

1.3.1 Surveys

The following surveys were conducted during 24.05.2016 to 02.06.2016 in the Shibchar Upazila to get a complete picture of this Upazila transportation system, which has predominately road-based network. However, waterway seems to have important significance on the transport system of this upazila.

- Traffic Volume Count- Motorized, Non-motorized vehicles (for intersection and road segments)
- O-D survey
- Bus Passenger Interview Survey
- Pedestrian Survey
- Regional Transport survey

Details of the above have been discussed in the later part of this chapter.

1.3.2 Format and Techniques for Traffic Survey

Checklists and survey questionnaires (**Annexure 1-5**) covering the detailed aspects of relevant issues were used to conduct the traffic and transportation survey for Package: 01- Preparation of Development Plan for Fourteen Upazilas project under UDD. The formats were prepared and finalized in consultation with consultants, experts (Team Leader, Transportation Specialist and Urban Planner) and Project Management Office (PMO).

1.3.3 Sampling Size and Methods

The most important measure for a successful survey is a level of participation that relies on origin-destination survey methods. Therefore, reliable assistance of as many respondents as possible is the key to a successful survey. Some of which can be done for a respondent friendly survey are:

1. Design the questionnaires in a typed format that people can read a clear layout, and understandable questions.
2. Keep the questionnaires as short as possible.

Origin Destination survey methods for data collection includes:

- Roadside Interview
- License plate Mail-out surveys
- Telephone survey
- Internet surveys
- Mail surveys

Calculating sample size

This sample size calculated by hand, and used the following formula:

Sample size calculator equation

$$\text{Sample Size} = \frac{\frac{z^2 \times p(1-p)}{e^2}}{1 + \left(\frac{z^2 \times p(1-p)}{e^2 N} \right)}$$

(Cochran, 1963)

Population Size = N / Margin of error = e / z-score = z
e is percentage, put into decimal form (for example, 3% = 0.03).

For O-D survey, the roadside interview method were followed and data was recorded in prescribed formats supplied and accordingly approved by the PMO. Traffic volume data were collected for one-hour interval in each direction at four locations. The survey was conducted at four points. For this, Manual counting method was followed to conduct the traffic volume survey and data was recorded in prescribed formats. Bus passenger survey was carried out at the Panch char Bazar and *Jailkhana* Mor. Pedestrian survey was conducted in the Ekattor Road and Shibchar Bus/Tempo Stand (Please see the map 1.1).

Table 1.1: Sample size and location number according to surveys

Types of Survey	Sample Size/Locations	Name of the Spot
Traffic Volume Count	Intersection Survey: 4 nodes (14 links at nodes) and one road	Shadhinota Chattor Panch Char Bazar Chander Char Bazar Munshi Kadirpur hat
	Road Segments Survey: 4 Roads	Baily bridge road (Shibchar-Kathalbaria) Saheber hat (Shibchar-Madaripur) Shadhinota Chattor (Towards Paurashava; Shibchar-Panch Char) Dattapara Toll Plaza (Vanga-Kawrakandi)
O-D Survey	200 Samples at four nodes	Panch Char Bazar Sheikhpur Hat (Bash kandi Union) Chander Char Bazar Borhamganj College Mor
Bus Passenger Survey	40 samples at two locations	Panch Char Bazar Jailkhanar Mor
Pedestrian Survey	40 samples at two locations	Ekattor Road Shibchar Bus/Tempo Stand
Regional Transportation System	4 locations	Panch Char Bazar Sheikhpur Hat (Bash kandi Union) Chander Char Bazar Borhamganj College Mor

1.3.4 PCE standards

PCEs standard varies according to different studies. The following standards were considered for this project based on the decision and practice from previous projects (Table 1.2). Using the PCEs, the peak hour and off-peak hour volumes are calculated and described below.

Table 1.2: PCE of different modes considered in different projects

Vehicles Types	PCEs for different project				PCEs for this project
	DITS 1994	RMSS 1994	British Practice	Indian Practice	
MV	Bus	2.5	3	3	3
	Truck	2.5	3	2	3
	Car/Jeep/Microbus	1	1	1	1
	Auto-rickshaw	-	0.5	0.75	- .75
	Motor-cycle	0.3	0.75	0.75	0.5
	Tempo	0.5	0.75		1
	Pickup Van/Light truck	1	1	1	1
NMV	Rickshaw/Van	0.8	2	-	2
	Bi-cycle	0.2	0.5	0.33	0.5
	Push Cart	4	4	-	3

Note: MV= Motorized Vehicles, NMV= Non-Motorized Vehicles.

Source: DITS= Dhaka Integrated Transport Study, RMSS=Road Materials and Standards Study.

1.3.5 Intersection Capacity

The new Highway Capacity Manual (HCM) approach for signalized intersection capacity analysis of planning and design decisions that uses the critical volume/capacity ratio of the critical approach volumes. A level of service cannot be determined from the HCM planning capacity analysis results; however, the expected operational status was expressed as “over”, “at”, “near”, or “under” capacity. This is a defaulted version of the method for operational analysis.

Table 1.3: Intersection Status Criteria for Planning Critical v/c Ratio

Critical v/c Ratio Xcm	Capacity Condition
Xcm ≤ 0.85	Under capacity
0.85 < Xcm ≤ 0.95	Near capacity
0.95 < Xcm ≤ 1.00	At capacity
Xcm < 1.00	Over capacity

Source: *Highway Capacity Manual (HCM), 1994.*

1.4 Conducted Surveys

1.4.1 Orientation & Meeting

Selection procedure of the surveyors and training: The whole survey of traffic and transportation work was conducted by appointing a good survey team consist of 2 (two) numbers of qualified supervisors having enough previous knowledge regarding the traffic count survey. Total 8 (Eight) persons were engaged for 5 (five) types various traffic counting (Everybody having Diploma in Civil Eng.). They have been provided proper training 1 (one) day in Project Director's office 2(two) days in Consultant's office with the Supervision of Transport Planning Specialist regarding traffic count procedure in the field level.

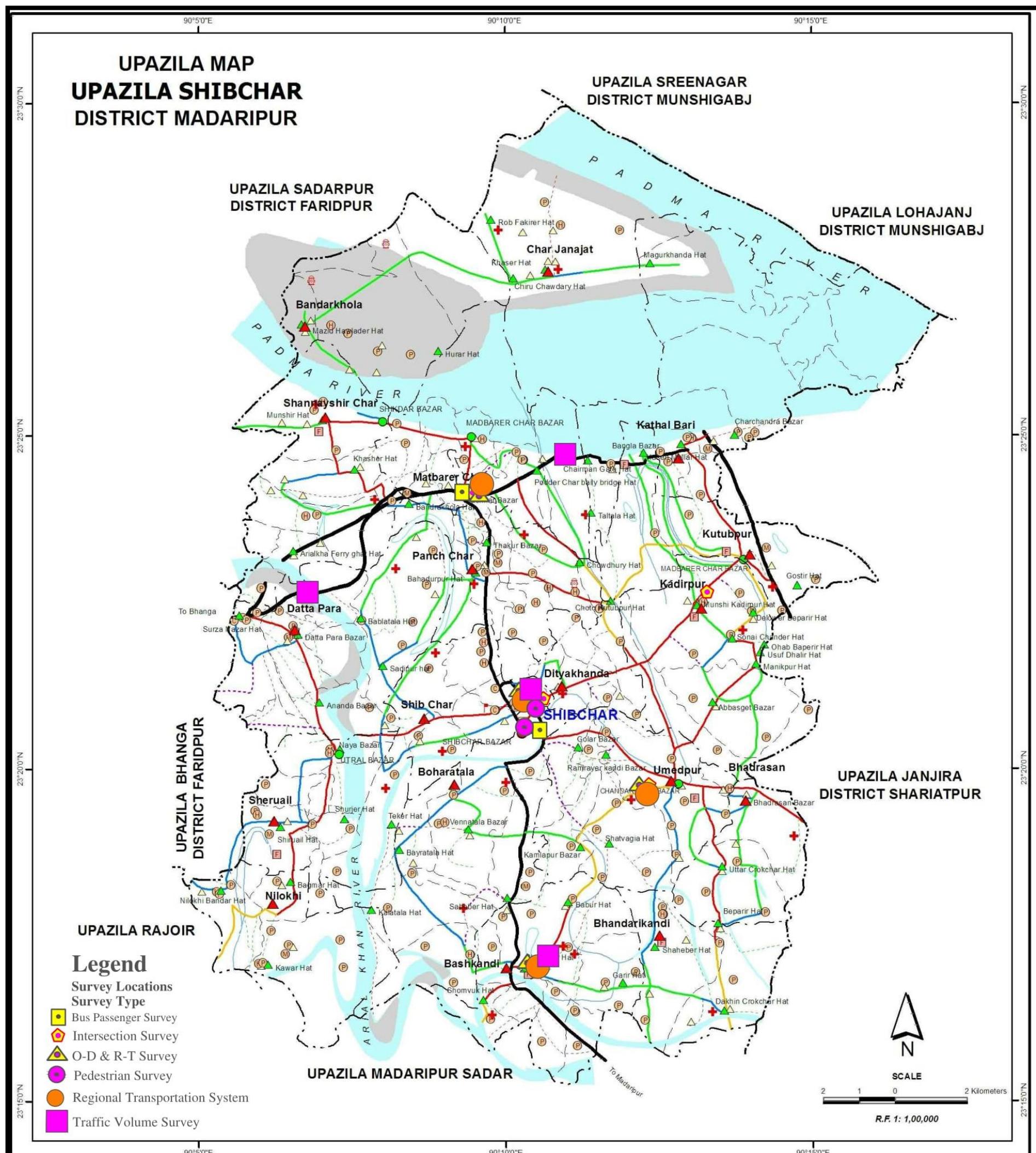
1.4.2 Team Formation

The survey team conducting for the full scale of traffic and transportation survey is deployed in the following manner.

Table 1.4: Survey Team Conducting Traffic and Transportation Survey

Sl. No	Designation	No	Qualification	Year of Experience	Responsibilities
1.	Transport Expert	1	M. Eng in Civil and Transport Engineering	More than 35 years	Overall supervision and co-ordination of traffic survey, data processing and Mapping
2.	Supervisor	2	Masters in Geography and Diploma in Civil Engineering	25-30 years	Supervision of total survey
3.	Traffic Volume Surveyor	8	Diploma in Civil Engineering	4-5 years	Counting various types of motorized and non-motorized traffic in the particular direction
4.	Intersection Surveyor	8	Diploma in Civil Engineering	4-5 years	Counting various types of motorized and non-motorized traffic in the particular direction

5.	Road Segment Surveyor	8	Diploma in Civil Engineering	4-5 years	Counting various types of motorized and non-motorized traffic in the particular direction
6.	O-D Surveyor	8	Diploma in Civil Engineering	4-5 years	Counting different categories of traffic passing through the town and rural areas according to origin and destination.
7.	Pedestrian Surveyor	8	Diploma in Civil Engineering	4-5 years	Taking interview of the pedestrians
8.	Bus Passenger Surveyor	8	Diploma in Civil Engineering	4-5 years	Taking interview of the passengers
9.	Regional Traffic Surveyor	8	Diploma in Civil Engineering	4-5 years	Taking interviews of the drivers of different vehicles



Map 1.1: Survey locations in Shibchar Upazila

Source: Local Government Engineering Department (LGED), 2015

1.4.3 Formats used for Traffic Survey

Traffic data have been collected from the field according to the following format as provided by PMO office, UDD (Please see the Annexure: 1-5).

1.4.4 Survey Conducting Period

Table 1.5: Conducting Period of Traffic and Transportation Survey

Sl.	Types of Survey	Conducting Date
1	Traffic Volume Count Survey	26/05/2016-27/05/2016
2	O-D Survey	24/05/2016-25/05/2016
3	Bus Passenger Survey	01/06/2016
4	Pedestrian Survey	02/06/2016
5	Regional Transportation System	24/05/2016-25/05/2016

1.5 Conducting Traffic and Transportation Survey

1.5.1 Traffic Volume Count Survey

a. Survey Methodology

To analyze the existing traffic situation, four key locations have been identified where the volume count survey were conducted for 15-hour basis considering both office day and hat day (Friday and Monday at Munshi Kadirpur hat; Thursday at Chander Char; Thursday and Sunday at Kazir hat, Wednesday at Sheikhpur hat; Friday and Monday Saheber hat; Thursday and Sunday at Matborer hat). The survey was carried out by firm recruited surveyors after proper training for survey. The data was collected according to different modes like Truck, Bus, Car, Auto-Rickshaw, Motorcycle, Non-motorized Vehicles (Cycle Rickshaw, Bicycle, and Pushcart) and Pedestrian. Traffic volume is defined as the number of vehicles that passes a point along a roadway or traffic lane per unit of time. It measures the quantity of traffic flow and expressed in vehicles per day, vehicles per hour, vehicles per minute etc. Volume is a variable of greatest importance to the transportation planners and essentially a counting process referring to the quantity of movement per unit of time at a specified location.

b. Manual Counts

It is the commonly used method to count traffic volume where the observers record not only the traffic volume but also note vehicle composition and direction of movements. In this method throughout a definite duration of time traffic volume is counted of a selected road segment, as it is not possible to have manual counts for all the 24 hours of the day and all the days around the year. Still, this is the most reliable and best method to obtain classified volume and directional volume for short counts.

Survey was conducted on four locations of Shibchar Upazila. Volume of vehicular traffic is counted at four road intersections (in table 1.6). It considers both peak and off peak times (Later shown by figure 3.10-3.18, it is based on maximum & minimum no. of traffic flows at that time orderly) within 6am to 9pm and volume survey was conducted for 1-hour duration. Different modes of traffics are counted separately.

c. Intersections and Justification of the Selections

The Traffic Volume survey was conducted on the following four intersections (Showed in table 1.5 and map 1.2) which are very important considering the locational importance as these locations do not only cover the inter-district traffic but also provide accurate view of the local traffic.

Table 1.6: Name of the Intersections for volume survey in Shibchar Upazila

Sl	Name of the Intersection/Link	Number of road	Roads considered for volume survey
1	Chander Char Bazar	3	3
2	Munshi Kadirpur Hat	3	3
3	Panch Char Bazar	4	4
4	Shadhinota Chattor	4	4

Source: *Transportation Survey of Shibchar Upazila, 2016*

Table 1.7: Name of the intersection and corresponding links

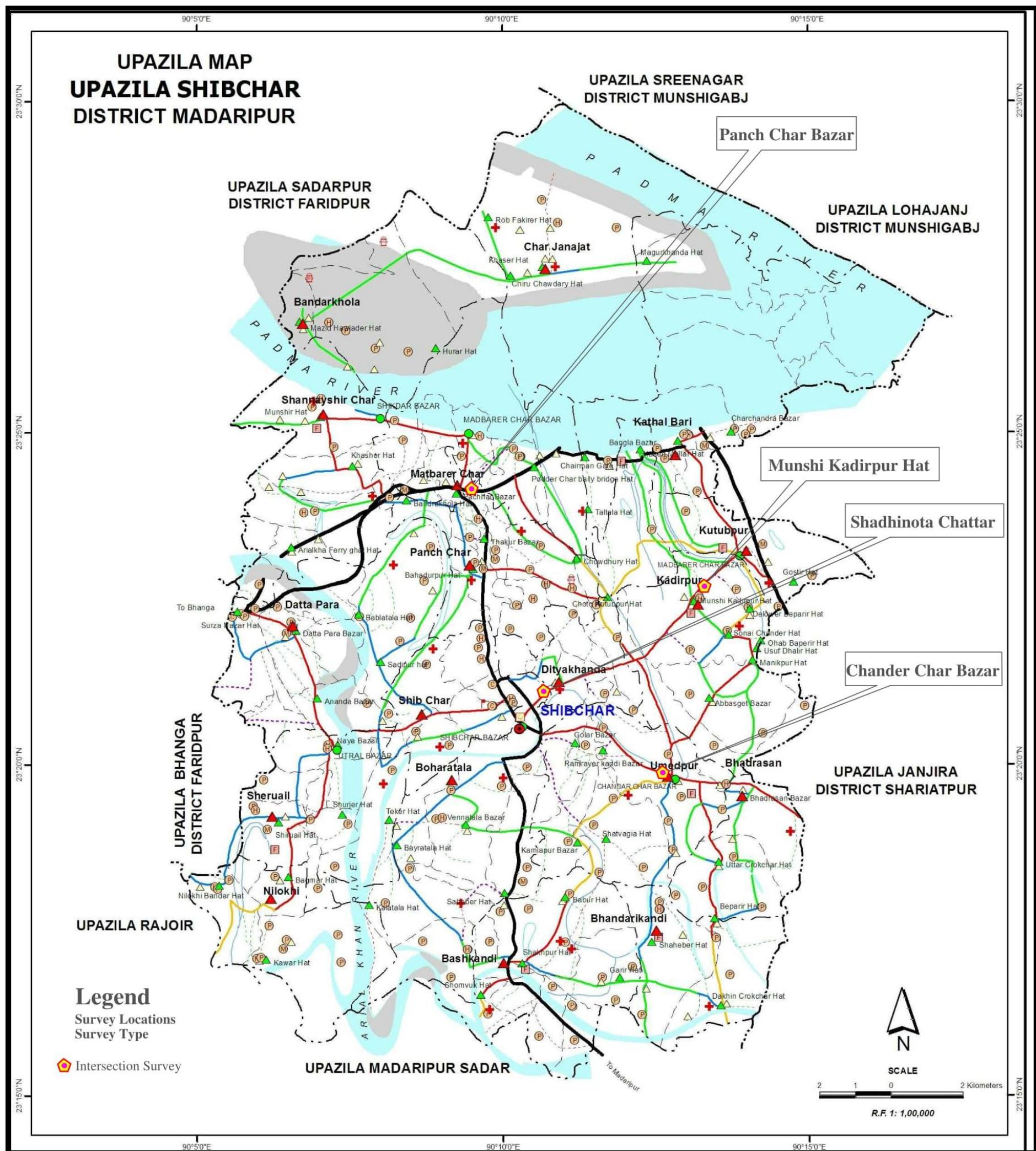
Intersection	Traffic Directions	Roads
Chander char bazar	Chander char bazar - Kadirpur	Road 1
	Chander char bazar - Shibchar Upazila Parishad	Road 2
	Chander char bazar - Vodrason	Road 3
Munshi Kadirpur bazar	Munshi Kadirpur bazar - Kathalbaria	Road 1
	Munshi Kadirpur bazar - Pacchar	Road 2
	Munshi Kadirpur bazar - Shibchar Upazila Parishad	Road 3
Panch Char bazar	Panch Char bazar - Bhanga	Road 1
	Panch Char bazar - Kawrakandi	Road 2
	Panch Char bazar - Matborerchar Hat	Road 3
	Panch Char bazar - Shibchar Paurashava	Road 4
Shadhinota Chattor	Shadhinota Chattor - Baily bridge	Road 1
	Shadhinota Chattor - Paurashava	Road 2
	Shadhinota Chattor - Shibrakandi	Road 3
	Shadhinota Chattor - Upazila Parishad	Road 4

Source: *Transportation Survey of Shibchar Upazila, 2016*

Location of volume count survey at various intersections have been shown the map and detailed through Sketch. There are also traffic volume count survey has done at four road segments in Shibchar Upazila and these are – 1. Baily bridge road (Shibchar-Kathalbaria); 2. Saheber hat (Shibchar-Madaripur); 3. Shadhinota Chattor (Towards Paurashava; Shibchar-Panch Char); and 4. Dattapara Toll Plaza (Vanga-Kawrakandi). All these locations connect major trips attracting points like proper area (local administration), Shadhinota Chattor, katcha bazar, school, colleges and markets with the trip generation points.

d. Survey Schedule

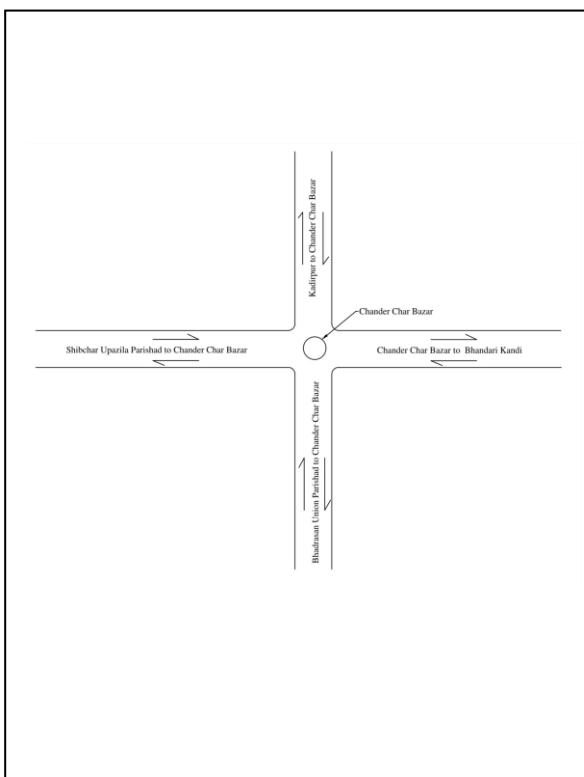
Traffic volume survey was carried out in four intersections using format prepared by consultants with the direction given by UDD for 4 days in 15-hour basis. Another traffic volume survey was conducted on 26-05-2016, and 27-05-2016 at four segment of road. In each spot, 4 persons per Survey Team were responsible to conduct the survey.



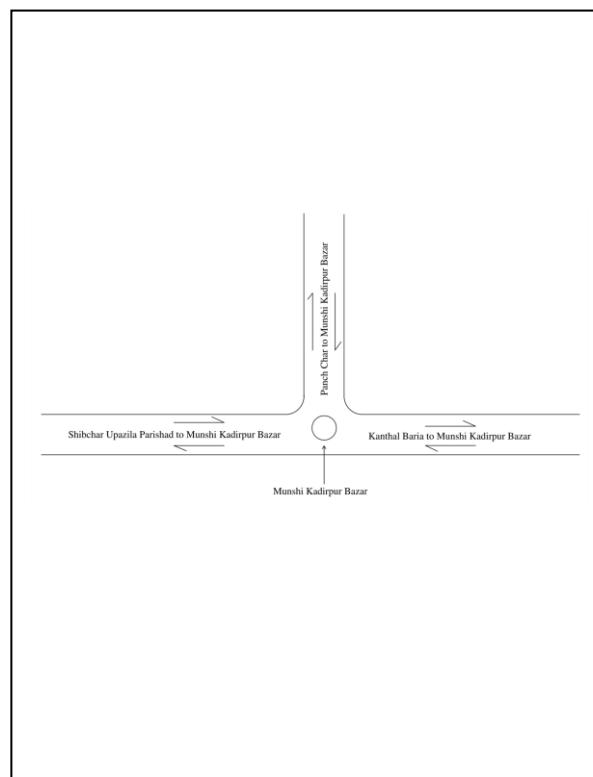
Map 1.2: Intersection Survey Locations in Shibchar Upazila

Source: Local Government Engineering Department (LGED), 2015

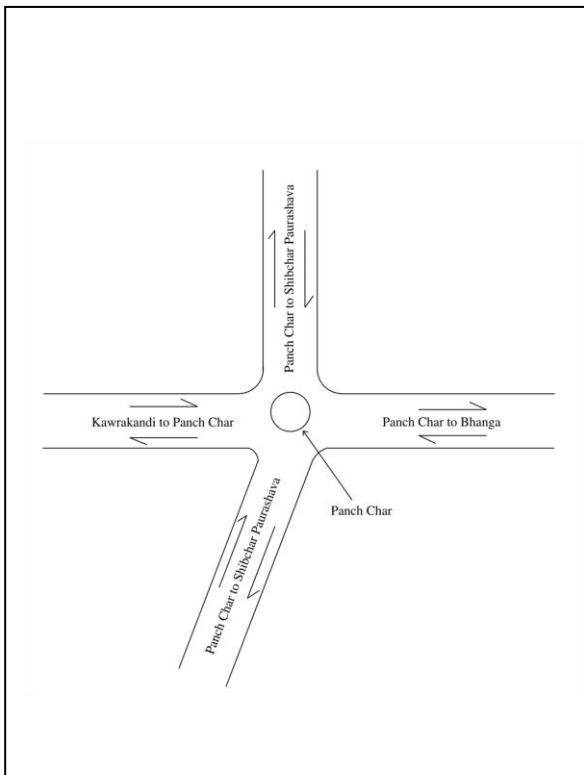
Intersection Survey Locations in Shibchar Upazila



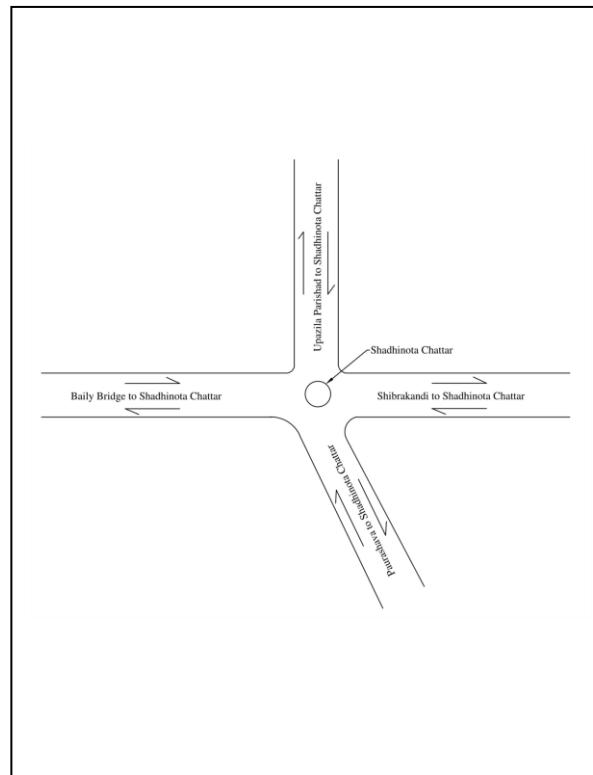
Chander char bazar



Munshi Kadirpur bazar



Panch Char



Shadhinota Chattor

e. Database Preparation and Data Processing

The collected data were stored and analyzed by using the SPSS and Microsoft Excel software. Analyzed data has been presented in tabular and graphical form with necessary illustration and maps.

f. Finding and Analysis

The term traffic volume study can be termed as **traffic flow survey or simply the traffic survey**. It is defined as the procedure to determine mainly volume of traffic moving on the roads at a particular section during a particular time. Traffic survey is very important because with the help of these, we can maintain the road properly, by performing the following

1. Increase the efficiency and life of roads
2. Reduces traffic volume at a particular section
3. Provide better means for development of infrastructures
4. Provide better means to utilize other roads in case of special events in the city
5. Provide estimate of no vehicles against no of persons

1.5.2 Origin-Destination (O-D) Survey

Origin-destination (O-D) surveys provide a detailed picture of the trip patterns and travel choices of a city's or region's residents. These surveys collect valuable data related to households, individuals and trips. This information allows stakeholders to understand: Travel patterns and characteristics Measure Trends Provide input to travel demand model development forecasting, and planning for area-wide transportation needs and services Progress in implementing transportation policies.

This is a study to determine and analyse trips. Trips are defined as one-way movement, from where a person starts (origin) to where the person is going (destination). Trips are further classified as follows:

Internal--From one point on post to another point on post.

External--From on-post to off-post or vice versa.

Through--From off-post to off-post, by going through the installation.

O-D survey provides valuable information including the needs of traffic intervention whether the surveyed area needs any by-pass or not.

a. Survey Methodology

Origin Destination (O-D) Survey has been carried out through roadside interview process. To carry out this survey systematically, every fourth vehicle in each category was stopped by the side of the road with assistance of the local authority and a standard format has been used to collect data. In case of passenger vehicles, interview has been conducted on passengers about their purpose of journey; their origin and destination; types of transport modes they use;

number of seats available and comments on the transportation. The survey was accomplished by enumerators who were locally recruited and adequately oriented and trained by experienced supervisors.

b. Survey Location and Schedule

The origins and destinations of traffic are among the most important of these characteristics. For the purposes of conducting the origins and destinations of traffic survey, a roadside origin-destination (Showed in Picture 1.1) study was undertaken to measure travel characteristics in the four locations at half an hour interval (in the Map 1.3) for two days.

The survey was conducted on the following four locations, which are very important considering the importance of inter-district traffic as well as local traffic. Although, according to the population, this Upazila is small sized city and apparently needs separate cordon lines, the road network pattern and traffic composition provide justification of no division of the separate cordon line for this survey.



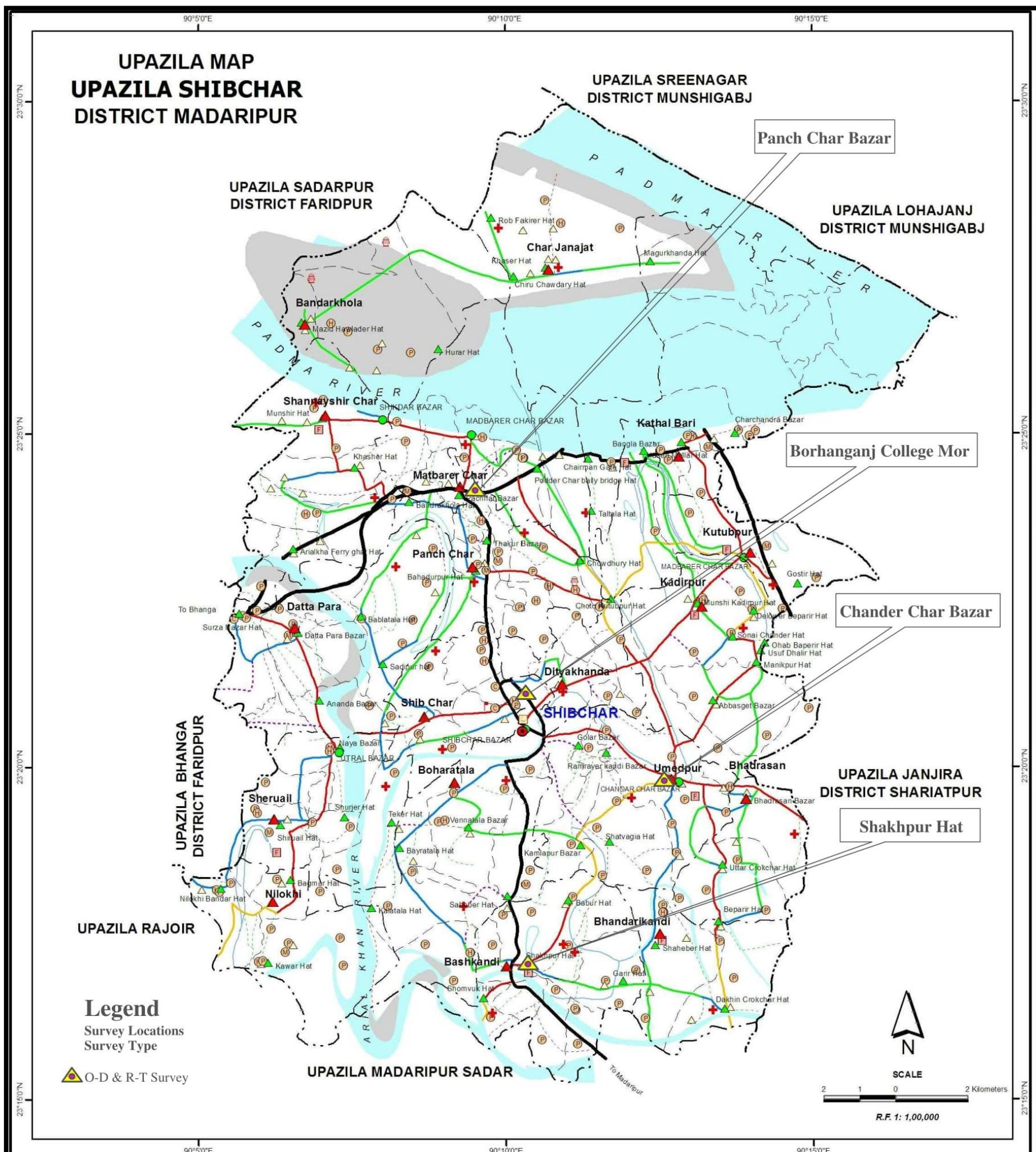
Picture 1.1: Doing O-D Survey (Borhamganj College Mor and Pancchar)

c. Questionnaire Design

A survey questionnaire was designed to facilitate the passenger's ability to answer questions necessary to develop effective traffic management measures. A standard survey has been prepared by the concerned authority of UDD and suggestion from the all assigned consultants.

d. Database Preparation and analysis

The collected data (200) were stored and analyzed by using the Microsoft Excel software as well as Statistical Package for Social Science/SPSS software. Analyzed data has been presented in tabular and graphical form with necessary illustration and maps.



Map 1.3: O-D Survey Location

Source: Local Government Engineering Department (LGED, 2015)

1.5.3 Bus Passenger Interview Survey

Passenger/pedestrian interview survey has been carried out to find out peoples' perception about mode/facilities which they use usually. The questionnaire covers transportation problem, travel time, distance and issues about their used modes/facilities.

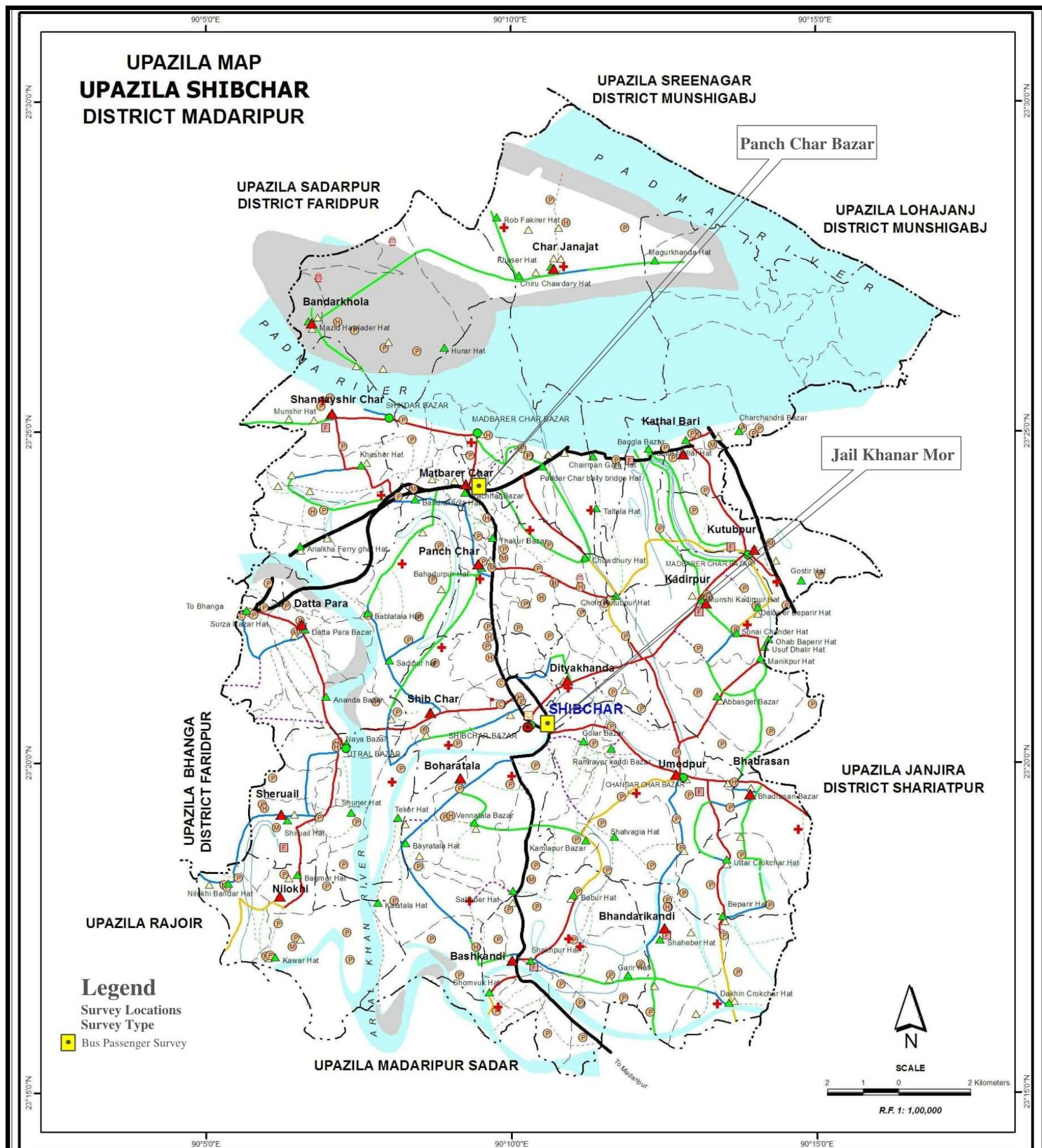
Between them, passenger interview survey has been carried out to find out peoples' perception transportation problem, travel time, distance and issues about their used mode. Interviews have been conducted on passengers in various locations e.g. including *Panch Char bazar* and *Jailkhanar Mor*, Passenger interview survey locations have been presented on Map 1.4.

1.5.4 Pedestrian Interview Survey

Pedestrian interview survey has been conducted mainly in *Ekattor Road* and *Shibchar Bus/Tempo Stand* (showed in Map 1.5). To carry out this survey systematically, a standard format has been prepared by the assigned consultants considering all relevant issues such as about their purpose of journey, their origin and destination, types of transport modes they use as supporting mode to complete the trip, number of trips in a week, travel time, travel cost, distance etc. The survey was accomplished by enumerators who were recruited by the consultant and adequately oriented and trained by experienced supervisors (Showed in picture 1.2).

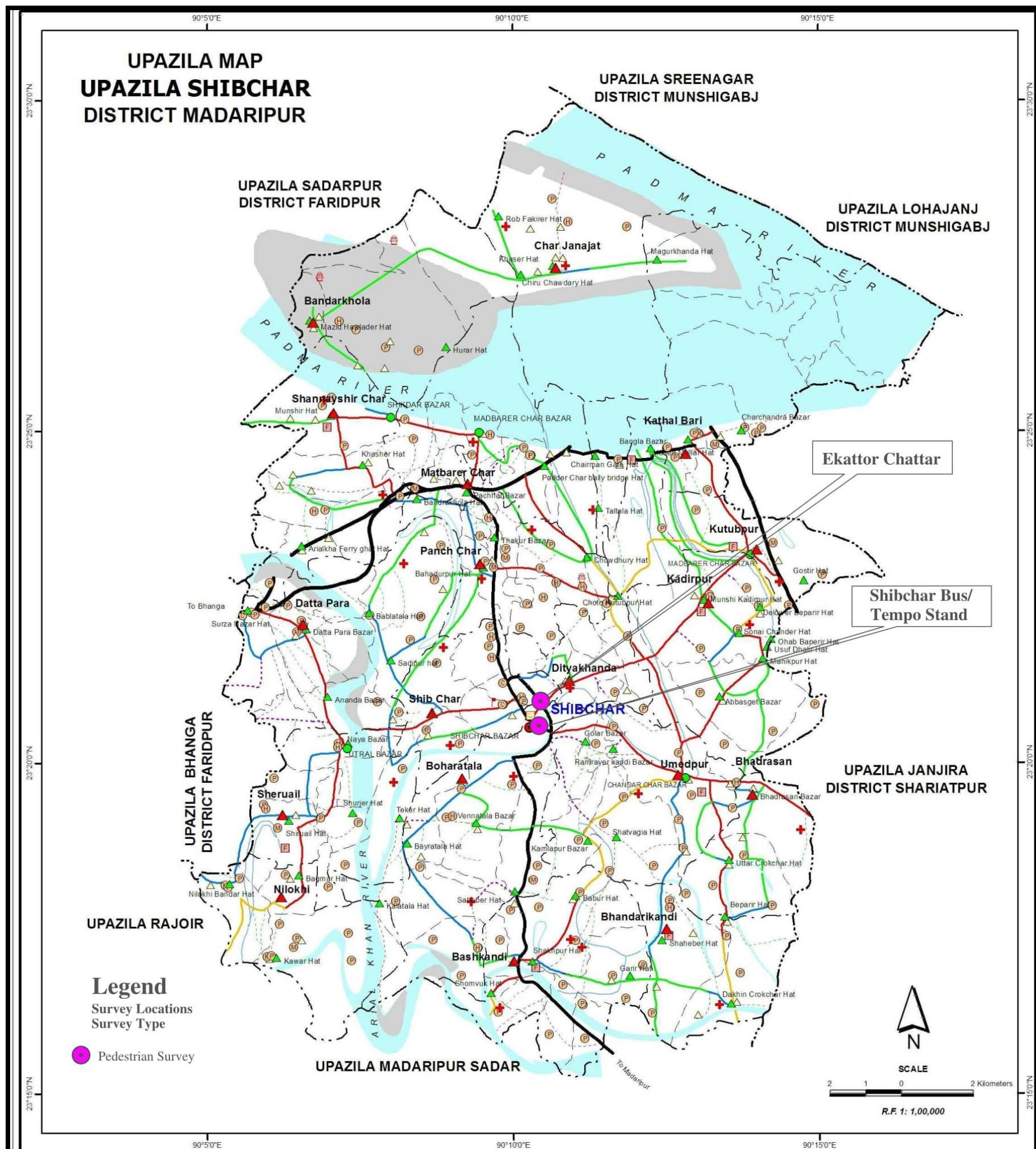


Picture 1.2: Pedestrian Survey



Map 1.4: Bus Passenger Survey Location

Source: Local Government & Engineering Department (LGED, 2016)



Map 1.5: Pedestrian Survey Location

Source: Local Government & Engineering Department (LGED, 2016)

Chapter-2: Existing Transportation Network and Facilities

2.1 Introduction

The road network of Shibchar Upazila was developed and established according to the demand resulting time to time and following the development pattern and meeting short-term need. In addition, maintenance and repair is more or less regular in these roads. However, most of the cases road network is established after the development of infrastructure resulting poor layout of road network, narrow road, pedestrian problem, utility services problem, emergency services problem etc. Unauthorized encroachments are common problems especially along the roadside in hat-bazaar areas. On the top of that, sometimes traffic jam occurs in Panch Char, Dattapara Bridge, *Jailkhanar* Mor etc. locations. Details of these has been discussed the later of this chapter.

2.2 Road Communication and Regional Connectivity

The Upazila has 145 km metaled, 125 km semi-metaled and 501 km katcha road. It has 1350 km waterway in monsoon and 75 km round the year (river + canal), 1285 km canal road, 125 bridges, 2 baily bridge, 200 culvert and 38 Shako (Madaripur Zila Series, BBS, 2011). The Upazila has a good road communication with Dhaka and adjoining Upazilas. However, the upazila has mainly waterway-based communication. Using waterways, important route is Shibchar-Dhaka.



Picture 2.1: Using waterways



Picture 2.2: A Road of Shibchar Town

Major roads of RHD passes through Shibchar Upazilas are N8 and Z8012. Mawa-Bhanga (N8) highway passes through this upazila. Moreover, Mawa-Kawrakandi ferry route also situated here.

2.3 Available Transport Modes

The following table 2.1 shows the registered vehicles both motorized and non-motorized vehicles in the Shibchar Upazila. However, many other vehicles are operating in the study area registered elsewhere. Again, in waterway, there are 17-registered ferry, 60-70 estimated speedboat operate.

Table 2.1: Registered and non- Registered Number vehicles in Shibchar Upazila in 2016

Type	Mode	Registered Number	Source
Motorized	Bus	N/A	Upazila Parishad, Union parishad office, bus/truck terminals and rickshaw/tempo/scooter stands, Malik samiti
	Tempo	40 (estimated)	
	CNG	200 (estimated)	
	Truck	70 (1 ton-40, 3 ton-20, 5 ton-10)	
	Auto-Rickshaw	1500 (estimated)	
Non-Motorized	Van	N/A (estimated 250)	
	Rickshaw	N/A (estimated 400)	
Waterway	Launch	87	

Source: *Transportation Survey of Shibchar Upazila, 2016*

The traffic composition of the area illustrates that both passenger and freight vehicles visits frequently Shibchar Upazila area. Frequent movement of the freight vehicles due to presence of market and other central commercial places in this area also gaining importance. Slow modes include rickshaws, van and electric powered auto rickshaw. The recent growth of auto rickshaw, which functions, since public transport restricts the use of rickshaw. Besides, the low capital cost along with some financial offers from different NGOs also influence growth of this modes. Non-motorized traffic classification includes rickshaw, bi-cycle and van (used for both passenger and freight mode) whereas motorized traffic includes bus (local and direct bus service), truck, pickup van, jeep, auto rickshaw motorcycle etc. which are available in this area.

2.4 Regional Connectivity

The inter district communications for Shibchar Upazila are – Shibchar to Faridpur, Madaripur, Gopalganj, Barisal, Shariatpur, Munshigonj and Dhaka City (using ferry). There is also dominant communication system through waterway; important routes using launch is Kawrakandi, Shibchar to Kathalbaria, Majhir Char and finally Mawa Ghat. Several Major routes are mentioned in the table 2.2.

Buses running from 7:00am to 10:00pm having 15-20 minutes' interval for district services. Starting from *Jailkhana Mor* to Kathalbaria local bus services are available here.

Table 2.2: Major Routes from Shibchar

Destination	Fare in taka per trip/cost per trip
Dhaka	160 (Bus using Ferry)
Munshigonj	100 (Bus using Ferry)
Madaripur	70 (Bus)
Faridpur	120 (Bus)
Mawa Ghat	120 (Bus)
Kathalbaria	35-40 (Bus)
Mawa (From Kawrakandi and Kathalbaria)	35 (Launch); 160 (Speed Boat)
Kathalbaria Ghat (From Kawrakandi)	15 (Launch); 20 (Troller)
Char Janajat (From Kawrakandi)	20 (Troller)
Dohar (From Char Janajat ghat)	80 (Troller)
Majhir Char, Shariatpur	20 (Launch)

Source: *Transportation Survey of Shibchar Upazila, 2016*

These communications with other districts have developed through the national highway at this Upazila. There is no Regional highway within the study area. It has been observed that high speed vehicles including passenger and freight vehicles, running along with slow modes in this road throughout of the day. Thus, accident between these modes is common problem. These accidents are accelerated by uneven shoulder level compare to metaled road surface of the road. Thus, slow modes feel very uncomfortable to give space for the high-speed mode to overtake having ineffective shoulders. There are two launch and ferry terminal in this Upazila, Kawrakandi and Kathalbaria.

2.5 Inventory of Important Roads of the Study Area

2.5.1 Existing Road Network of Shibchar Upazila

The transport network of Shibchar Upazila (Map 2.1) is below having only approximately 20% paved road surface. Semi-pucca and Kutcha roads having significant proportions show the necessity of investment in transport infrastructure here (Table 2.3). Although, pucca road contribute only a small proportion than others of the total road network, the actual condition of the pucca road is overall satisfactory. However, some of the roads required regular maintenance and repair. Presence of about 65% road is katcha; the upazila needed more metaled road.

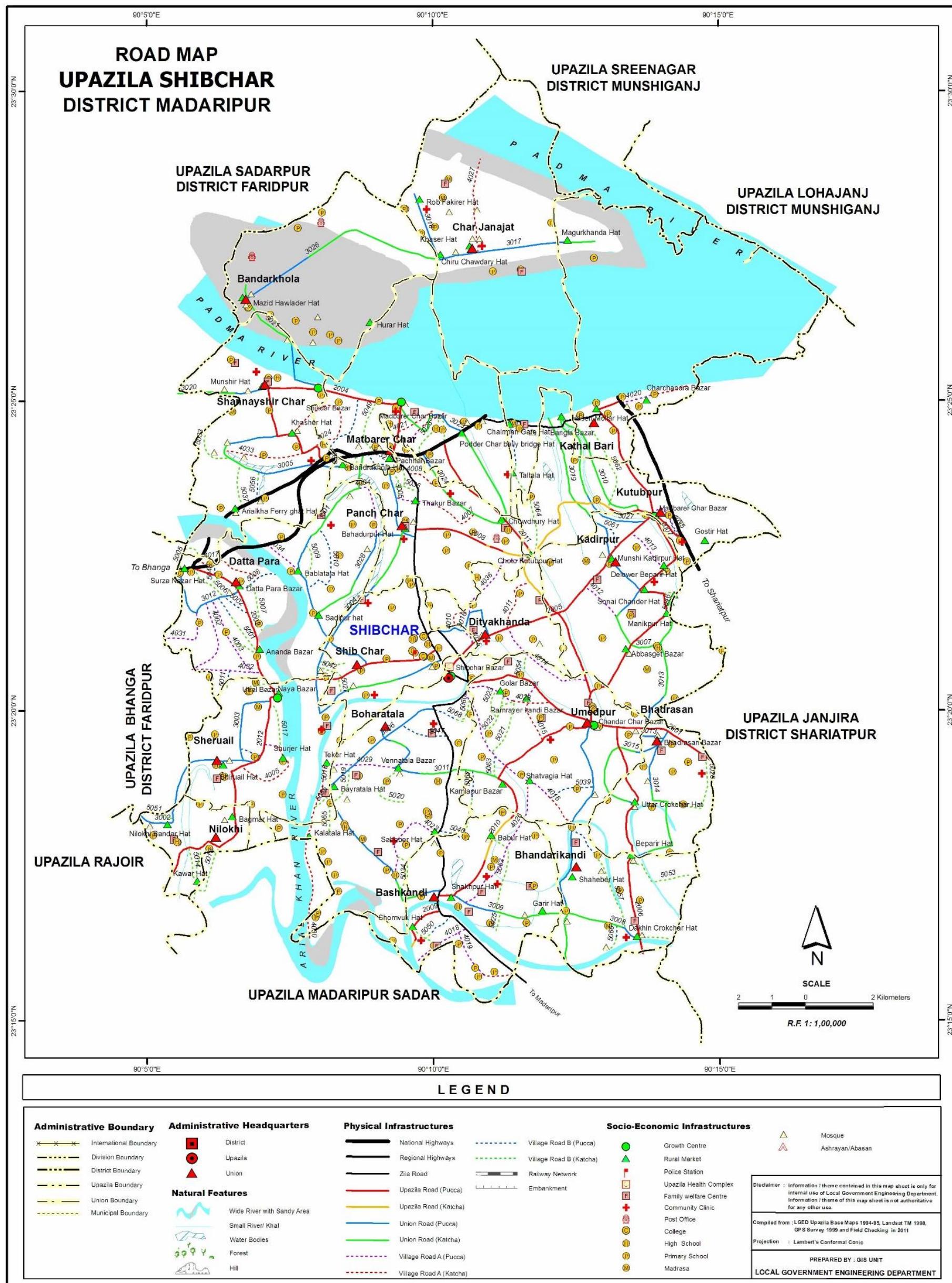
All communications with other districts and Upazilas have developed through the national highway at Shibchar. This is a very busy road and requires immediate traffic management and some engineering intervention. It is observed that high-speed vehicles including passenger and freight vehicles running along with slow modes in this road throughout of the day.



Picture 2.3: Condition of the road in an Access road



Picture 2.4: Condition of the road in an Access road



Map 2.1: Upazila Road Network Map

Source: Local Government Engineering Department (LGED, 2015)

2.6 Functional Classification of Road

Most of the Upazila roads are earthen and narrow in width, very few amount of Pucca, Semi-pucca (HBB) roads found during survey period.

Table 2.3: Road Types according to Surface and Hierarchy

Road Types	Classification	Road Length (in km)	Percentage %	No. of Road
National Highway	Pavement	30.00	100(Paved)	2
Regional Highway	Pavement	15.00	100(paved)	1
Zilla Road	Pavement	25.00	100(paved)	1
Upazila Road	Pavement	90.64	70.62	
	HBB	26.79	20.88	
	Earthen	10.91	8.50	
	Total	128.34		18
Union Road	Pavement	63.67	29.85	
	HBB	82.33	38.59	
	Earthen	67.35	31.56	
	Total	213.33		40
Village Road-A	Pavement	16.96	31.57	
	HBB	20.64	38.41	
	Earthen	16.13	30.02	
	Total	53.73		26
Village Road-B	Pavement	6.35	01.43	
	HBB	75.60	17.21	
	Earthen	362.21	81.56	
	Total	444.16		316
Grand Total	Pavement	247.62	27.24	404
	HBB	205.36	22.36	
	Earthen	456.60	50.20	

Source: Local Government Engineering Department (LGED), 2015

Therefore, from table it could be easily understandable that the prevailing poor road condition is deterring the existing travel facilities. However, a good network has developed for inter district communication though road.

2.7 Existing Infrastructure

There are two informal bus stands found in the whole Upazila and they are at Jailkhanar Mor and Panch Char bazar (Showed in picture 2.3). All of the inter district and local buses start from these stands. Rail lines are not available at this Upazila. Though there are no specific terminal for truck, they are mainly parked at Panch Char bazar and Shibchar Katcha bazar. There are some informal Auto/Tempo/CNG stand in the Upazila Chattor and Panch Char bazar, Chander Char bazar station. Besides, Auto/Tempo/CNG routs mostly within the Upazila area including Kadipur bazar, Paurashava Mor etc.



Picture 2.5: Panch char bazar and Jailkhanar Mor



Picture 2.6: Auto Stand Chander char bazar

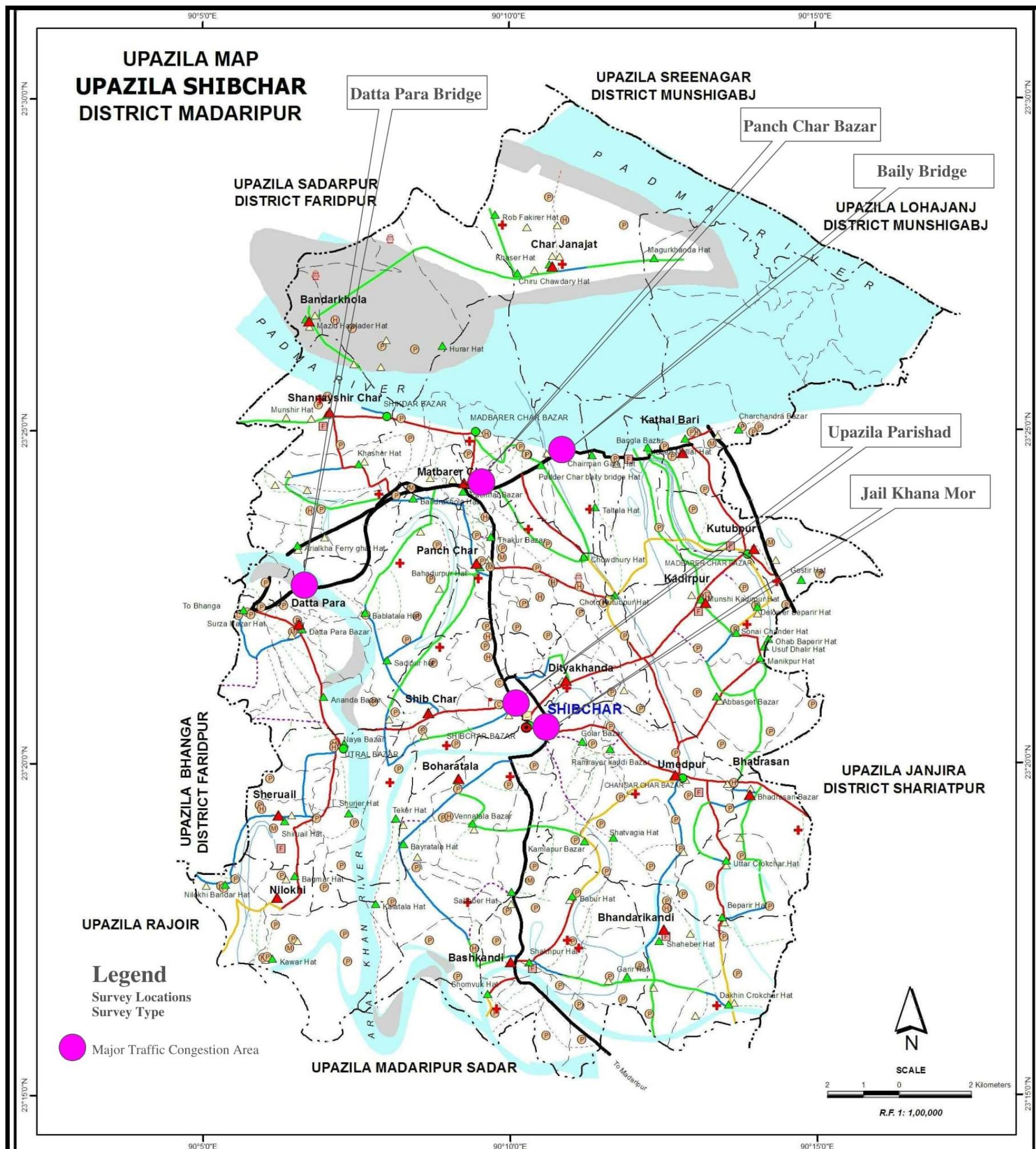
Picture 2.7: CNG stand, Panch char bazar

2.8 Major Traffic Congestion Areas

It has been observed that, the town does not appear to demonstrate serious signs of traffic congestion but some traffic congestions are observed at some points. In below the congestion points are being stated with probable cause.

- i) Kawrakandi ferry ghat: Because of keeping vehicles haphazardly, narrow road, weak management of ferry ghat, unauthorized stand of Tempoo and Van.
- ii) Panch char bazar: Continuous jam because of unauthorized standing of local bus, van and tempo along with the trucks sometimes. Moreover, bazar is situated besides of the highway, which is also one of the main causes of jam.
- iii) Dutta para bridge/ Hazi shariat ullah bridge: A local bazar named “Shurjomukhi Bazar” is situated besides the bridges which mainly cause the traffic jam here, since because of the bazar local tempo, van etc. stood here haphazardly.
- iv) Upazila Chattor: A narrow road extending towards east and west, upon which tempo and auto stood randomly created traffic jam here.

- v) Jailkhana Mor: A narrow bridge is located in the mid of Upazila Parishad to Jailkhana mor road, which mainly created the traffic jam.
- vi) Chander char bazar: The bazar is located upon the main road that created the jam on the road.
- vii) Baily bridge: The bridge is not enough wide to support the available vehicles, thus results in traffic jam.



Map 2.2: Major Traffic Congestion areas in Shibchar Upazila

Source: Local Government Engineering Department (LGED), 2015

Chapter-3: Analysis of Survey Findings

3.1 Traffic Volume Count Survey

3.1.1 Average Daily Traffic Volume

Average daily traffic (ADT) is the average number of vehicles or PCEs (two-way) passing a specific point in a 24-hour period (considering local context). ADT is the standard measurement for vehicle traffic load on a section of road.

Table 3.1: PCE and Traffic Volume at Intersection

Location	Average Vehicle/Hour		Average PCE/Hour	
	Non-Hat day	Hat day	Non-Hat day	Hat day
Chander char bazar-Kadirpur	198.20	250.44	166.51	210.40
Chander char bazar-Shibchar Upazila Parishad	186.50	199.95	154.05	165.16
Chander char bazar-Vodrason	120.33	200.25	101.69	169.23
Munshi kadirpur bazar-Kathalbaria	113.53	188.08	87.64	145.19
Munshi kadirpur bazar-Panch Char	123.60	126.53	101.07	103.47
Munshi kadirpur bazar-Shibchar Upazila Parishad	149.83	156.73	110.02	115.09
Panch Char bazar-Bhanga	410.13	422.67	418.73	431.52
Panch Char bazar-Kawrakandi	276.90	320.27	314.64	363.93
Panch Char bazar-Matborerchar Hat	184.40	304.54	151.76	250.63
Panch Char bazar-Shibchar Paurashava	275.90	302.26	214.01	234.45
Shadhinota chattor-Baily bridge	172.33	259.85	147.53	222.45
Shadhinota chattor-Paurashava	264.37	360.00	206.45	281.14
Shadhinota chattor-Shibrakandi	94.87	128.88	80.24	109.01
Shadhinota chattor-Upazila Parishad	352.67	557.42	248.14	392.20

Source: *Transportation Survey of Shibchar Upazila, 2016*

From the above table (Please see table 3.1), it has been seen that, in Panch char bazar intersection, the highest PCE has been found at the road towards Bhanga. Even, this intersection carry comparatively more PCEs than others do. Because using this intersection vehicle goes towards ferry ghat.

In chander char bazar intersection, roads connecting Kadirpur and Shibchar contain more PCEs than the other road. Because vehicles coming from Kathalbaria ghat use this road.

However, from the below figure (Please see figure 3.1) it has been seen that Shadhinota chattar-Upazila Parishad contain the highest PCE in Hat day. Because people from 7-8 unions use this road to communicate with each other. Apart from that, AC Land Office, Upazila Parishad etc. is located here, which also causes the high pressure on this road. On the other hand, Shadhinota Chattar-Shibrakandi road contains the least amount of Vehicle/hour.

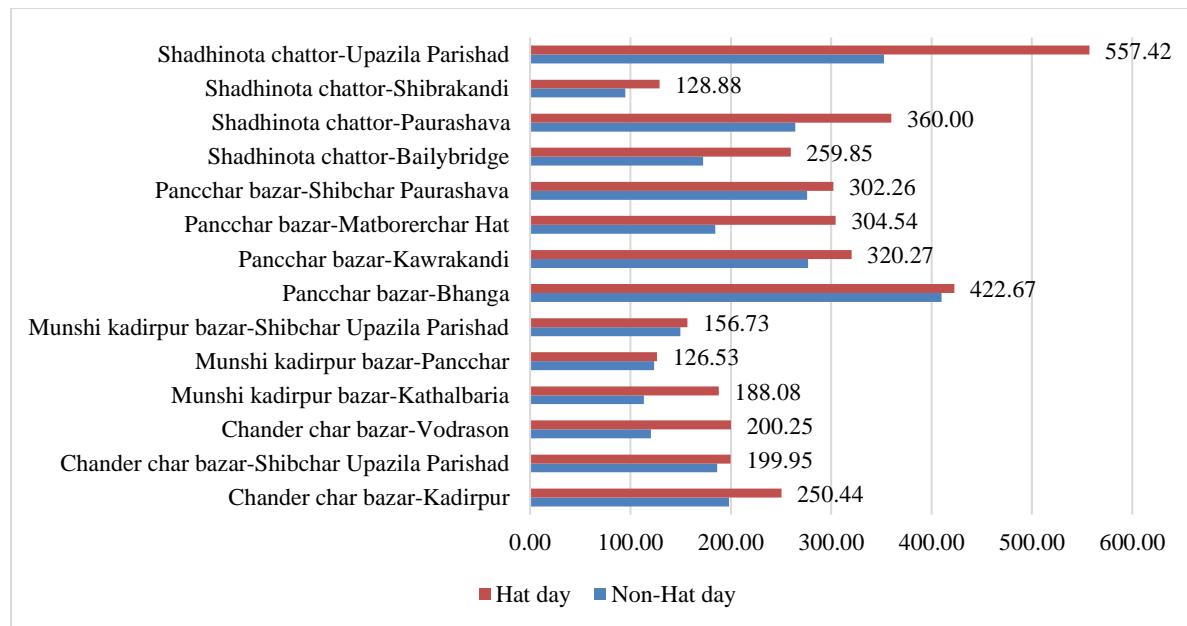


Figure 3.1: Average Frequency of Vehicle/Hour at Links of Three Intersection

Average daily traffic volume and MV & NMV ratio in four intersections at on average day or non-hat day are showing in below by figure 3.2- figure 3.5.

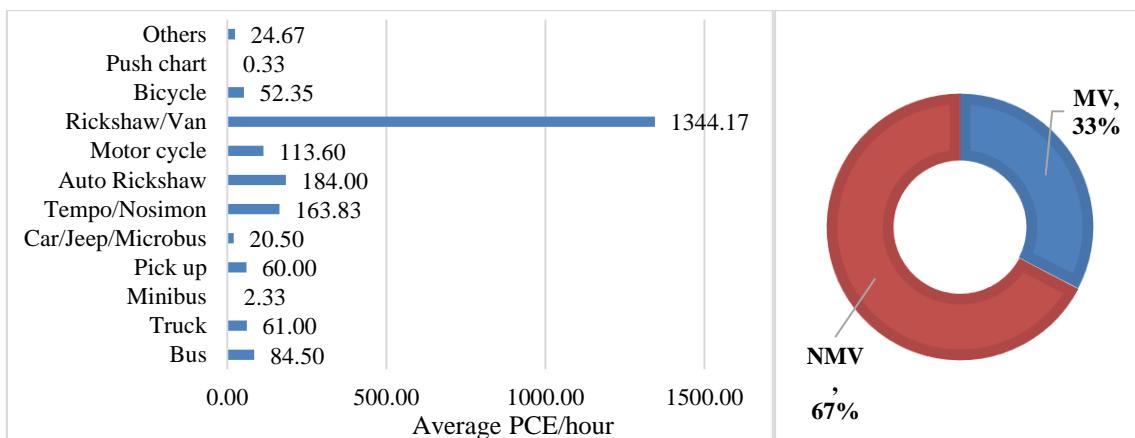


Figure 3.2: Chanderchar Bazar Intersection

Transport survey exhibits that lowest number of traffic both motorized and non-motorized are running through the Munshi Kadirpur bazar and Chander char bazar intersection is the intersection, where highest traffic movement is noticed.

In Chanderchar bazar intersection, it has been found that non-motorized vehicles are prominent in the roads connecting the intersection. About more than two-third of total vehicles are non-motorized, whereas, rickshaw/van mostly covers the percentage. On the other hand, bus, truck and pickup mostly contributes the motorized percentage.

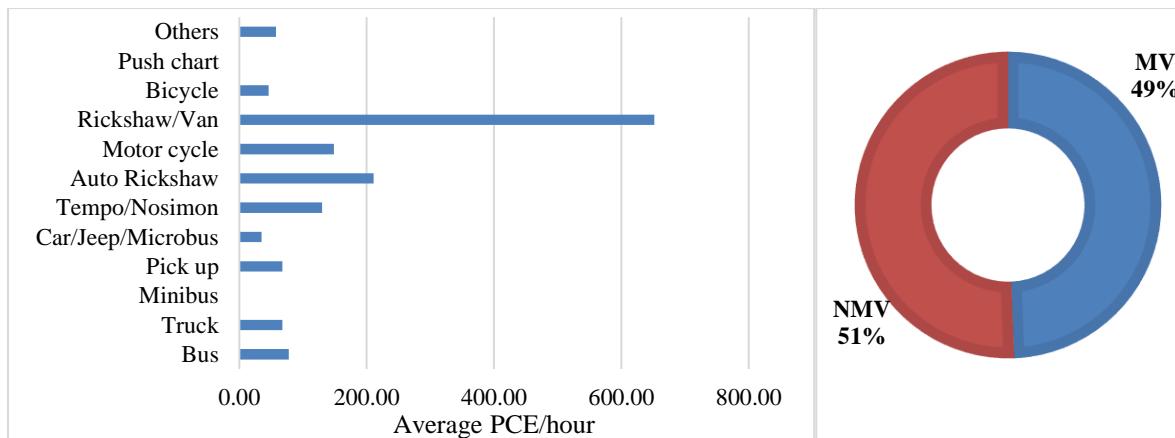


Figure 3.3: Munshi Kadirpur Bazar Intersection

In Munshi Kadirpur Bazar intersection, MV and NMV percentage is about the same. Whereas, rickshaw/van mostly contributes to the non-motorized section. On the other hand, auto rickshaw, motor cycle and tempo/Nosimon largely contribute in motorized section.

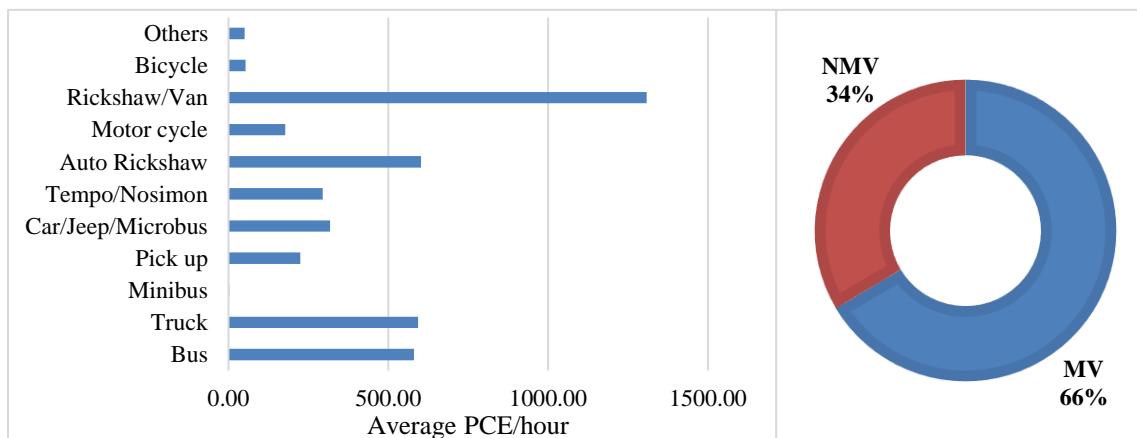


Figure 3.4: Panch Char Bazar Intersection

In Panch Char Bazar intersection about two-third of total PCEs are from motorized vehicles. Bus, Truck and Auto rickshaw contributes the highest percentage to the motorized vehicles. Moreover, Rickshaw/van contribute the highest percentage to the non-motorized vehicles.

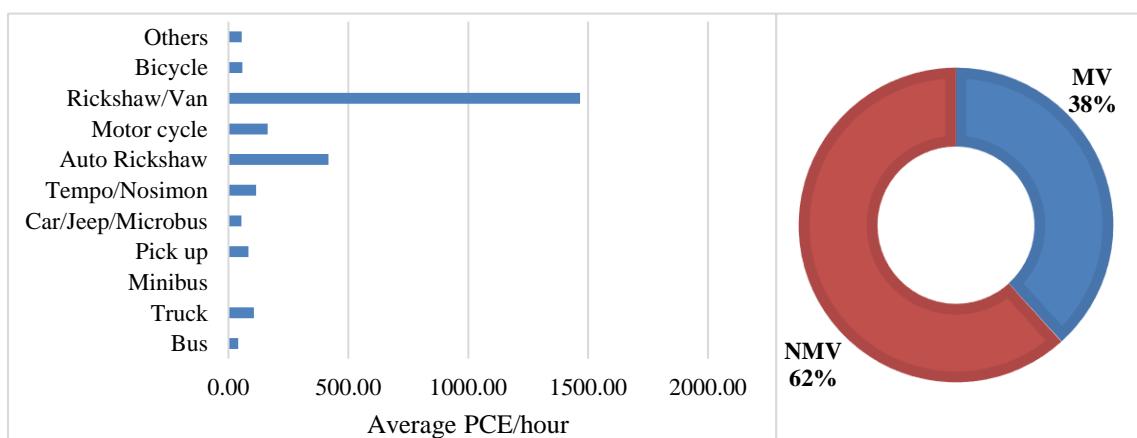


Figure 3.5: Shadhinota Chattor Intersection

In Shadhinota Chattor intersection, about two-third of total PCEs are generated by non-motorized vehicles. And like other intersection, here auto rickshaw and van/rickshaws are strongly prominent than other vehicles.

From the above figures, it is found that auto rickshaw and van/rickshaws are the dominant vehicles among the non-motorized vehicles.

3.1.2 Traffic Volume in Surveyed Intersection

In the below figures (figure 3.6-3.9) the change of PCEs in the whole survey time in a day for different intersections has been given. From the figure the change of PCEs with the change of time has been found.

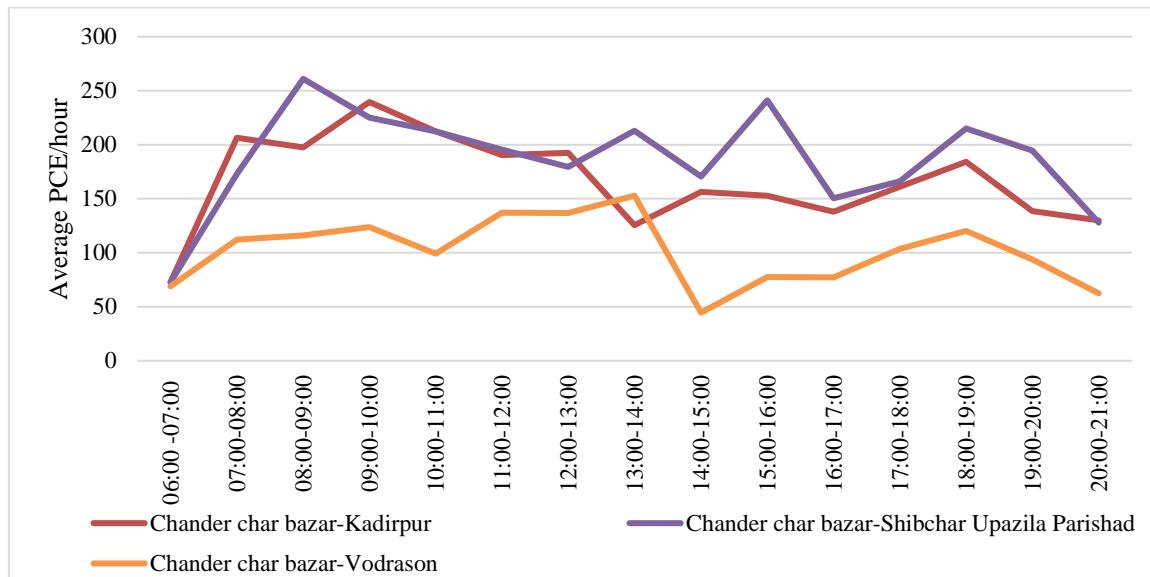


Figure 3.6: Traffic Volume of Chander char bazar

Figure 3.6 represent the fact that, in Chander char bazar intersection PCEs got high in 14:00-18:00 in all of the connecting road of the intersection. Among them, the PCEs became highest in the Chander char bazar-Upazila parishad road. After 18:00 the PCEs started to get dropped. In morning, peak hour started from 07:00 am to 9:00 am.

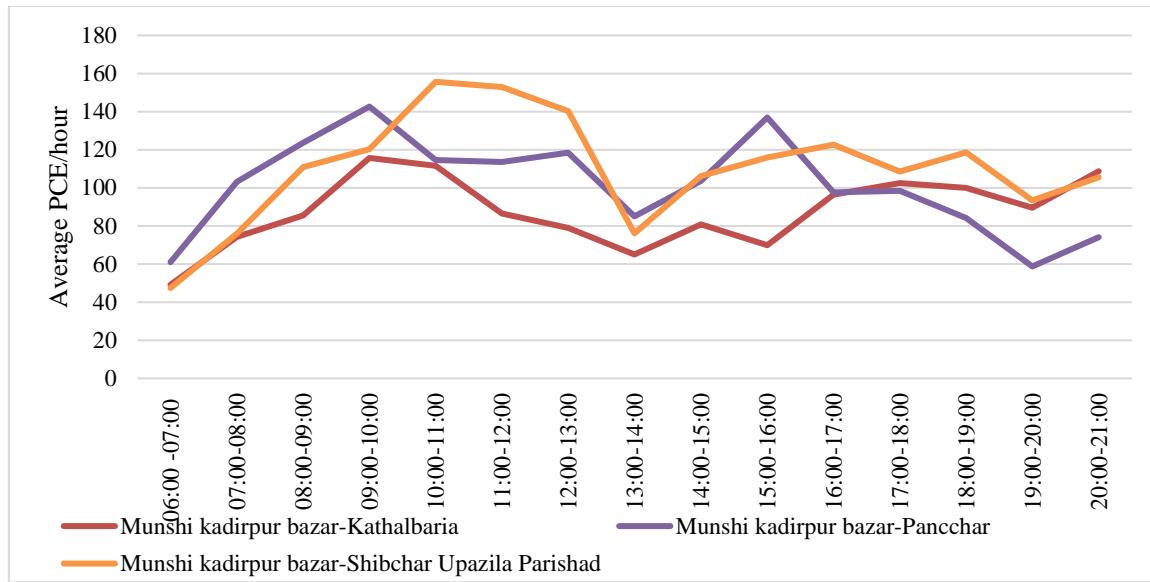


Figure 3.7: Traffic Volume of Munshi kadirpur bazar

Figure 3.7 showed that in Munshi kadirpur bazar intersection the up and down of PCEs remained about same amount in all of the connecting roads. On the other hand, the road leading to Shibchar Upazila Parishad possess the highest PCEs than others and some prominent peak hours. In that road 09:00-11:00, PCEs got in Peak position.

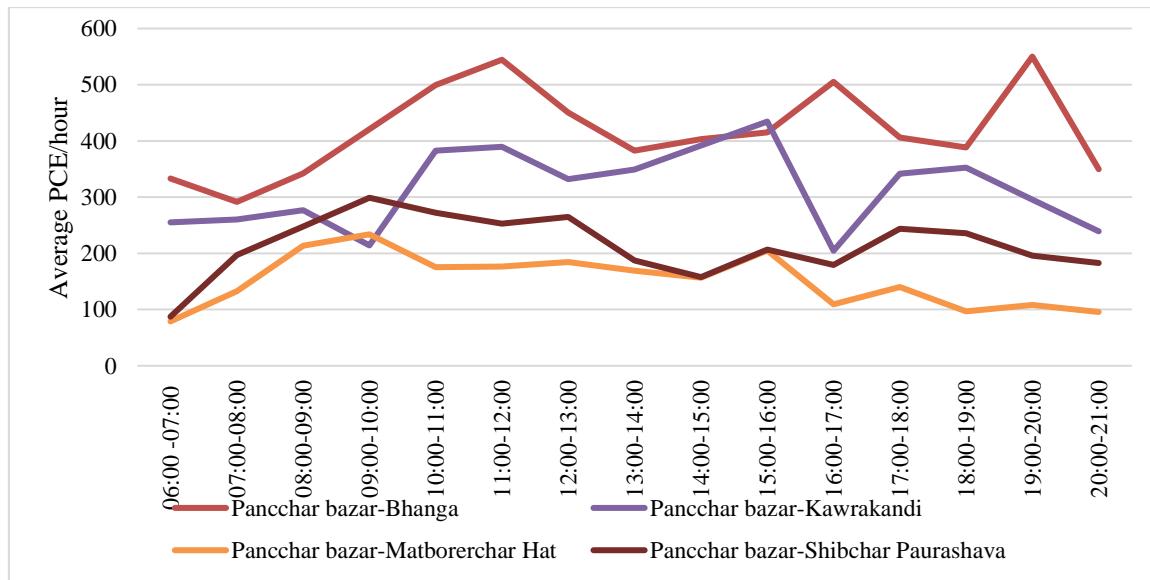


Figure 3.8: Traffic Volume of Panch char bazar

At Panch char bazar intersection roads connecting Panch char bazar to Bhanga comparatively higher PCEs in the peak period than other roads. In this road, PCE got in peak from 11am and remain about same upto 20:00 o' clock. After that, the PCEs started to drop. On the other hand, roads leading to Matborer char hat contain the lowest PCE than other road all day long (Please see figure 3.8).

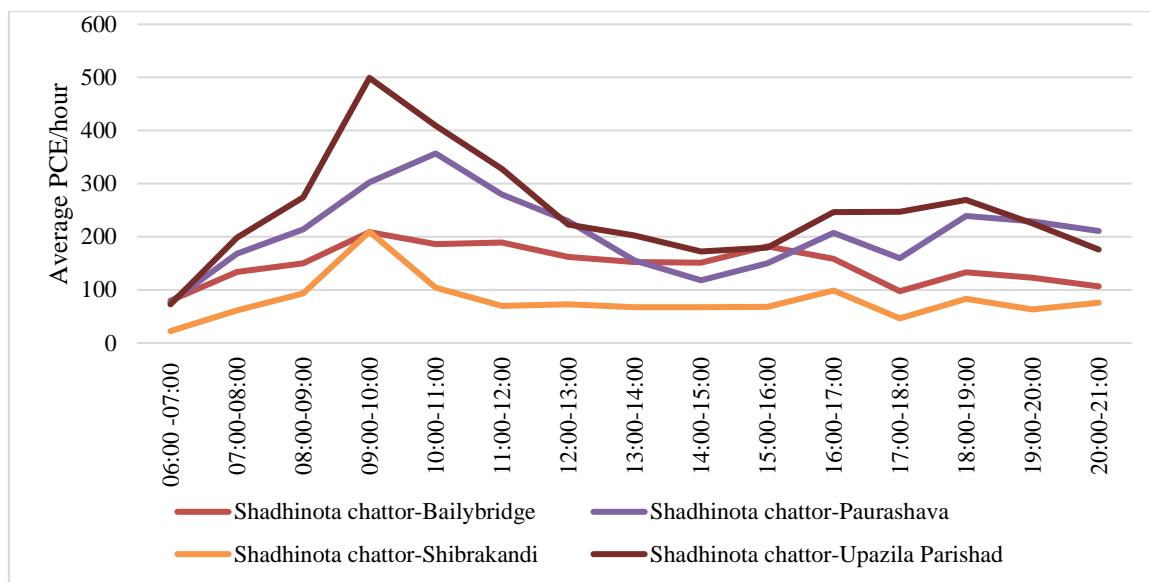


Figure 3.9: Traffic Volume of Shadhinota Chattor

Figure 3.9 shows that, in Shadhinota Chattor intersection, the fluctuation of PCEs about the same for all the roads. And the road towards upazila parishad contains the highest PCEs among the other road all day long. Throughout 08:00-11:00, the roads held the PCE above 300.

3.1.3 Peak Period Traffic Volume

Peak and off-peak period have been considered based on the corresponding road traffic discharge pattern. Whereas, the peak hour volume is the highest traffic volume of traffic that uses the lane. The peak hour volume is normally given in terms of passenger car units or PCEs (converting different vehicles into one common unit). The conversion of all vehicles into passenger car units makes these volume calculations more representative of what is actually going on in the lanes. Peak hours have been considered based on the corresponding road traffic discharge. Peak period traffic volume has shown in below by figure 3.10-3.13.

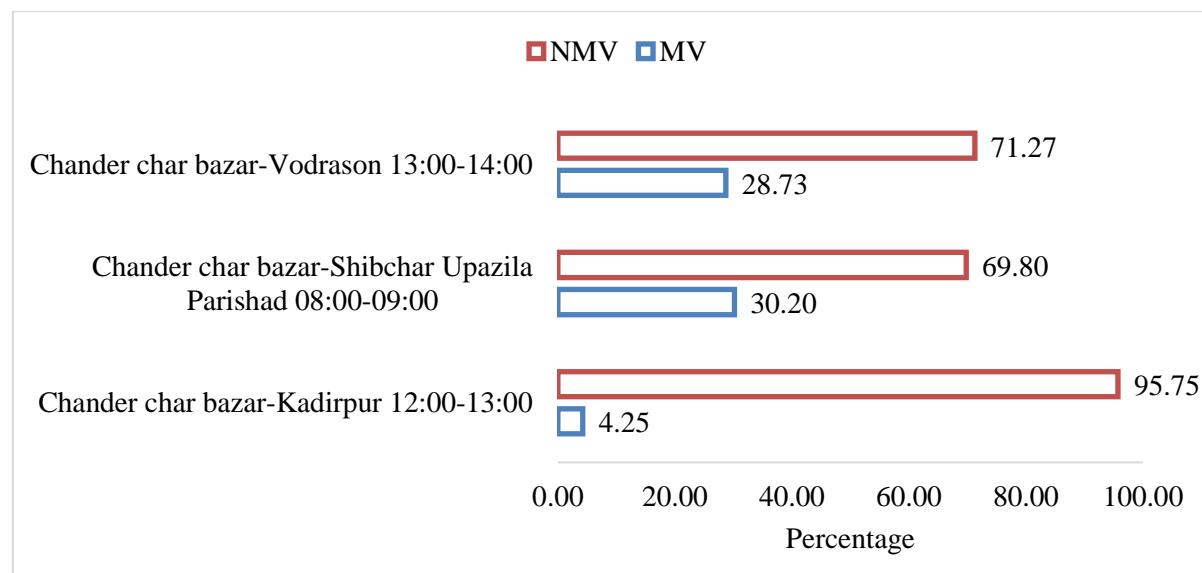


Figure 3.10: Peak Period Traffic Volume

Along with peak period traffic volume in Kartikpur intersection it also has been seen from the above figure (Please see figure 3.10) is that, road connecting this intersection with Barrah has little bit of more non-motorized vehicles than other two roads in Peak hour.

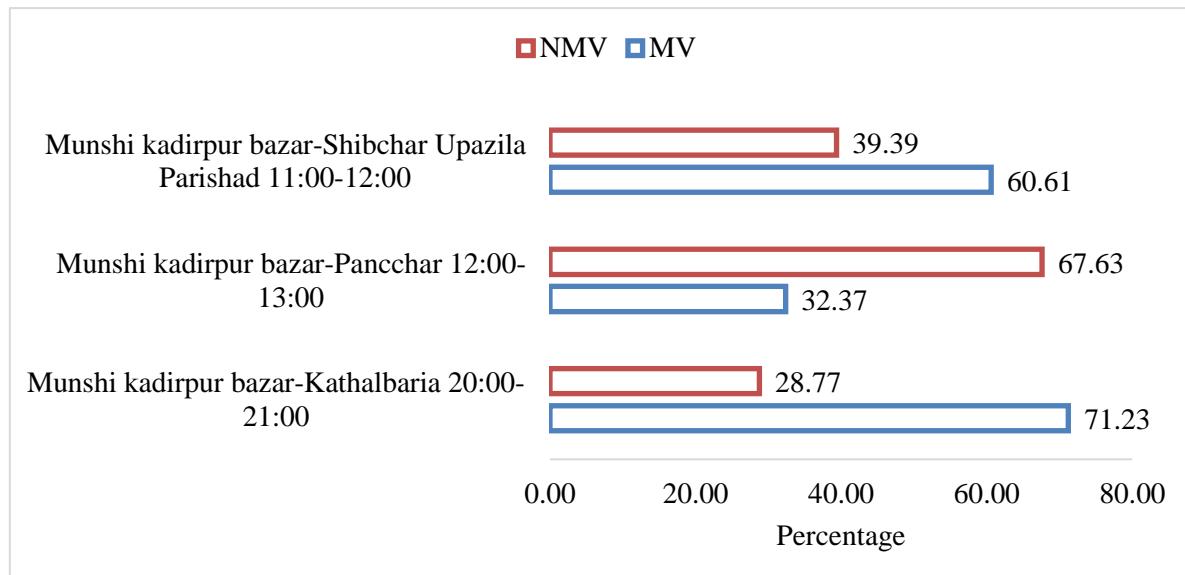


Figure 3.11: Peak Period Traffic Volume at Munshi Kadirpur bazar intersection

At Munshi Kadirpur bazar intersection the roads connecting Kathalbaria with this intersection possess highest (about three fourth of total) percentage of motorized vehicles. On the other hand, Munshi Kadirpur bazar to Pancchar road contain about two third non-motorized vehicles in the peak hour (Please see figure 3.11).

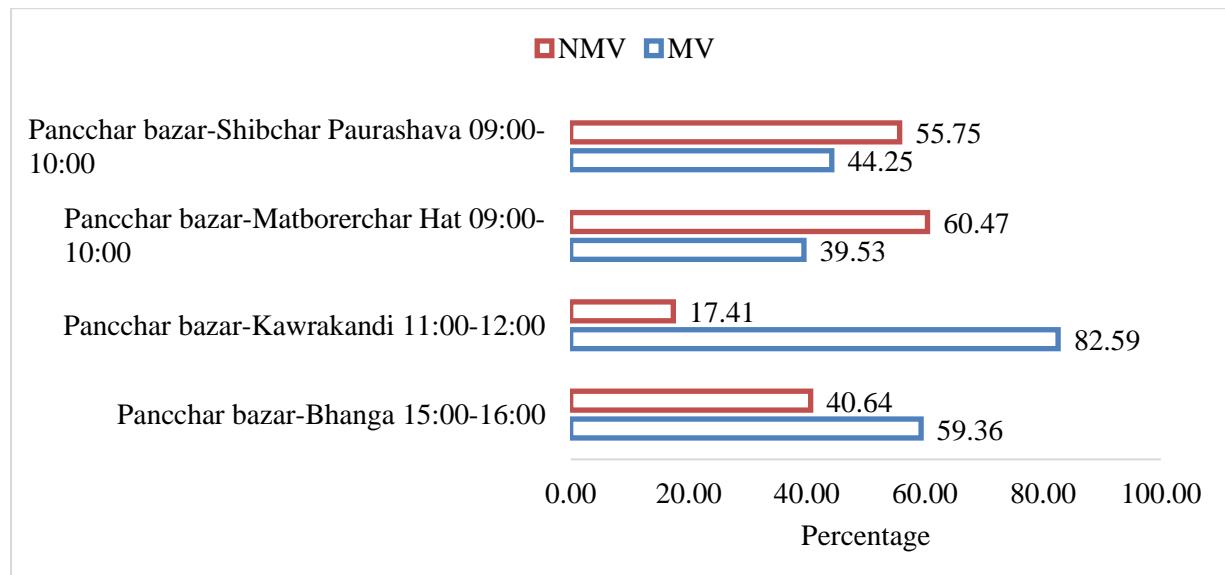


Figure 3.12: Peak Period Traffic Volume at Pancchar bazar intersection

In Pancchar bazar intersection the Pancchar bazar to Kawrakandi ghat possess the highest percentage (about 83%) of motorized vehicles. Whereas the lowest percentage (about 39% of total) of motorized vehicles are in Pancchar bazar to Matborer char hat road at the peak period (Please see figure 3.12).

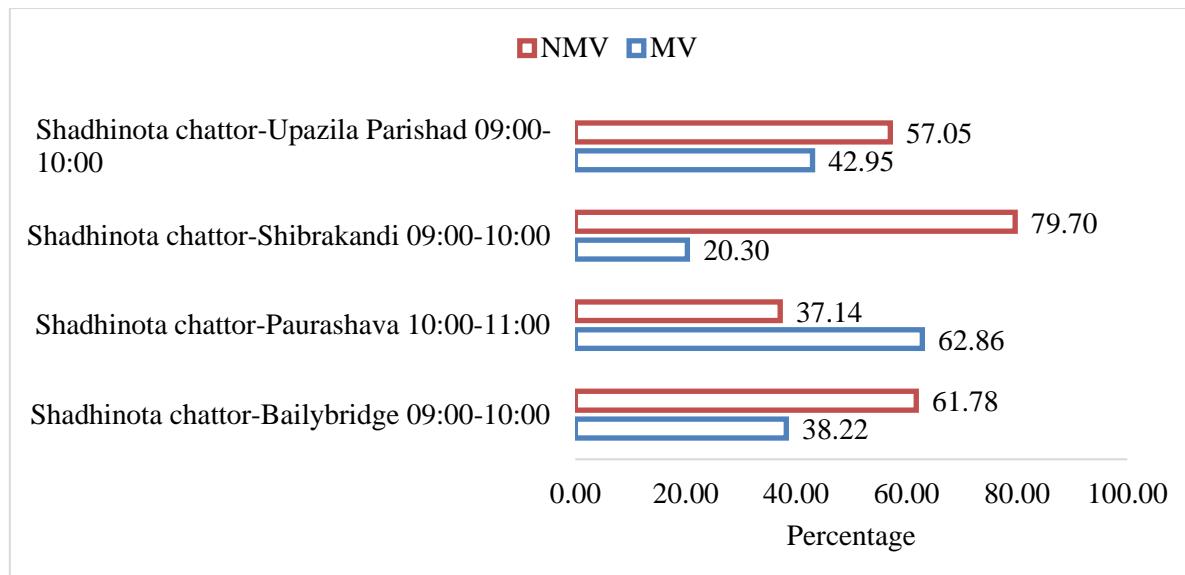


Figure 3.13: Peak Period Traffic Volume at Shadhinota Chattor intersection

In the Shadhinota Chattor intersection, 3 of the 4 roads are majorly occupied by non-motorized vehicles. In Shadhinota Chattor to Upazila parishad and to baily bridge road the motorized and non-motorized vehicles percentage are about the same. Thus, in this road the percentage of non-motorized vehicles is highest. On the other hand, Shadhinota Chattor to Paurashava road has the highest percentage of motorized vehicles.

Most of the cases peak periods are 09.00-11.00 am in the Morning and 18.00-21.00 pm in the evening, but in some cases, it varies. In the urban areas, peak period found similarly like above mention time periods, where most of the government & non-government offices and schools, colleges situated.

The hourly total of both ways traffic flows is presented in **Figure 3.14**. It is noted that Shadhinota Chattor to Upazila parishad and Pancchar bazar to Bhanga very busy in the peak on Hat day or office day. The traffic volume data Munshi Kadirpur bazar to Pancchar has very less significant traffic flow in the peak.

It is observed from the survey data that hourly traffic volume in busy nodes ranges from approx. 400 to 500 whereas hourly traffic volume ranges 100 to 300 in other roads.

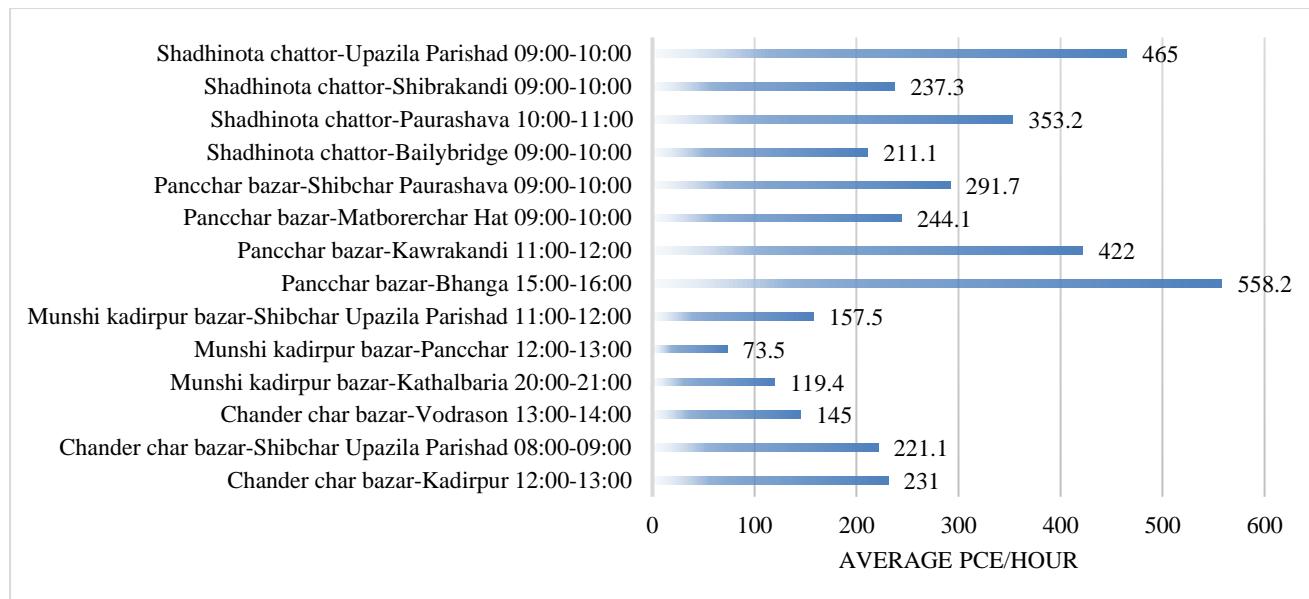


Figure 3.14: Peak Hour Traffic Volume

3.1.4 Traffic Condition of Road Sections

Peak hour traffic volume is very important which provides indication of the necessity of any traffic intervention necessary or not in that roadway. Peak hour traffic volume with comparison to road capacity provides a good indication of the services of the roadway. The Level of service is an assessment of the effectiveness of the roads which was measured by V/C ratio.

Traffic volume is defined as the actual peak hour traffic passing a particular roadway during a given time period and expressed as PCEs per hour. Capacity of roadway largely depends on number of lane, road width and roadway condition. In this case, only lane of the roads was considered. The existing road widths are just more than standard one lane width and thus the standard capacity for one lane road (1400 PCEs per hour) has considered here.

It is found that Munshi kadirpur bazar-Pancchar v/c ratio is comparatively less than others. So, it is expected that Individual users are practically unaffected by the presence of other vehicles on this road section. The choice of speed and the maneuverability are free. The level of comfort is excellent, as the driver needs minimal attention.

For Panccharbazar, road 1, 2 and 4 may not need attention now, but may need attention later, require traffic intervention/management in near future respectively. Having max v/c ratios below .50 means Steady Traffic but Limited-The presence of other vehicles affects drivers. The choice of the speed is affected and maneuvering requires vigilance. The level of comfort decreases quickly at this level, because the driver has a growing impression of being caught between other vehicles. For road Thanar mor to Joypara the condition is the speed and the maneuverability are severely reduced, Low level of comfort for the driver, as he must constantly avoid collisions with other vehicles. A slight increase of the traffic risks causing some operational problems and saturating the network.

Table 3.2: Capacity of the roads in Shibchar Upazila

Intersection	Road	PCEs	Capacity	V/C
Chander char bazar	Chander char bazar-Kadirpur 12:00-13:00	231	1400	0.17
	Chanderchar bazar-Shibchar Upazila Parishad 08:00-09:00	221.1	1400	0.16
	Chander char bazar-Vodrason 13:00-14:00	145	1400	0.10
Munshi kadirpur bazar	Munshi kadirpur bazar-Kathalbaria 20:00-21:00	119.4	1400	0.09
	Munshi kadirpur bazar-Pancchar 12:00-13:00	73.5	1400	0.05
	Munshi kadirpur bazar-Shibchar Upazila Parishad 11:00-12:00	157.5	1400	0.11
Pancchar bazar	Pancchar bazar-Bhanga 15:00-16:00	558.2	1400	0.40
	Pancchar bazar-Kawrakandi 11:00-12:00	422	1400	0.30
	Pancchar bazar-Matborerchar Hat 09:00-10:00	244.1	1400	0.17
	Pancchar bazar-Shibchar Paurashava 09:00-10:00	291.7	1400	0.21
Shadhinota chattor	Shadhinota chattor-Bailybridge 09:00-10:00	211.1	1400	0.15
	Shadhinota chattor-Paurashava 10:00-11:00	353.2	1400	0.25
	Shadhinota chattor-Shibrakandi 09:00-10:00	237.3	1400	0.17
	Shadhinota chattor-Upazila Parishad 09:00-10:00	465	1400	0.33

Source: *Transportation Survey of Shibchar Upazila, 2016*

Almost all roads and intersections are under capacity (From Table 3.2), but bazar on the roads, road sharing, and unauthorized and unorganized parking of vehicles makes it problematic. So, there is a need for proper road maintenance rather than making a new one. However, ribbon development along the road may need land acquisition in that area.

3.1.5 Off-Peak Period Traffic Volume

From the traffic and transportation, survey of this Upazila found that motorized vehicles are predominately higher than non-motorized. But in some cases, non-motorized vehicles are higher than motorized especially at Chander char bazar intersection in off-peak periods. The main reason behinds that most of the trips happened within a short distant in the urban areas and it's mainly for shopping & social get together, and recreation purposes.

Higher percentages of traffic run through 06.00-07.00 am in the Morning and 20.00-21.00pm in the evening during off-peak period (shows in figure 3.15-3.18).

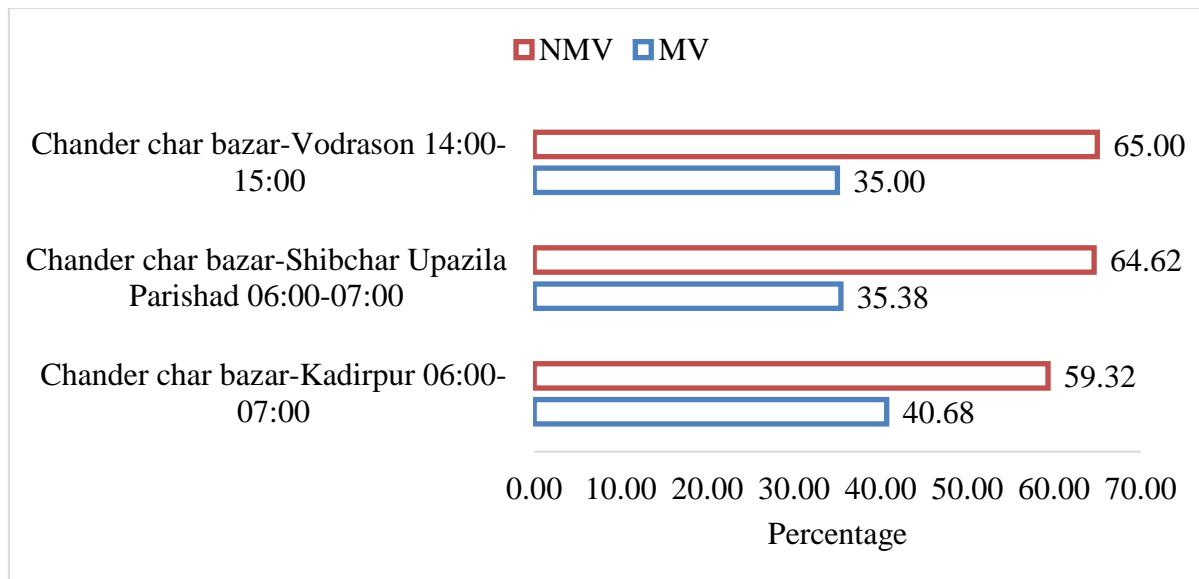


Figure 3.15: Off-peak Period Traffic Volume of Chander char bazar

Moreover, at Chander char bazar intersection, the road Chander char bazar to Vodrason and Chander char bazar to Shibchar Upazila contains the highest percentage of non-motorized vehicles (about 65%), whereas Chander char bazar to Kadirpur road contains the lowest percentage (about 60%), of non-motorized vehicles in the off-peak period (Please see figure 3.15)

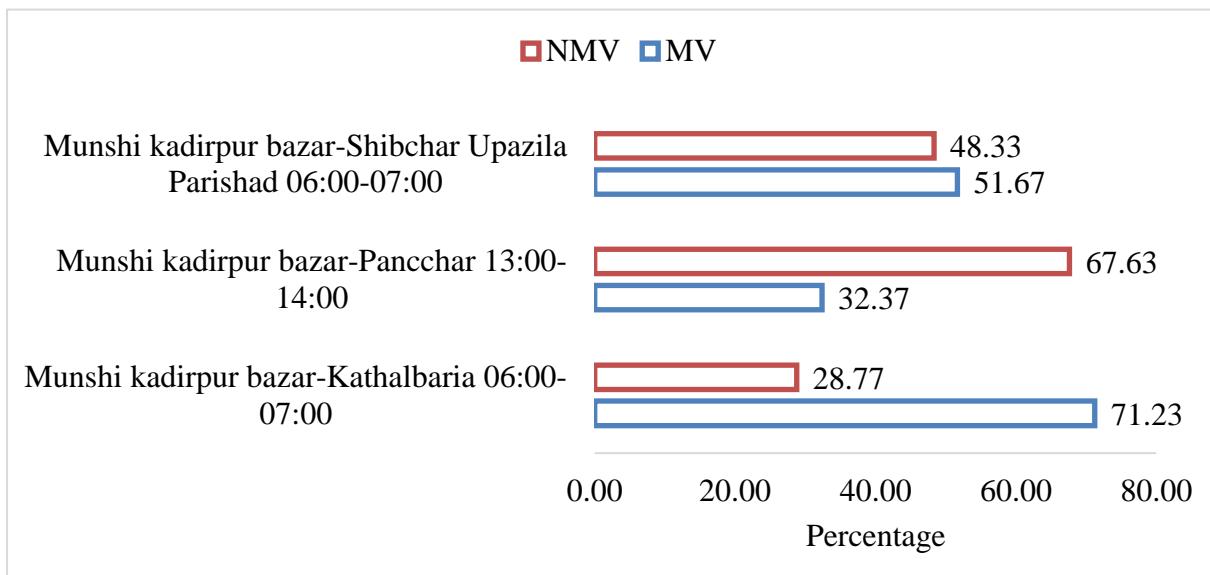


Figure 3.16: Off-peak Period Traffic Volume of Munshi kadirpur bazar

In Munshi kadirpur bazar, Munshi kadirpur bazar to Kathalbaria contains the highest percentage of motorized vehicles (about three-fourth of total) than other roads. Whereas, Munshi kadirpur bazar to Pancchar road contains about 67% non-motorized vehicles in the off-peak period.

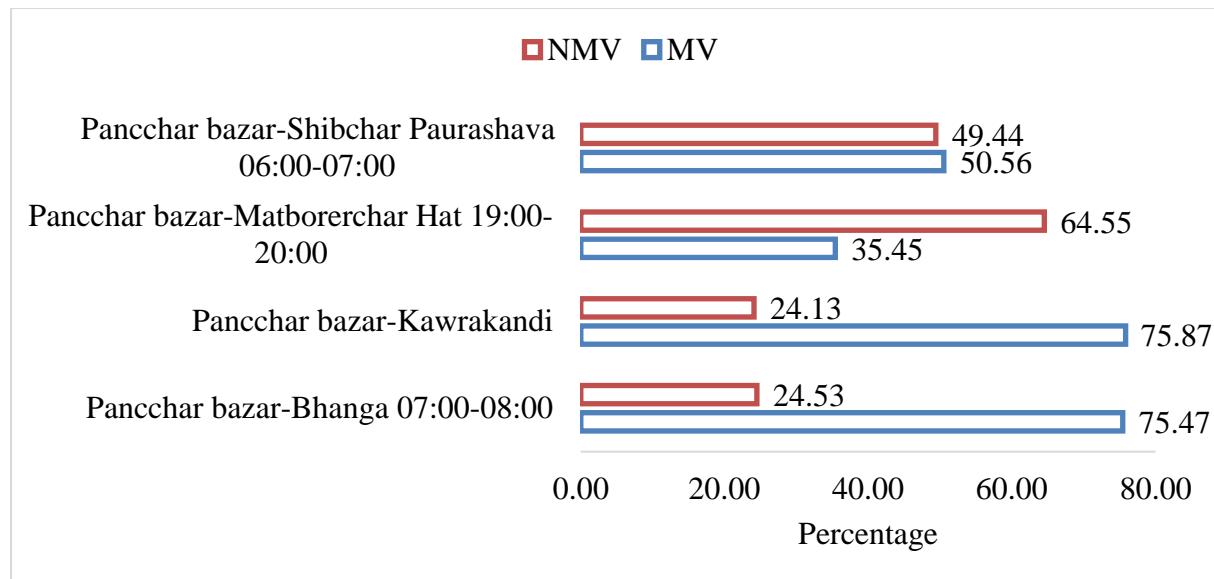


Figure 3.17: Off-peak Period Traffic Volume of Pancchar bazar

In Pancchar bazar intersection the percentage of non-motorized vehicles has been found higher in Pancchar bazar to Matborer char hat road in off-peak period. It has been seen that, the percentage of motorized vehicles in these roads are comparatively higher than other intersection (Please see figure 3.17).

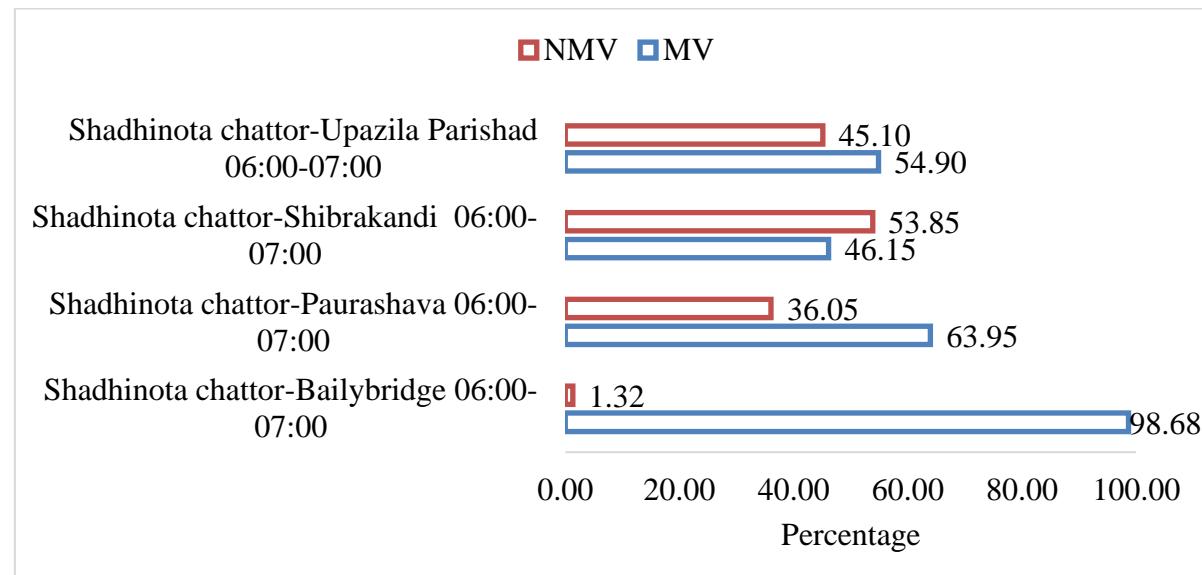


Figure 3.18: Off-peak Period Traffic Volume of Shadhinota chattor

Whereas, in Shadhinota chattor intersection about 100% of total vehicles are motorized in Shadhinota chattor to baily bridge road. Shadhinota chattor to Paurashava road has found about two-third of total vehicles are non-motorized.

3.1.6 Traffic Volume and PCE at Roadway Segments

4 road segments were surveyed to determine the traffic volume and PCE of these roads. Among them, the largest PCEs has been found at Dattapara Toll Plaza (Vanga-Kawrakandi) road segment. Here, on average about 310 PCEs used the segments per hour. On the contrary, the

lowest PCEs were found in Saheber hat (Shibchar-Madaripur) road segment. Here, only about 106 PCEs use the road per hour (Please see table 3.3).

Table 3.3: Traffic Volume and PCE at Roadway Segments

Road Name	Average PCE/Hour
Baily bridge road (Shibchar-Kathalbaria)	106.51
Saheber hat (Shibchar-Madaripur)	169.5
Shadhinota Chattor (Towards Paurashava; Shibchar-Panch Char)	276.5
Dattapara Toll Plaza (Vanga-Kawrakandi)	307.09

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.1.7 Pedestrian Traffic Volume Survey

Pedestrian traffic volume counts were done during the same period as the vehicle volume count. The pedestrian volume shows that Chander char bazar-Vodrason, Munshi kadirpur bazar-Kathalbaria, Pancchar bazar-Kawrakandi, Pancchar bazar-Shibchar Paurashava and Shadhinota chattor-Upazila Parishad roads always experience significant number of pedestrian traffic whether it is working day or hat day. However, the pedestrian facilities like footpath or road crossing are not available in that area and thus the probability of the accident also increase. There is no place for pedestrian walking facility here and thus vehicles and pedestrian share same roadway. Lowest numbers of pedestrian have been noticed in the Kartikpur bazar area.

Table 3.4: Pedestrian density in selected intersections

Segment name	Average Pedestrian/Hour		Average Pedestrian/Minute	
	Non-hat day	Hat day	Non-hat day	Hat day
Chander char bazar-Kadirpur	19.73	25.91	0.33	0.43
Chander char bazar-Shibchar Upazila Parishad	35.29	41.32	0.59	0.69
Chander char bazar-Vodrason	28.66	41.06	0.48	0.68
Munshi kadirpur bazar-Kathalbaria	25.78	41.26	0.43	0.69
Munshi kadirpur bazar-Pancchar	20.80	18.08	0.35	0.30
Munshi kadirpur bazar-Shibchar Upazila Parishad	17.93	17.27	0.30	0.29
Pancchar bazar-Bhanga	18.13	24.83	0.30	0.41
Pancchar bazar-Kawrakandi	35.92	49.34	0.60	0.82
Pancchar bazar-Matborerchar Hat	27.89	39.37	0.46	0.66
Pancchar bazar-Shibchar Paurashava	35.90	42.18	0.60	0.70
Shadhinota chattor-Bailybridge	19.04	30.31	0.32	0.51
Shadhinota chattor-Paurashava	26.13	36.11	0.44	0.60
Shadhinota chattor-Shibrakandi	29.99	35.14	0.50	0.59
Shadhinota chattor-Upazila Parishad	38.45	42.37	0.64	0.71

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.2 Origin-Destination (O-D) Survey Findings

3.2.1 Trip purpose and Mode Used

From the data (Figure 3.19), it could be noted that Bus and Truck is mainly used for commuter purpose. Other than that, pickup van and Nosimon is used by significant percentage. Though

Nosimon is very dangerous vehicle, people still used this vehicle in this upazila. (Please see figure 3.20)

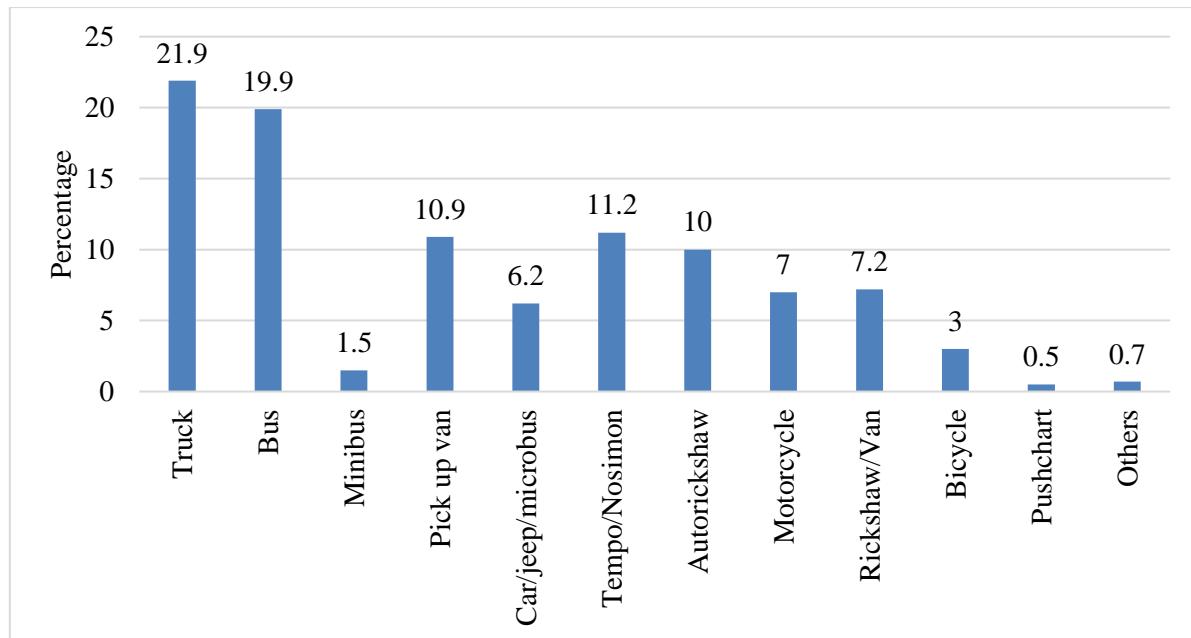


Figure 3.19: Percentage of mode uses

Figure 3.20 shows that about more than 90% of total trips has made for work purpose. Apart from that, a significant percentage (about 4%) of trips has made for business purpose. Trips for recreation purpose is the lowest in percentage (less than 1%)

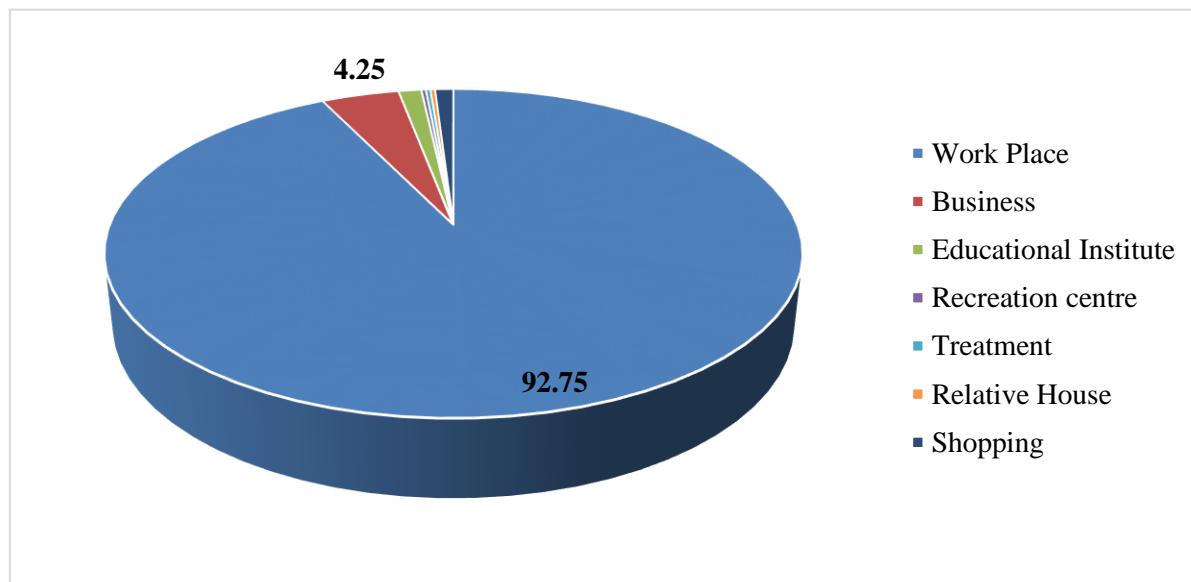


Figure 3.20: Percentage of Trip Purpose

3.2.2 Origin and Destination of Passenger Modes

The survey reveals that almost all internal trips within the district and the inter-district bus services and trucks (Table 3.5). As, the accessibility is moderately good in this Upazila, there is no immediate need for thinking of by-pass roads here. Freight vehicles as well as bus services both intra-districts and local services, O-D according to passenger modes has given below.

Table 3.5: O-D Matrix

	Shibchar Union	Panch char	Matbarer Char	Kanthal baria	Kutub pur	Sannyashir char	Bhandari kandi	Bandar khola	Datta Para	Siruail	Bayratala Uttar	Umedpur	Total
Shibchar Union	0	9	4	0	0	0	2	0	0	0	0	0	15
Panchchar	6	0	0	0	0	0	0	0	0	0	0	0	6
Matbarer Char	3	2	0	0	0	2	3	0	0	0	0	0	10
Kanthalbaria	0	0	0	0	0	1	0	0	0	0	0	0	1
Kutubpur	1	0	0	0	0	0	0	0	0	0	0	0	1
Sannyashirchar	7	0	0	14	0	0	0	0	8	0	0	0	29
Bhandarikandi	2	0	19	0	0	0	0	0	0	1	1	0	23
Bandarkhola	0	0	1	0	0	0	0	0	0	0	0	0	1
Datta Para	0	0	2	0	0	0	0	0	0	0	0	0	2
Siruail	0	0	0	0	0	0	0	0	0	0	0	0	0
Bayratala Uttar	1	0	0	0	0	0	0	0	0	0	0	0	1
Umedpur	1	0	1	1	0	0	0	0	0	0	0	0	3
	21	11	27	15	0	3	5	0	8	1	1	0	92

O-D matrix for internal zones

	Bagha	Bari sal	Chitta gong	Dhaka	Farid pur	Gazipur	Gopal gonj	Jessore	Kalkini	Khulna	Madari pur	Munshi gonj	Narayan gonj	Pabna	Rajshahi	Shariat pur	Shib char	Srina gar	Total
Bagha	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Barisal	0	0	0	3	0	2	0	0	0	0	1	0	0	0	0	1	11	0	18
Chittagong	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Dhaka	0	4	0	1	0	0	0	0	0	3	5	0	0	1	0	0	8	0	22
Faridpur	0	0	0	1	0	0	0	0	0	0	3	0	0	0	1	3	27	0	35
Gazipur	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
Gopalgonj	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Jessore	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	4	0	7
Kalkini	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3
khulna	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	3	0	6
Madaripur	0	2	0	6	13	0	0	1	0	1	0	1	4	0	0	1	17	0	46
Munshigonj	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
Narayangonj	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pabna	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Rajshahi	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Shariatpur	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	4
Shibchar	1	2	1	105	52	0	0	3	1	0	28	1	0	0	0	41	0	0	235
Srinagar	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total	1	9	1	120	66	2	1	5	1	4	41	2	4	1	1	48	77	0	388

O-D matrix for external zones (Source: Transportation Survey of Shibchar Upazila, 2016)

3.2.3 Capacity of Passenger Modes

The average capacity of the passenger modes has given in the table 3.6. It has found that Buses passenger carrying capacity varied from bus to bus. All the buses surveyed here having standard capacity from 21 to 50. There is some provision of local service buses have found. It starts from Kathalbaria to jailkhanar mor.. Auto-rickshaw that functions as public transport mode has standard capacity is most of the time 5-6 persons.

The most convenient form is an O-D matrix, in which the origin zones and destination zones have represented. The horizontal axis of the matrix represents the destination zones and the vertical axis of the matrix represents the origin zones. The zones might further have classified into internal and external zones if the survey covers both the internal and external zones. The number of trips has entered in the cells of the matrix. The matrix represented in the table 3.5 above.

Table 3.6: Carrying capacity of passenger modes (in percentage)

	1-5 Persons	6-10 Persons	11-20 Persons	21-30 Persons	31-40 Persons	41-50 Persons	> 50 Persons
Truck	96.60	1.10			1.10	1.10	
Bus				19.00	37.50	30.00	12.50
Minibus				50.00	16.70		33.30
Pick up van	97.70		2.30				
Car/jeep/microbus	36.00	56.00	8.00				
Tempo/Nosimon	35.60	26.70	37.80				
Auto rickshaw	55.00	45.00					
Motorcycle	100.00						
Rickshaw/Van	75.90	24.10					
Bicycle	100.00						
Pushcart	100.00						
Others	100.00						

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.2.4 Destination Pattern of Different Union of Shibchar Upazila

From O-D survey, table 3.7 has been prepared. Here, it has been seen that, for business purpose about half of total respondents were from Shibchar union. Besides, people from Matborer char mostly went outside for shopping purpose, as there are no shopping centre in this union. Moreover, people from Shibchar, Sannyashir char and Bhandarikandi union mostly made trip than other unions.

Table 3.7: Trip distribution pattern according to the trip purpose (in percentage)

	Work Place	Business	Relative House	Shopping	Total
Shibchar Union	25.30	55.60			26.70
Panch char	3.90	11.10			4.20
Matborer Char	16.90			100.00	16.40
Kathalbaria	1.90				1.80
Kutubpur	0.60				0.60
Sannyashir char	22.70	22.20	100.00		23.00
Bhandarikandi	24.00	11.10			23.00

Bandarkhola	0.60				0.60
Dutta Para	1.30				1.20
Bayratala Uttar	0.60				0.60
Umedpur	1.90				1.80
	100.00	100.00	100.00	100.00	100.00

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.2.5 Passengers Density in Different Vehicle Mode

It has been seen that about more than half (about 60%) of the total vehicle's passenger density is within 5 persons. As most of the vehicle of this upazila are light vehicles. About one fifth of total vehicles carried passengers between 6 and 20. Otherwise, a significant percentage (about 15%) of total vehicles also carried passengers more than 30 persons (Figure 3.21).

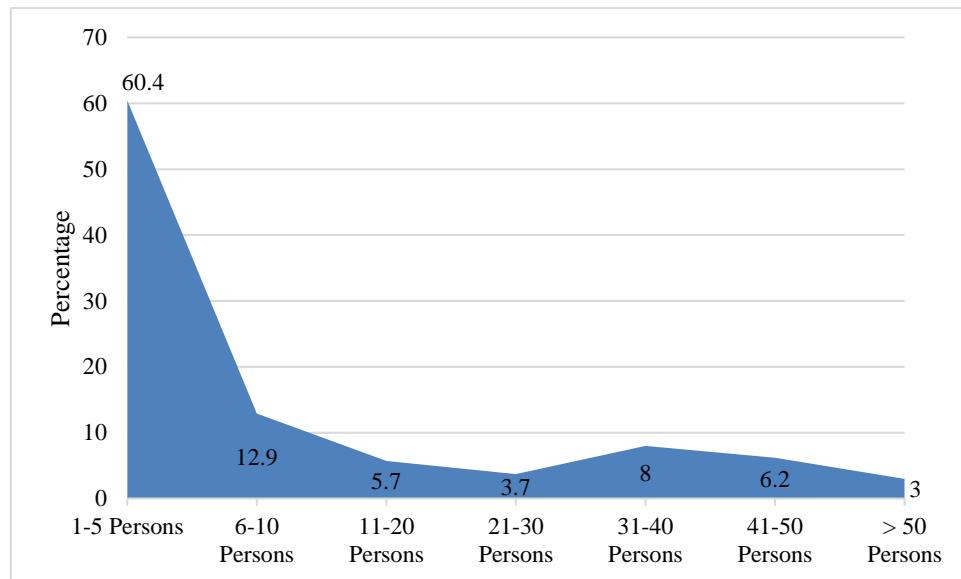


Figure 3.21: Occupancy of Passengers in Vehicle

3.2.6 Major Prioritized Problems

In figure 3.22, the prioritized problems have shown. Here, it has seen that most of the respondents (about two-third) said narrow road as their main problem. They want that, the appropriate authority should take necessary steps for proper maintenance and widen of the roads. Since, about one fifth of total respondents also depicted that, improper maintenance of road is major problem of theirs.

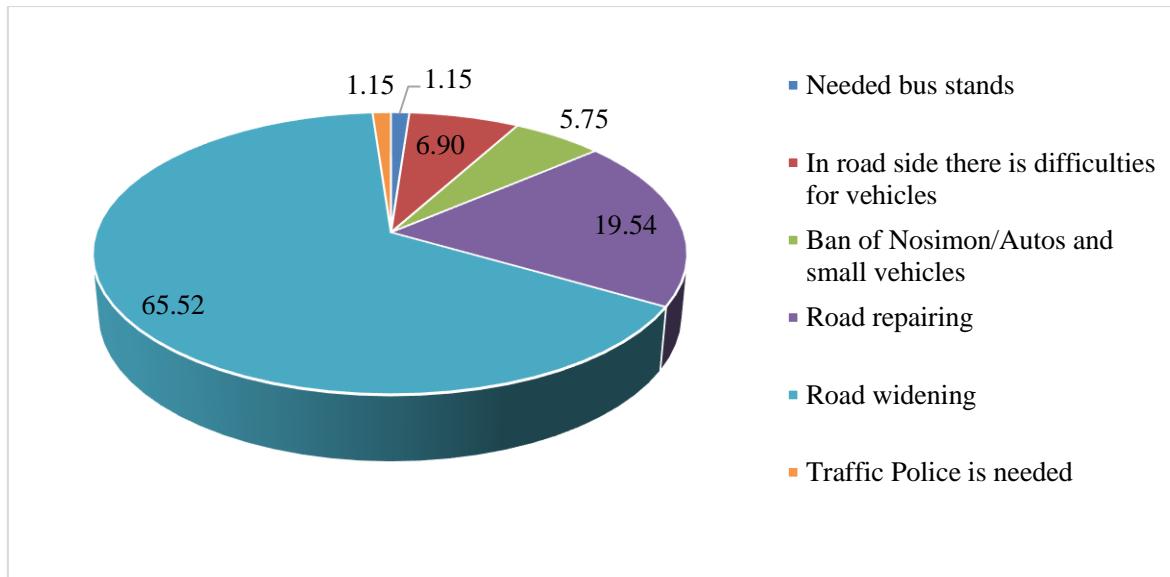


Figure 3.22: Major problems (in percentage)

3.3 Passenger Interview Survey Findings

3.3.1 Demographic Information

The passenger characteristics show (Table 3.8) that males are from different age group, but mostly (about half) from 21-40 years. In contrast, females are predominating in age group of 21-30 years.

Table 3.8: Age- Sex structure of bus users

	Male	Female	Total
16-20	7.50	26.10	10.20
21-30	23.90	34.80	25.50
31-40	40.30	26.10	38.20
41-50	17.20	13.00	16.60
>50	11.20		9.60
Total	100.00	100.00	100.00

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.3.2 Trip Purpose

From Passenger interview survey, figure 3.23 has been prepared. The figure represented the fact that, about more than one fourth of total trips are made for work related purpose. Besides the next major contributors of this trips are “Home” purpose. Besides, about one fifth of total trips are also made for business purpose. The least trips are made for social institute purpose.

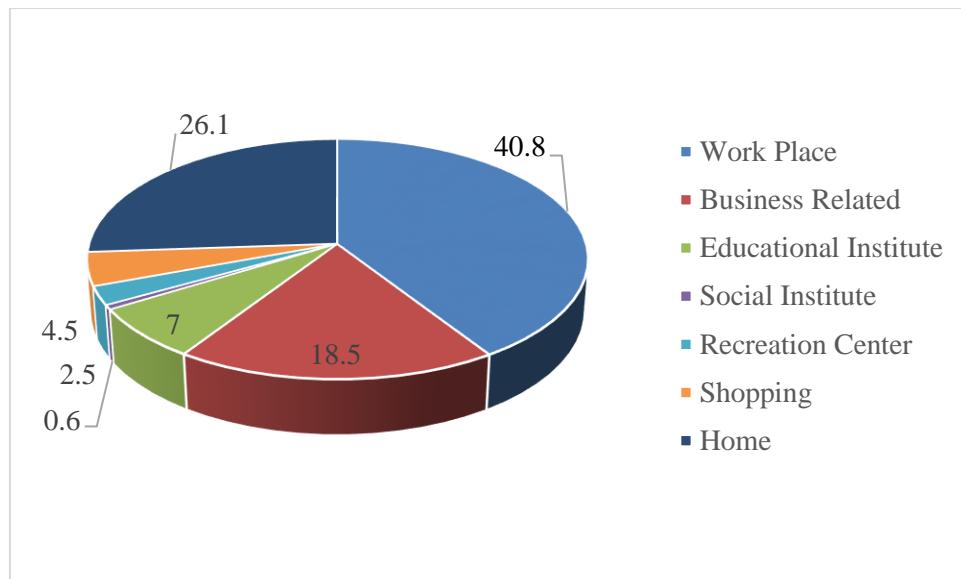


Figure 3.23: Trip purpose (in percentage)

3.3.3 Age Group and Trip Purpose

Trips made for educational purpose almost all of them below age of 20 years. On the other hand, trips are made for workplace by the age ranges between 21 and 50 years. People ranges from 31-50 also make a significant number of trips for business purpose, people more than 50 years mostly generates trips for home purpose (Please see table 3.9).

Table 3.9: Age Group and Trip Purpose (in percentage)

	Work Place	Business Related	Educational Institute	Social Institute	Recreation Center	Shopping	Home	Total
16-20	25.00	12.50	37.50				25.00	100.00
21-30	47.50	5.00	12.50			2.50	32.50	100.00
31-40	43.30	28.30			1.70	8.30	18.30	100.00
41-50	42.30	23.10		3.80		3.80	26.90	100.00
>50	26.70	13.30			20.00		40.00	100.00
	40.80	18.50	7.00	0.60	2.50	4.50	26.10	100.00

Source: Transportation Survey of Shibchar Upazila, 2016

3.3.4 Types of Mode

About half of total trips has made by bus. About same percentage of respondents, also make trips by either motorcycle or Auto rickshaw/Tempo. Apart from these, about 6% respondents use rickshaw/van for short trip.

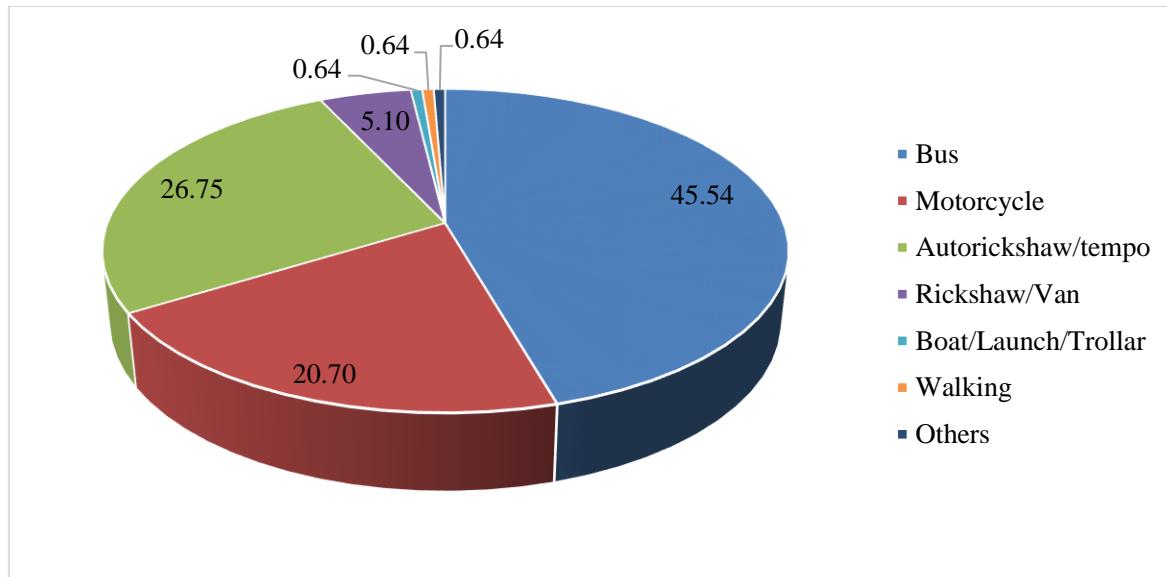


Figure 3.24: Types of Mode (in percentage)

3.3.5 Trip Distribution by Passengers

About one-third of total respondents make trips one time per week. Besides, about one-third of total respondents make 6-7 trips per week. The causes behind the nature of trips are, most of the trips are for either business or job purpose.

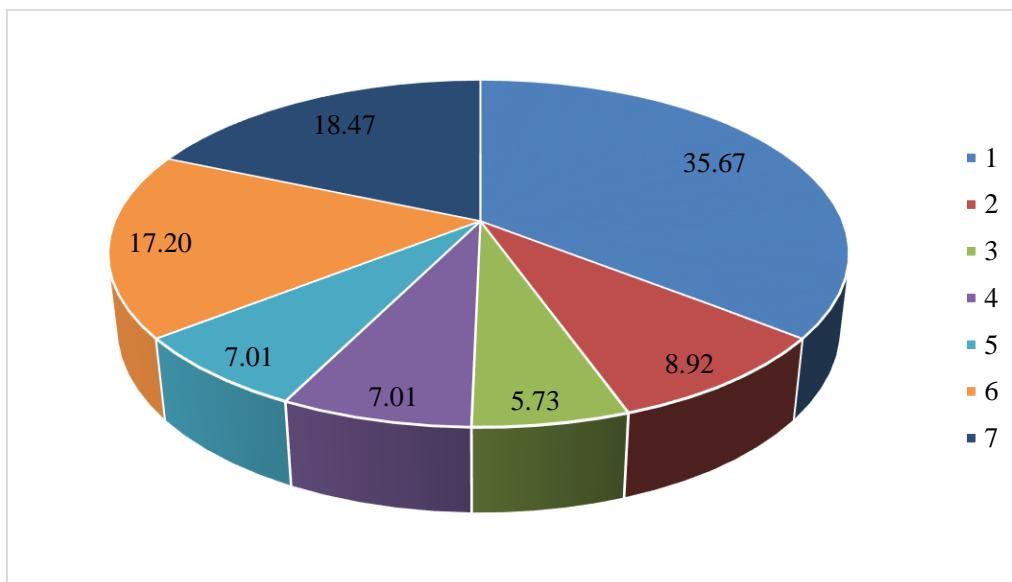


Figure 3.25: Trip Frequency per week (in percentage)

3.3.6 Gender and Trip Productions per Week

It has been that, about one-third of male respondents 1 trips per week, whereas, about double percentage of female follow the same nature of making trip one per week. Moreover, about one-third of total male respondents anticipated that they made 6-7 trips per week, on the other hand, no interviewed female respondents have been found as making such numbers of trips per week. Otherwise, the percentage of making 3 trips per week was higher in female respondents.

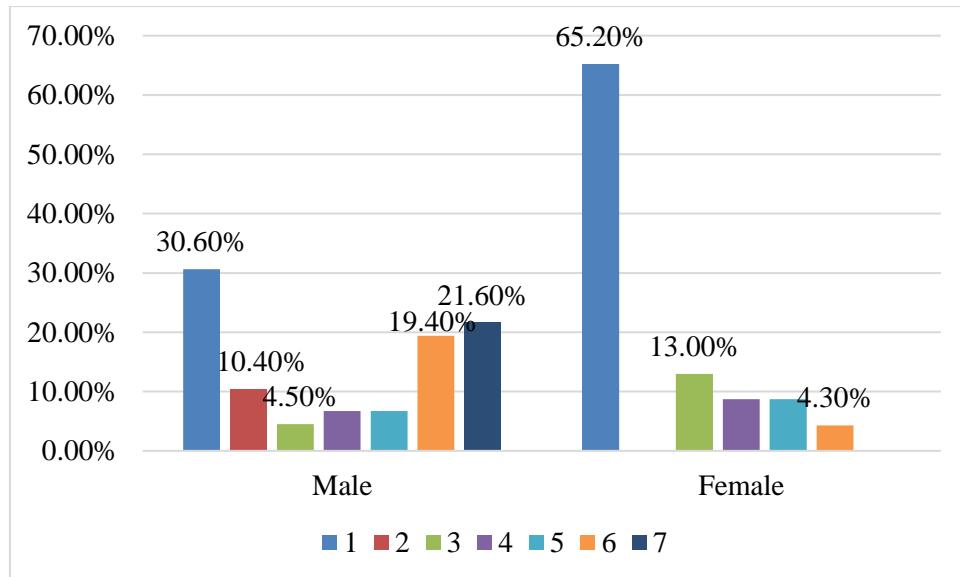


Figure 3.26: Trip frequency per week according to the gender

3.4 Pedestrian Survey

3.4.1 Demographic Information

The figure 3.27 shows that pedestrian aged from 21 to 30 years are significant in percentage (about one third). Male-female ratio in this range is about the same. Moreover, about half of total respondents were between age of 31 and 50. Among them, ages between 41 and 50, most of the trips has been made by male (about double) than female. Female are mostly from 21-40 years (Table 3.10).

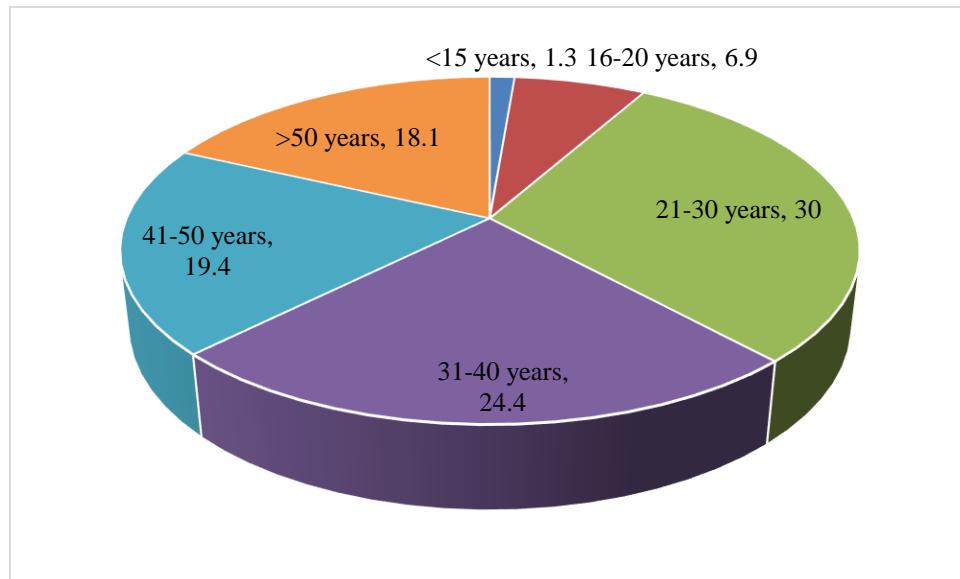


Figure 3.27: Age Composition of Pedestrian of Shibchar (in percentage)

Table 3.10: Age composition according to gender of the pedestrian

	<15 years	16-20 years	21-30 years	31-40 years	41-50 years	>50 years	Total
Male	0.80	4.10	28.90	20.70	21.50	24.00	100.00
Female	2.60	15.40	33.30	35.90	12.80		100.00
	1.30	6.90	30.00	24.40	19.40	18.10	100.00

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.4.2 Purpose of Trips with Age

From the table 3.11, it has been seen that respondents less than 15 years only make trips for either educational or shopping purpose. Respondents between 16-20 years make trips only for educational purpose. Whereas people of 21-40 years mostly (about same percentage) make the trips for work purpose. People from 41 and above, about half of them make trip for work purpose.

Table 3.11: Purpose of Trips with Age

	Work Place	Business Related	Educational Institute	Recreation Center	Hospital	Shopping	Home	Relatives House	Total
<15 years			50.00			50.00			100.00
16-20 years			100.00						100.00
21-30 years	37.50	14.60	10.40	2.10	2.10	12.50	8.3	12.50	100.00
31-40 years	33.30	17.90	2.60	2.60		28.20	10.30	5.10	100.00
41-50 years	45.20	25.80	3.20	3.20		6.50	3.20	12.90	100.00
>50 years	48.30	27.60		6.90		6.90	6.90	3.40	100.00
	36.90	18.80	11.90	3.10	0.60	13.80	6.90	8.10	100.00

3.5 Regional Network System

3.5.1 Trip Frequency

Figure 3.29 represents the facts that, about more than two-third of total respondents make 1-2 regional trips per day. Whereas, about one-fourth of total makes 4 trips per day.

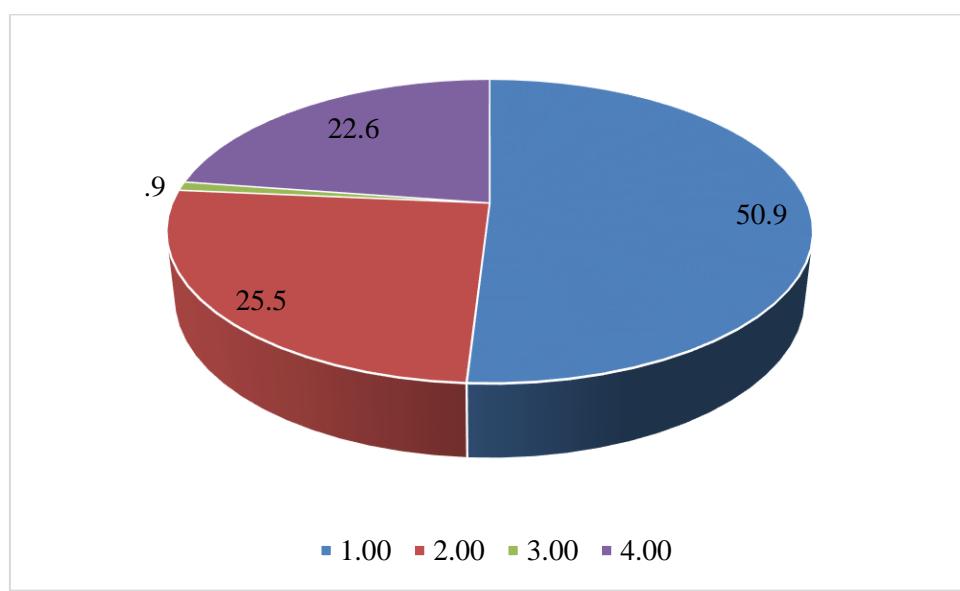


Figure 3.29: Trip Frequency per Day

3.5.2 Regional Connectivity with Surrounding Regions

It has been seen that regional connectivity of Shibchar with Dhaka is much stronger than other regions. As about half of total trips are made for Dhaka. Apart from that, a significant percentage (about 40%) of trips are also made for Shariatpur and Faridpur district.

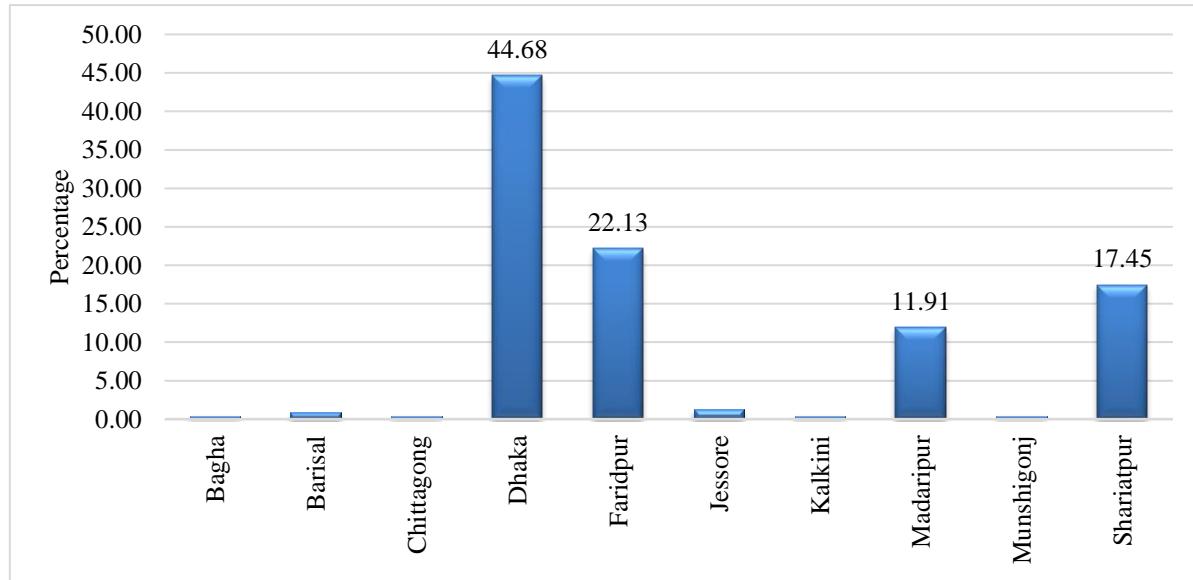


Figure 3.30: Regional Connectivity with Surrounding Regions (in percentage)

3.5.3 Regional Transport Network System

This upazila is mainly accessible area considering the regional accessibility (Map 3.1). This area gets access from Dhaka, Narayanganj, Faridpur, Shariatpur, Gopalganj etc. districts by regional and national highways. Moreover, Faridpur, Shariatpur and Dhaka also can be connected through Kawrakandi/Kathalbaria ghat. To identify Regional Transport Network System, two locations- truck terminal, bus terminal area were selected. The connectivity from this upazila is moderately good. Moreover, the connectivity with union level is also satisfactory. Most of the Union have connectivity with the Upazila headquarters having enough road. Besides, bridges on the roads are also in satisfactory condition, though some of the bridges can be widen, as narrow bridges sometime create congestion (Jaikhanar mor).

3.5.4 Transport Going Out from Study Area to Other Region

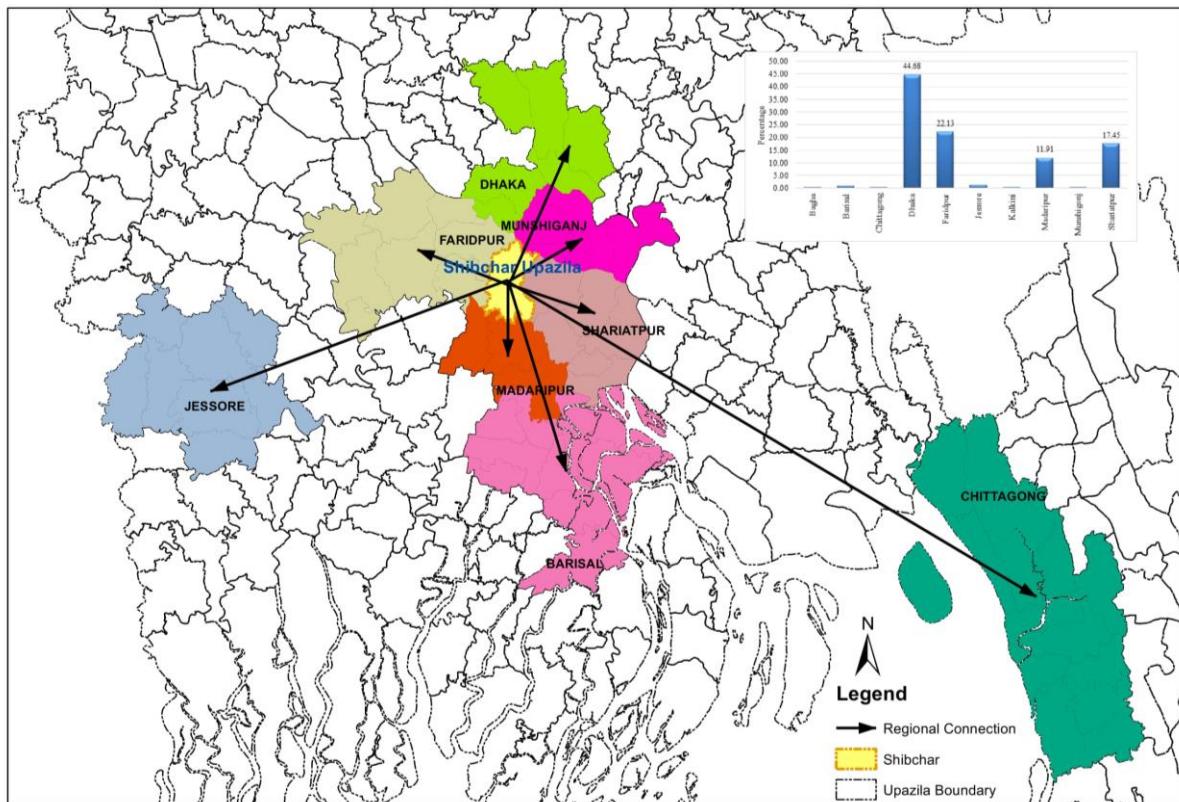
The major bus stoppages are at jaikhanar mor and Pancchar. From these bus stands the buses headed towards Dhaka usually start 7:00 am to 7:00 pm (Table 3.12). Buses those connect Dhaka are usually single Decker buses having carrying capacity of 36 to 40 (according to seats). Vehicles running overload is particularly true for freight goods.

Two major types of freight transport vehicles are available in the Upazila, where truck used for both intra and inter-district goods travel. However, the movements of the van usually limit within Upazila area or maximum within the district. For goods movement in region and beyond, trucks and pick up vans are used frequently. The carried good and the average capacity of the vehicles are given below (Table 3.12, and 3.13).

Table 3.12 Trips Rate of the vehicles travelling away from Shibchar Upazila

Mode	Origin	Destination	Frequency of trips	Service Period
Bus	Jailkhanar Mor	Shariatpur	2 trips per day (Get Lock/Direct)	7:00 am-7:00 pm
		Madaripur	4 trips per day (Get Lock/Direct)	7:00 am-7:00 pm
	Pancchar	Dhaka, Minshiganj, Barishal, Faridpur, Gopalganj, Madaripur	2 trips per day (Get Lock/Direct)	7:00 am-7:00 pm
		Jessore	1 trips per day (Get Lock/Direct)	7:00 am-7:00 pm
Truck	Shibchar Paurashava	Madaripur, Faridpur, Shariatpur, Dhaka	1 trips per day	24 hours
Launch	Kawrakandi	Shariatpur, Majhir kanda, Mawa ghat	3-4 trips per day	5:00 am- 8:00 pm
Speed Boat	Kawrakandi	Shariatpur, Majhir kanda, Mawa ghat	2-3 trips per hour	5:00 am- 9:00 pm
Ferry	Kawrakandi	Shariatpur, Majhir kanda, Mawa ghat	6 trips per day	

Source: Transportation Survey of Shibchar Upazila, 2016



Map 3.1: Regional Connectivity of Shibchar Upazila

Table 3.13: Carrying capacities of some major vehicles in Shibchar Upazila.

Mode	Standard Capacity	Usual Practice	Remark
Tata Truck	6 tons	10 tons	Overload
Bedford Truck	5 tons	10 tons	Overload
Pickup van	1-1.5 tons	2 tons (Basically local)	Acceptable
Bus (Get lock/Direct)	36 passengers	36-40 passengers (Bus passenger survey Shibchar, 2016)	Acceptable
Van	0.8 tons	Normal	Acceptable

Source: *Transportation Survey of Shibchar Upazila, 2016*

From the transportation survey 2016 which are summarize in table 3.13 and table 3.14, it is found that everyday almost 5000 (Five thousand) passengers regularly travel from this Upazila to other places outside Shibchar using road or waterways. Similarly, 200-250 tons' freight transported from the upazila to other places per day by truck, pickup and other vehicles. Truck plays prominent role (96%) for carrying goods than other vehicles (Please see table 3.14).

Table 3.14: Goods carried by freight vehicles travelling away from Shibchar Upazila

Mode	Carrying goods	
	Inward bound (32%)	Outward bound (68%)
Truck/pickup van	Brick, sand, rod, cement, Fishmeal, poultry food, medicine etc.	Mainly Jute, Paddy and Sharisha; In addition, Potato, Pulse, Vegetables, Peanuts etc.

Source: *Transportation Survey of Shibchar Upazila, 2016*

3.5.5 Transport Coming from other region to study area

Situation is almost similar to previous one in case of transport coming from outside of the Upazila. Buses coming from other districts and Upazilas start from 5:30am to 7:50pm. Buses those connect from Dhaka are usually single Decker buses having carrying capacity of 36-40 people (according to seats) and inter-district. However, in practical they are running overload while providing services (Table 3.15). Vehicles running overload is particularly true for freight goods. Every day on an average 4000 passenger traveled by buses from outside to this Upazila, and 100-150 tons' freights/goods transported regularly.

Chapter-4: Findings from PRA & Socio Economic Survey

4.1 Findings from PRA

In PRA session, the participants identified a host of problems. When asked to narrow down the list to only five they chose only the most urgent and critical ones. A variety of major problems have been identified by the PRA participants of 19 unions of the Upazila. Though problems vary from union to union, some problems are common to all the unions. Most of them have pointed out transport and communication as their primary problem. Major problems find out from PRA related to roads and communications are-

- Poor condition of roads, bridge and culvert, maintenance required.
- Roads should be widened

4.2 Findings from Socio Economic Survey

A household survey was conducted in the Upazila to ascertain the pattern of socio-economic problems and the perception of households about various problems of the area. There are some questions about traffic and transportation issues and problems. The answers received from the respondents have been compiled and presented in this section. Poor maintenance, traffic jam and narrow widths of roads are identified as major problems by most of the respondents in the Upazila. Indicating to major road problems, they pointed out in good condition (about three-fourth of total) is their main problems.

4.2.1 Status of Access Road

From the survey, it has been found that, both, in urban and rural areas, the roads near to respondents' houses are narrow. The statistics reveal that, 87.20 percent of the urban households reported that roads close to their houses are within 03-meter-wide, while in rural areas 84.30 percent of the households have their nearest roads within 03-meter width. Please see Figure-3.17.

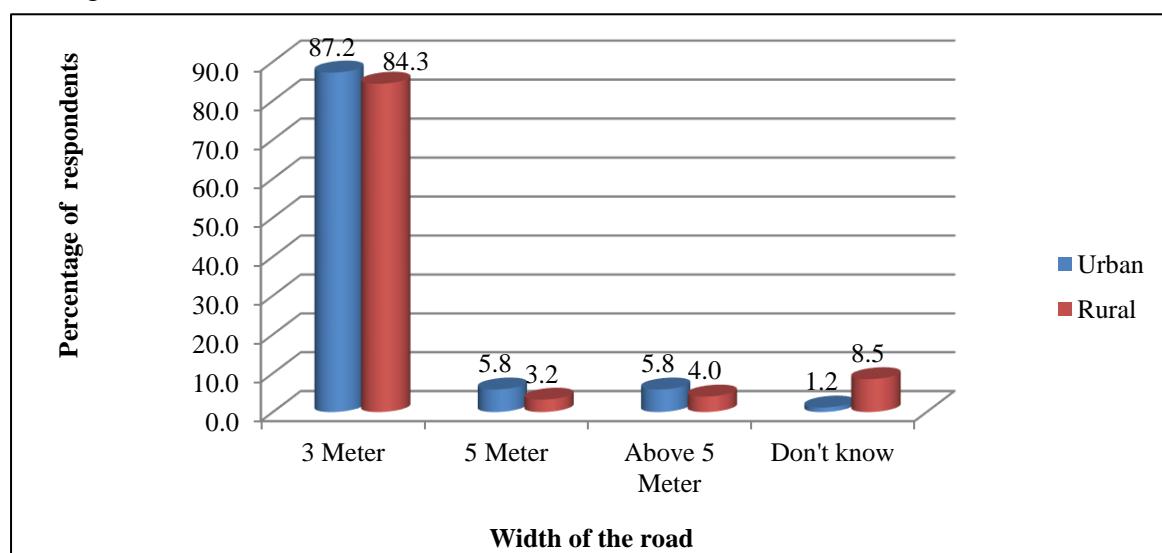


Figure 4.1: Width of the road in front of houses

4.2.2 Distance of Main Road from Household

The distance of the nearest main road from respondent's house is fairly long in the rural areas than in the urban areas. In the urban areas, 60.50 percent houses are with 50 meters of the nearest main road. In the rural areas, the percentage is 29.30. On average 31.80 percent of the households have their houses within 50 meters from the main road. On the other hand, in the rural areas, 57.80 percent of respondents' houses are more than 100 meter away from the main road. For more details please see Figure–3.19 below

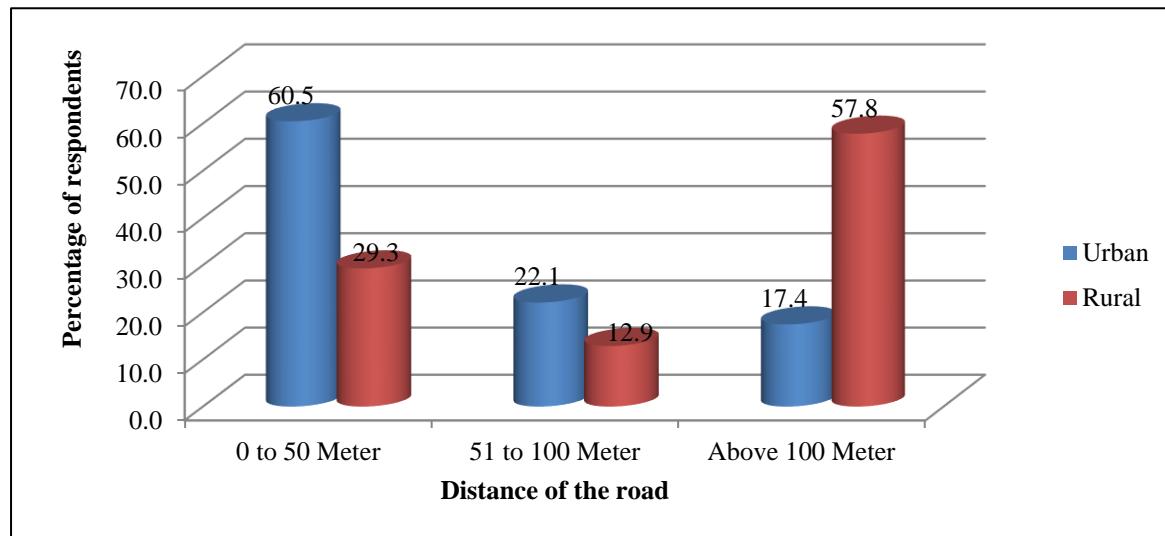


Figure 4.2: Distance of Main Road from Houses

4.2.3 Condition of the road

From the survey, it has been found that, according to 40.70 percent respondents from the urban area, the roads near to their houses are in good condition, which is 24.10 percent in the case of rural areas. On the other hand, 45.30 percent of the urban area respondents reported that the road condition as not in good shape, while in rural areas 68.30 percent of the respondents told that the road condition as not in good in their areas. A significant percentage of respondents from both Urban and Rural areas mentioned about traffic jam, narrowness of the roads and infiltration of solid waste and hawkers on the roads as the road problems. Please see Figure–3.20 below for information.

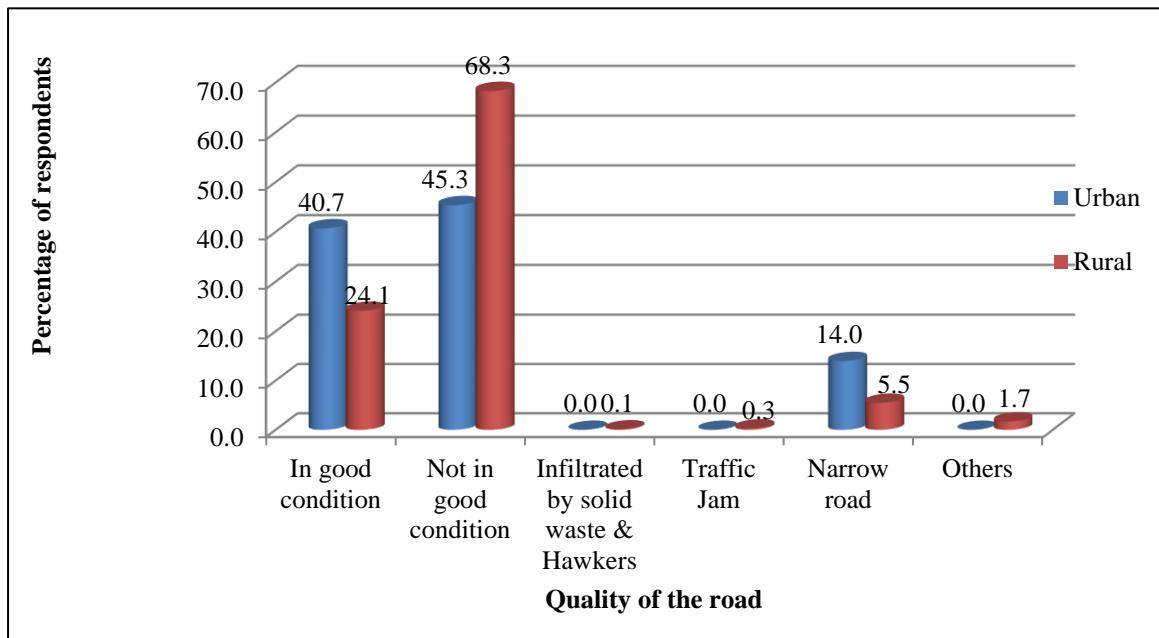


Figure 4.4: Percentage Distribution of Household by Problems of Roads (*Source: Socio-economic Survey of Shibchar Upazila, 2016*)

Chapter-5: Conclusion

The findings of transportation and traffic management survey reveals important features about the road condition, mode of transport, traffic volume at major intersections and major road links, origin-destination of regional traffic and more importantly the travel behavior of the transport users. It is clear from the survey that the internal accessibility within the district is enough satisfactory as well as inter district connectivity. However, this is also the same case for inland water transportation system.

It is noted that the pedestrians are significant road users within the urban area of this Upazila. However, in the assessed roads in all intersections, pedestrians are often forced to share the same road ways with vehicular traffic due to lack of footpath. The main reasons are slow modes in primary roads and the shoulder is below the paved surface of the road. Thus, having less space for overtaking, slow modes are forced to move dangerously to the low shoulder by high speed vehicles. The outcome is the conflicting traffic situations characterized by lower speeds of the motorized vehicles and increasing probability of accidents for both pedestrian and slow modes.

From the survey findings, it could be mentioned that the people are mostly dependent on non-motorized vehicles for their local movement. However, uses of electric powered auto-rickshaw as public transport in the recent years are alarming. In below the route and fare of Auto Rickshaw has been given (Figure 5.1 and 5.2). Rickshaw/van is the dominant mode of transport among non-motorized vehicles. Other significant motorized vehicles include trucks for freight good movements. For public transport, buses provide mainly direct services. Besides, the frequent change of mode of the bus users shows the necessity of integrated transport planning. Thus, this report includes useful analysis to further commencement of the project.

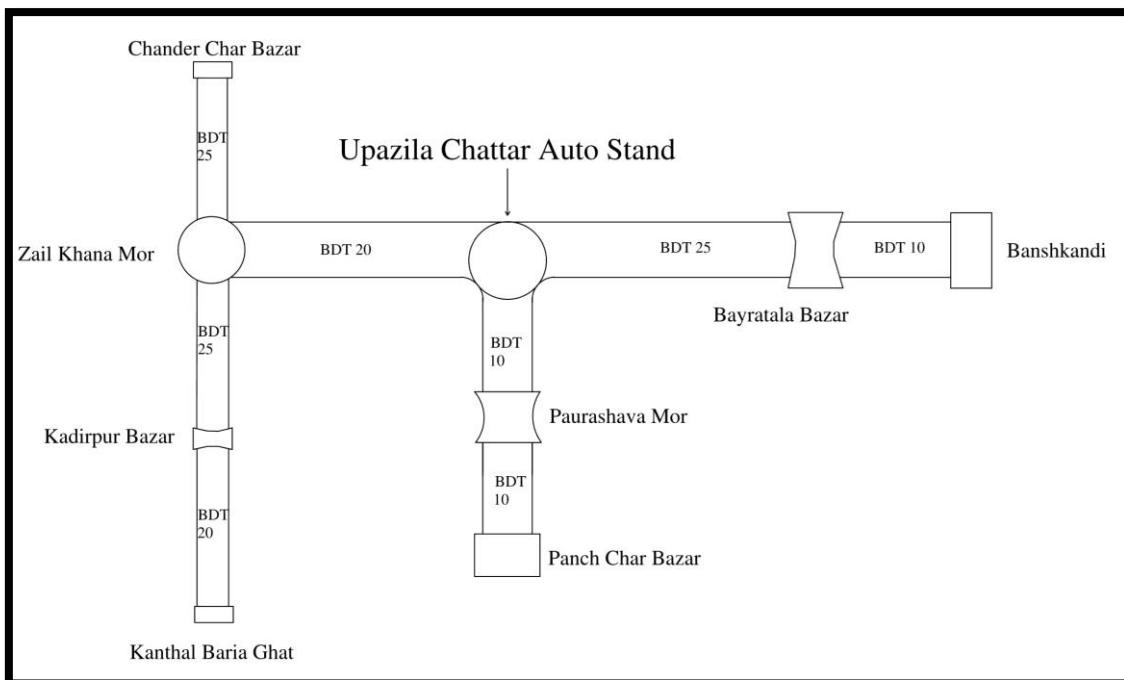


Figure 5.1: Started from Upazila Chattar Auto Stand

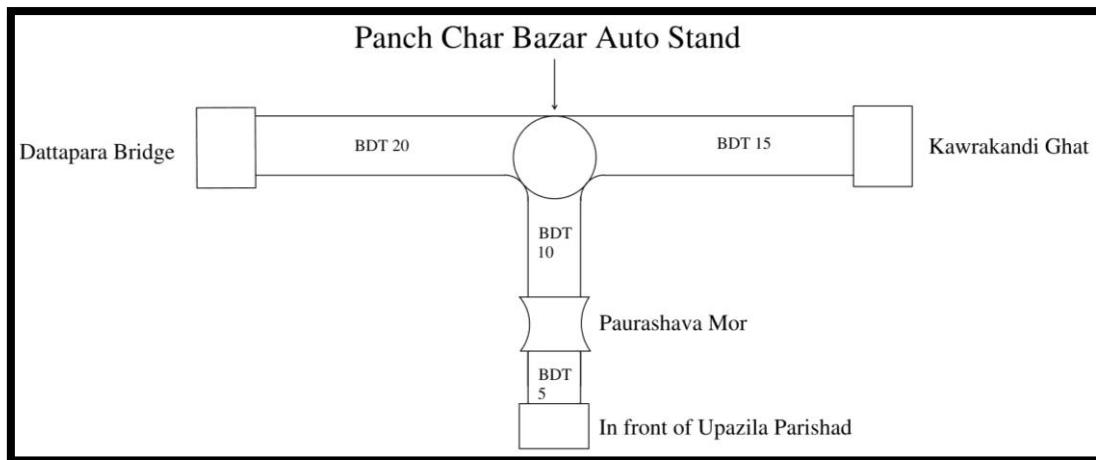


Figure 5.2: Started from Panch Char Bazar Auto Stand

Traffic management system should be developed which includes better performance of traffic signal points, road intersections and smooth functioning of motorized and non- motorized vehicles separately. Moreover, necessary steps are yet to be taken by appropriate authority regarding widen of roads, bridge and as well as proper maintenance of the roads. At the Shadhinota chattor and at front of the Upazila *Parishad* these were not found up to the mark. Those points are to be designed properly which helps the better movement of traffic and also reduces the accidents and congestions. The Upazila authority would look into the matter.

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7. *BBS (2011a), Community Series, Dhaka.*
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Intersection Survey: Shibchar

Intersection Survey: Shibchar

Intersection Survey: Shibchar

Location: Chanderchar bazar shibcharer dike Date: 31.05.16

Direction: Chanderchar bazar-Shibchar Upazila Parishac

Time	No	Mode of Traffic (Nos)																																									
		Bus			Truck			Minibus			PCU			Pick up			r/Jeep/microt			PCU			Tempo/Nosimon			PCU			Auto Rickshaw			PCU			Motor cycle			PCU			Rickshaw/Van		
		3	PCU	No	3	PCU	No	2	Minibus	No	PCU	2	No	Percentage (%)	2	PCU	r/Jeep/microt	1	PCU	1	No	Percentage (%)	1	PCU	1	No	Percentage (%)	0.5	PCU	0.5	No	Percentage (%)	0.3	PCU	0.3	No	Percentage (%)						
06:00-07:00	0	0	0	2	3.077	6	0	0	0	0	1	1.5385	2	0	0	0	0	7	10.77	7	7	10.769	3.5	6	9.23077	1.8	40	61.5385	40	61.5385													
07:00-08:00	0	0	0	0	0	0	0	0	0	0	1	0.625	2	0	0	0	0	12	7.5	12	8	5	4	18	11.25	5.4	112	70	112	70													
08:00-09:00	5	2.0408	15	1	0.408	3	0	0	0	0	3	1.2245	6	0	0	0	0	24	9.796	24	15	6.1224	7.5	26	10.6122	7.8	153	62.449	153	62.449													
09:00-10:00	4	2.0408	12	2	1.02	6	0	0	0	0	1	0.5102	2	0	0	0	0	17	8.673	17	18	9.1837	9	35	17.8571	10.5	110	56.1224	110	56.1224													
10:00-11:00	2	1.005	6	2	1.005	6	0	0	0	0	0	0	0	0	0	0	0	12	6.03	12	14	7.0352	7	29	14.5729	8.7	128	64.3216	128	64.3216													
11:00-12:00	4	1.7544	12	1	0.439	3	0	0	0	0	0	0	0	0	0	0	1	17	7.456	17	45	19.737	22.5	35	15.3509	10.5	118	51.7544	118	51.7544													
12:00-13:00	4	2.0101	12	1	0.503	3	0	0	0	0	1	0.5025	2	0	0	0	0	30	15.08	30	40	20.101	20	10	5.02513	3	110	55.2764	110	55.2764													
13:00-14:00	4	1.7391	12	0	0	0	0	0	0	0	2	0.8696	4	0	0	0	0	22	9.565	22	55	23.913	27.5	27	11.7391	8.1	113	49.1304	113	49.1304													
14:00-15:00	2	1.1628	6	3	1.744	9	0	0	0	0	2	1.1628	4	4	2.3256	4	10	5.814	10	34	19.767	17	33	19.186	9.9	71	41.2791	71	41.2791														
15:00-16:00	3	1.2821	9	2	0.855	6	0	0	0	0	3	1.2821	6	1	0.4274	1	8	3.419	8	52	22.222	26	47	20.0855	14.1	81	34.6154	81	34.6154														
16:00-17:00	2	1.1111	6	1	0.556	3	0	0	0	0	3	1.6667	6	5	2.7778	5	6	3.333	6	27	15	13.5	34	18.8889	10.2	86	47.7778	86	47.7778														
17:00-18:00	2	1.1494	6	5	2.874	15	0	0	0	0	4	2.2989	8	2	1.1494	2	3	1.724	3	22	12.644	11	28	16.092	8.4	92	52.8736	92	52.8736														
18:00-19:00	2	0.9259	6	3	1.389	9	0	0	0	0	1	0.463	2	4	1.8519	4	13	6.019	13	27	12.5	13.5	33	15.2778	9.9	107	49.537	107	49.537														
19:00-20:00	1	0.6061	3	5	3.03	15	0	0	0	0	2	1.2121	4	2	1.2121	2	4	2.424	4	35	21.212	17.5	29	17.5758	8.7	78	47.2727	78	47.2727														
20:00-21:00	1	0.6993	3	3	2.098	9	0	0	0	0	0	0	0	6	4.1958	6	9	6.294	9	22	15.385	11	24	16.7832	7.2	68	47.524	68	47.524														
		36.0	17.5	108.0	31.0	19.0	93.0	0.0	0.0	0.0	24.0	13.4	48.0	##	14.4	25.0	194.0	103.9	194.0	421.0	220.6	210.5	414.0	219.5	124.2	1467.0	791.5																

MV 802.7 1364.4
 NMV 1558.5 341.9
 2361.2 1706.3

MV Peak 30.2
 NMV 69.8

MV Off-Peak 35.4
 NMV 64.6

Intersection Survey: Shibchar

Location: Chanderchar bazar shibcharer dike

Date: 31.05.16

Direction: Shibchar Upazila Parishad-Chanderchar bazar

Time	Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Ricd	
	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage				
06:00-07:00	2	2.5	6	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6.25	5	8	10	4	18	22.5	5.4	43								
07:00-08:00	5	2.688172043	15	2	1.075268817	6	0	0	0	2	1.075268817	4	1	0.537634409	1	14	7.52688172	14	10	5.376344086	5	21	11.29032258	6.3	117									
08:00-09:00	3	1.083032491	9	1	0.36101083	3	0	0	0	3	0.36101083	6	2	0.722021661	2	20	7.220216606	20	20	7.220216606	10	39	14.07942238	11.7	166									
09:00-10:00	4	1.57480315	12	0	0	0	0	0	2	0.787401575	4	1	0.393700787	1	16	6.299212598	16	21	8.267716535	10.5	52	20.47244094	15.6	147										
10:00-11:00	2	0.884955752	6	1	0.442477876	3	0	0	0	2	0.884955752	4	2	0.884955752	2	12	5.309734513	12	23	10.17699115	11.5	35	15.48672566	10.5	139									
11:00-12:00	5	3.067484663	15	1	0.613496933	3	0	0	0	3	1.840490798	6	1	0.613496933	1	8	4.90797546	8	11	6.748466258	5.5	23	14.11042945	6.9	99									
12:00-13:00	2	1.25	6	1	0.625	3	0	0	0	2	1.25	4	1	0.625	1	8	5	8	18	11.25	9	22	13.75	6.6	100									
13:00-14:00	2	1.020408163	6	0	0	0	0	0	3	1.530612245	6	2	1.020408163	2	9	4.591836735	9	19	9.693877551	9.5	37	18.87755102	11.1	122										
14:00-15:00	3	1.775147929	9	1	0.591715976	3	0	0	0	2	1.183431953	4	0	0	0	5	2.958579882	5	37	21.89349112	18.5	26	15.38461538	7.8	86									
15:00-16:00	2	0.806451613	6	1	0.403225806	3	0	0	0	1	0.403225806	2	1	0.403225806	1	6	2.419354839	6	69	27.82258065	34.5	56	22.58064516	16.8	102									
16:00-17:00	1	0.826446281	3	0	0	0	0	0	0	0	0	0	0	0	2	1.652892562	2	5	4.132231405	5	12	9.917353372	6	26	21.48760331	7.8	64							
17:00-18:00	1	0.632911392	3	2	1.265822785	6	0	0	0	3	1.898734177	6	1	0.632911392	1	6	3.797468354	6	20	12.65822785	10	34	21.51898734	10.2	79									
18:00-19:00	2	0.934579439	6	3	1.401869159	9	0	0	0	3	1.401869159	6	8	3.738317757	8	11	5.140186916	11	55	25.70093458	27.5	23	10.74766355	6.9	91									
19:00-20:00	2	0.892857143	6	3	1.339285714	9	0	0	0	2	0.892857143	4	3	1.339285714	3	7	3.125	7	35	15.625	17.5	42	18.75	72	116									
20:00-21:00	1	0.884955752	3	2	1.769911504	6	0	0	0	2	1.769911504	4	0	0	0	3	2.654867257	3	22	19.46902655	11	17	15.04424779	5.1	58									
	37.0	20.8	111.0	18.0	9.9	54.0	0.0	0.0	30.0	16.0	60.0	25.0	12.6	25.0	135.0	71.3	135.0	380.0	201.8	190.0	471.0	256.1	200.7	1529.0										

MV 775.7 1364.4

NMV 1484.6 341.9

2260.3 1706.3 Percentage

MV Peak 45.4 123.9 #REF!

NMV 0.0 #REF!

MV Off-Peak 32.1 123.9 #REF!

NMV 0.0 #REF!

Intersection Survey: Shibchar

Location: Chanderchar bazar

Date: 31.05.16

Direction: Chanderchar bazar- Vodrason

Time	Mode of Traffic (Nos)																	
	Bus		Truck		Minibus		Pick up		Car/Jeep/mic		Tempo/Nosin		Auto Ricksha		Motor cycle			
	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	
06:00 -07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	33.33	16	10	10.42	
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0	4	18	14.17	9	7	5.51	
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0	2	16	13.22	8	8	6.61	
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0	13	10.74	13	8	6.61	2.1	
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	4	4.21	4	8	8.42	22.11	
11:00-12:00	0	0	0	0	0	0	0	0	0	0	0	5	3.13	5	24	15.00	12	
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0	4	2.27	4	33	18.75	16.5	
13:00-14:00	0	0	0	0	0	0	0	1	0.55	2	0	7	3.87	7	28	15.47	14	
14:00-15:00	0	0	0	0	0	0	0	2	5.00	4	0	3	7.50	3	5	12.50	2.5	
15:00-16:00	0	0	0	0	0	0	0	2	2.15	4	0	8	8.60	8	7	7.53	3.5	
16:00-17:00	0	0	0	1	1.01	3	0	0	0	3	3.03	6	0	0	8	8.08	8	
17:00-18:00	0	0	0	1	0.81	3	0	0	0	5	4.07	10	2	1.63	2	6	4.88	
18:00-19:00	0	0	0	3	2.63	9	0	0	0	5	4.39	10	2	1.75	2	7	6.14	
19:00-20:00	0	0	0	2	2.27	6	0	0	0	4	4.55	8	0	0	8	9.09	8	
20:00-21:00	0	0	0	0	0	0	0	0	2	3.13	4	0	0	0	3	4.69	3	
	0.0	0.0	0.0	7.0	6.7	###	0.0	0.0	0.0	###	26.9	48.0	4.0	3.4	4.0	###	80.1	84.0
																244.0	211.2	
																165.0	122.0	
																143.8	49.5	

Carrying capacity calculation																	
No	Percentage (%)	PCU	Bicycle		PCU	Push chart	PCU	Others	PCU	Total	PCU per hour	Bus	Truck	Pick up	Tempo/Nosim	Truktor	TraLy
50	52.08	50	2	2.08	0.6	0	0	0	0	96	100	71.6	0	0	0	0	0
93	73.23	93	5	3.94	1.5	0	0	0	0	127	100	109.6	0	0	0	0	0
92	76.03	92	3	2.48	0.9	0	0	0	0	121	100	105.3	0	0	0	0	0
85	70.25	85	8	6.61	2.4	0	0	0	0	121	100	106.5	0	0	0	0	0
59	62.11	59	3	3.16	0.9	0	0	0	0	95	100	74.2	0	0	0	0	0
78	48.75	78	23	14.38	6.9	0	0	0	0	160	100	110.9	0	0	0	0	0
98	55.68	98	24	13.64	7.2	0	0	0	0	176	100	134.8	0	0	0	0	0
113	62.43	113	14	7.73	4.2	0	0	0	2	181	100	145	0	0	0	0	0
22	55.00	22	4	10.00	1.2	0	0	0	0	40	100	33.9	0	0	0	0	0
59	63.44	59	8	8.60	2.4	0	0	0	0	93	100	83.6	0	0	0	0	0
48	48.48	48	7	7.07	2.1	0	0	0	2	2.02	4	99	100	83.7	0	0	0
77	62.60	77	9	7.32	2.7	0	0	0	2	1.63	0	123	100	109.6	0	0	0
66	57.89	66	7	6.14	2.1	0	0	0	0	0.00	4	114	100	110.5	0	0	0
53	60.23	53	4	4.55	1.2	0	0	0	2	2.27	0	88	100	82.9	0	0	0
42	65.63	42	6	9.38	1.8	0	0	0	0	0	16	64	100	71.5	0	0	0
####	913.8	1035.0	127.0	107.1	38.1	##	0.0	0.0	8.0	7.0	###	1698.0	1500.0	1433.6			

Intersection Survey: Shibchar

Time	Mode of Traffic (Nos)																														
	No	Percentage (%)	Bus	PCU	No	Percentage (%)	Truck	PCU	No	Percentage (%)	Minibus	PCU	No	Percentage (%)	Pick up	PCU	No	Percentage (%)	Car/Jeep/mic	PCU	No	Percentage (%)	Tempo/Nosin	PCU	No	Percentage (%)	Auto Rickshaw	PCU	No	Percentage (%)	Motor cycle
06:00 -07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	30.86	12.5	3	3.70					
07:00-08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	3.79	5	27	20.45	13.5	4	3.03			
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2.10	3	12	8.39	6	7	4.90			
09:00-10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2.94	5	27	15.88	13.5	5	2.94			
10:00-11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2.68	4	15	10.07	7.5	17	11.41			
11:00-12:00	0	0	0	0	0	0	0	0	0	2	0.94	4	0	0	0	0	0	0	0	0	27	12.74	27	29	13.68	14.5	34	16.04			
12:00-13:00	0	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	8	4.85	8	18	10.91	9	12	7.27			
13:00-14:00	0	0	0	0	0	0	0	0	0	0	0.00	0	0	0	0	0	0	0	0	0	4	2.05	4	17	8.72	8.5	14	7.18			
14:00-15:00	0	0	0	1	1.45	3	0	0	0	2	2.90	4	0	0	0	0	0	0	0	0	5	7.25	5	12	17.39	6	14	20.29			
15:00-16:00	0	0	0	0	0.00	0	0	0	0	3	3.49	6	0	0	0	0	0	0	0	0	7	8.14	7	9	10.47	4.5	8	9.30			
16:00-17:00	0	0	0	1	1.19	3	0	0	0	2	2.38	4	0	0	0	0	0	0	0	0	6	7.14	6	12	14.29	6	7	8.33			
17:00-18:00	0	0	0	1	0.88	3	0	0	0	3	2.65	6	0	0	0	0	0	0	0	0	9	7.96	9	11	9.73	5.5	13	11.50			
18:00-19:00	0	0	0	3	2.14	9	0	0	0	4	2.86	8	2	1.43	2	13	9.29	13	14	10.00	7	11	7.86								
19:00-20:00	0	0	0	3	2.70	9	0	0	0	6	5.41	12	1	0.90	1	8	7.21	8	19	17.12	9.5	6	5.41								
20:00-21:00	0	0	0	0	0	0	0	0	0	3	4.84	6	0	0	0	0	0	0	0	6	9.68	6	11	17.74	5.5	8	12.90				
	0.0	0.0	0.0	9.0	8.4	###	0.0	0.0	0.0	25.0	25.5	50.0	3.0	2.3	3.0	####	87.8	110.0	258.0	215.7	129.0	163.0	132.1								

Carrying capacity calculation																	
PCU	Rickshaw/Va	PCU	Bicycle	PCU	Push chart	PCU	Others	PCU	Total	PCU per hour	Bus	Truck	Pick up	Tempo/Nosimo	Truktor	Traly	
No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	No	Percentage (%)	36	42	52	3	5+	1	
0.9	53	65.43	53	0	0	0	0	0	81	66.4	0	0	0	0	0	0	
1.2	92	69.70	92	3	2.27	0.9	0	0	132	114.6	0	0	0	0	0	5	
2.1	113	79.02	113	8	5.59	2.4	0	0	143	126.5	0	0	0	0	0	3	
1.5	116	68.24	116	17	10.00	5.1	0	0	170	141.1	0	0	0	0	0	1	
5.1	105	70.47	105	8	5.37	2.4	0	0	149	124	0	0	0	0	0	4	
10.2	102	48.11	102	18	8.49	5.4	0	0	212	163.1	0	0	0	0	1	2	
3.6	114	69.09	114	13	7.88	3.9	0	0	165	138.5	0	0	0	0	0	8	
4.2	137	70.26	137	23	11.79	6.9	0	0	195	160.6	0	0	0	0	0	4	
4.2	32	46.38	32	3	4.35	0.9	0	0	69	55.1	0	0	0	1	0	0	
2.4	48	55.81	48	11	12.79	3.3	0	0	86	71.2	0	0	0	0	1	0	
2.1	47	55.95	47	9	10.71	2.7	0	0	84	70.8	0	0	0	1	0	2	
3.9	68	60.18	68	8	7.08	2.4	0	0	113	97.8	0	0	0	1	1	0	
3.3	78	55.71	78	12	8.57	3.6	0	0	140	129.9	0	0	0	1	2	1	
1.8	61	54.95	61	7	6.31	2.1	0	0	111	104.4	0	0	0	2	1	3	
2.4	33	53.23	33	1	1.61	0.3	0	0	62	53.2	0	0	0	3	0	0	
48.9	1199.0	922.5	1199.0	141.0	102.8	42.3	0.0	0.0	0.0	4.0	2.9	8.0	#####	1500.0	1617.2		

Intersection Survey: Shibchar

Location: munshikandipur hat bazarer uttar pase kathalbarir dike Date: 31.05.16 Direction: Munshikadirpur baza

Time	Bus		PCU	Truck		PCU	Minibus		PCU	Pick up		PCU	Car/Jee		PCU	Tempo/		PCU	Auto Rj		PCU	Motor q	
	No	Percent		No	Percent		No	Percent		No	Percent		No	Percent		No	Percent		No	Percent		No	Percent
06:00 -07:00	1	2.38	3	2	4.76	6	0	0	0	3	7.14	6	1	2.38	1	3	7.14	3	5	11.90	2.5	11	26.19
07:00-08:00	2	3.03	6	7	10.61	21	0	0	0	6	9.09	12	3	4.55	3	6	9.09	6	9	13.64	4.5	11	16.67
08:00-09:00	3	2.97	9	0	0	0	0	0	0	4	3.96	8	4	3.96	4	6	5.94	6	19	18.81	9.5	21	20.79
09:00-10:00	3	1.79	9	0	0	0	0	0	0	0	0	0	2	1.19	2	13	7.74	13	44	26.19	22	45	26.79
10:00-11:00	3	1.82	9	0	0	0	0	0	0	2	1.21	4	1	0.61	1	2	1.21	2	43	26.06	21.5	57	34.55
11:00-12:00	5	4.10	15	0	0	0	0	0	0	4	3.28	8	2	1.64	2	3	2.46	3	33	27.05	16.5	40	32.79
12:00-13:00	4	3.48	12	1	0.87	3	0	0	0	3	2.61	6	3	2.61	3	7	6.09	7	23	20	11.5	39	33.91
13:00-14:00	3	3.85	9	1	1.28	3	0	0	0	2	2.56	4	2	2.56	2	2	2.56	2	19	24.36	9.5	21	26.92
14:00-15:00	4	3.70	12	5	4.63	15	0	0	0	4	3.70	8	3	2.78	3	7	6.48	7	36	33.33	18	32	29.63
15:00-16:00	2	2.47	6	1	1.23	3	0	0	0	1	1.23	2	5	6.17	5	7	8.64	7	17	20.99	8.5	24	29.63
16:00-17:00	2	1.72	6	1	0.86	3	0	0	0	2	1.72	4	1	0.86	1	9	7.76	9	26	22.41	13	37	31.90
17:00-18:00	2	1.18	6	0	0	0	0	0	0	1	0.59	2	2	1.18	2	3	1.76	3	45	26.47	22.5	56	32.94
18:00-19:00	2	1.24	6	1	0.62	3	0	0	0	2	1.24	4	2	1.24	2	4	2.48	4	41	25.47	20.5	61	37.89
19:00-20:00	2	2.15	6	3	3.23	9	0	0	0	4	4.30	8	6	6.45	6	5	5.38	5	30	32.26	15	20	21.51
20:00-21:00	1	1.37	3	2	2.74	6	0	0	0	1	1.37	2	2	2.74	2	6	8.22	6	27	36.99	13.5	13	17.81
	39.0	37.2	###	24.0	30.8	72.0	0.0	0.0	0.0	39.0	44.0	78.0	39.0	40.9	39.0	83.0	83.0	417.0	365.9	208.5	488.0	419.9	

Carrying capacity calculation																			
PCU	Rickshaw		PCU	Bicycle		PCU	Push ch	PCU	Others	PCU	Total	PCU pe	Bus	Truck	Pick up	Tempo/Nosimo	Truktor	Traly	
0.3	No	Percent	1	No	Percent	0.3	No	Percent	4	No	Percent	2	42	36	5+	5	2	14	
3.3	14	33.33	14	1	2.38	0.3	0	0	0	1	2.38	0	42	100	39.1	0	0	13	1
3.3	16	24.24	16	6	9.09	1.8	0	0	0	0	0	0	66	100	73.6	0	0	2	0
6.3	32	31.68	32	12	11.88	3.6	0	0	0	0	0	8	101	100	86.4	0	0	3	0
13.5	47	27.98	47	10	5.95	3	0	0	0	4	2.38	6	168	100	115.5	0	0	0	0
17.1	47	28.48	47	7	4.24	2.1	0	0	0	3	1.82	4	165	100	107.7	0	0	0	0
12	23	18.85	23	10	8.20	3	0	0	0	2	1.64	6	122	100	88.5	0	0	2	0
11.7	24	20.87	24	8	6.96	2.4	0	0	0	3	2.61	2	115	100	82.6	0	0	1	0
6.3	23	29.49	23	4	5.13	1.2	0	0	0	1	1.28	6	78	100	66	0	0	0	0
9.6	12	11.11	12	2	1.85	0.6	0	0	0	3	2.78	2	108	100	87.2	0	0	1	0
7.2	21	25.93	21	2	2.47	0.6	0	0	0	1	1.23	2	81	100	62.3	0	0	0	0
11.1	35	30.17	35	2	1.72	0.6	0	0	0	1	0.86	10	116	100	92.7	0	0	0	0
16.8	50	29.41	50	6	3.53	1.8	0	0	0	5	2.94	6	170	100	110.1	1	1	0	0
18.3	40	24.84	40	5	3.11	1.5	0	0	0	3	1.86	6	161	100	105.3	0	1	0	0
6	20	21.51	20	0	0	0	0	0	0	3	3.23	4	93	100	79	0	0	3	0
3.9	19	26.03	19	0	0	0	0	0	2	2.74	64	73	100	119.4	0	0	0	0	
146.4	423.0	383.9	423.0	75.0	66.5	22.5	0.0	0.0	0.0	32.0	27.8	###	1659.0	1500.0	1315.4	0	0	0	0

Intersection Survey: Shibchar

Location: Munshikandipur hat bazarer uttar pase kathalbarir dike

Date: 31.05.16

Direction: Kathalbaria-Kadirpur bazar

Time	Mode of Traffic (Nos)																					
	Bus		Truck		Minibus		Pick up		Car/Jeep/mic		Tempo/Nosin		Auto Rickshaw		Motor cycle		Rickshaw/Va					
	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	PCU	PCU		
06:00 -07:00	1	1.61	3	3	4.84	9	0	0	0	6	9.68	12	2	3.23	2	7	11.29	7	7	11.29	3.5	
07:00-08:00	2	2.99	6	6	8.96	18	0	0	0	6	8.96	12	4	5.97	4	7	10.45	7	9	13.43	4.5	
08:00-09:00	2	1.80	6	1	0.90	3	0	0	0	2	1.80	4	1	0.90	1	7	6.31	7	30	27.03	15	
09:00-10:00	4	2.44	12	1	0.61	3	0	0	0	2	1.22	4	1	0.61	1	3	1.83	3	40	24.39	20	
10:00-11:00	4	2.58	12	0	0	0	0	0	0	3	1.94	6	6	3.87	6	10	6.45	10	40	25.81	20	
11:00-12:00	3	2.44	9	0	0	0	0	0	1	0.81	2	1	0.81	1	5	4.07	5	39	31.71	19.5		
12:00-13:00	3	2.78	9	1	0.93	3	0	0	0	2	1.85	4	2	1.85	2	2	1.85	2	31	28.70	15.5	
13:00-14:00	2	2.5	6	2	2.5	6	0	0	0	3	3.75	6	4	5	4	3	3.75	3	16	20	8	
14:00-15:00	3	2.70	9	3	2.70	9	0	0	0	3	2.70	6	3	2.70	3	6	5.41	6	32	28.83	16	
15:00-16:00	1	0.81	3	2	1.63	6	0	0	0	1	0.81	2	1	0.81	1	5	4.07	5	30	24.39	15	
16:00-17:00	1	0.67	3	1	0.67	3	0	0	0	1	0.67	2	2	1.33	2	7	4.67	7	35	23.33	17.5	
17:00-18:00	3	2.29	9	1	0.76	3	0	0	0	0	0	0	1	0.76	1	7	5.34	7	36	27.48	18	
18:00-19:00	1	0.76	3	1	0.76	3	0	0	0	2	1.52	4	2	1.52	2	5	3.79	5	46	34.85	23	
19:00-20:00	2	1.71	6	3	2.56	9	0	0	0	5	4.27	10	6	5.13	6	6	5.13	6	32	27.35	16	
20:00-21:00	2	1.77	6	3	2.65	9	0	0	0	4	3.54	8	3	2.65	3	6	5.31	6	37	32.74	18.5	
	34.0	29.8	####	28.0	30.5	84.0	0.0	0.0	0.0	41.0	43.5	82.0	39.0	37.2	39.0	86.0	79.7	86.0	####	381.3	230.0	####
																			420.6	148.2	####	
																			397.3	####		

MV ### 1364.4

NMV ### 341.9

1706.3 Percentage

MV Peak ### 123.9 85.9 ###

NMV 0.0 ###

MV Off-Peak ### 123.9 89.8 ###

NMV 0.0 ###

Carrying capacity calculation																																			
No	Bicycle			Push chart			PCU			Total			PCU per hour			Bus			Truck			Pick up			Tempo/Nosimo			Truktor			Traly				
	No	Percentage (%)		No	Percentage (%)		No	Percentage (%)		No	Percentage (%)																								
2	3.23	0.6	0	0	0	0	0	62	100	59.2	0	0	1	1	2	0	3	2	1	1	6	0	0												
2	2.99	0.6	0	0	0	1	1.49	2	67	100	75	0	0	2	2	4	0	0	4	2	1	6	1	0											
9	8.11	2.7	0	0	0	3	2.70	6	111	100	84.6	0	0	2	0	1	0	0	2	0	2	5	3	0											
16	9.76	4.8	0	0	0	4	2.44	8	164	100	115.9	0	0	4	0	1	0	0	2	0	0	3	4	0											
3	1.94	0.9	0	0	0	1	0.65	2	155	100	115.5	0	0	4	0	0	0	0	3	0	2	8	1	0											
2	1.63	0.6	0	0	0	2	1.63	4	123	100	84.5	0	0	3	0	0	0	0	1	0	0	5	2	0											
3	2.78	0.9	0	0	0	0	0	0	108	100	75.2	0	0	3	0	1	0	0	2	0	1	2	0	0											
6	7.5	1.8	0	0	0	2	2.5	4	80	100	64	0	0	2	0	2	0	0	3	0	0	3	2	0											
3	2.70	0.9	0	0	0	3	2.70	6	111	100	74.5	0	0	3	0	2	1	3	0	0	1	5	2	1											
4	3.25	1.2	0	0	0	1	0.81	2	123	100	77.5	0	0	1	0	0	2	1	0	0	2	3	0	1											
6	4	1.8	0	0	0	2	1.33	4	150	100	100.3	0	0	1	1	0	0	1	0	0	1	6	1	1											
9	6.87	2.7	0	0	0	2	1.53	4	131	100	95	1	0	2	0	0	0	0	0	0	2	5	1	0											
2	1.52	0.6	0	0	0	0	0	0	132	100	94.7	0	0	1	0	1	0	2	0	0	3	2	0	0											
1	0.85	0.3	0	0	0	3	2.56	6	117	100	100.1	0	0	2	2	0	1	0	0	0	1	5	2	1											
1	0.88	0.3	0	0	0	2	1.77	4	113	100	97.9	0	0	2	0	2	1	1	0	3	1	5	2	0											
69.0	58.0	20.7	0.0	0.0	0.0	26.0	22.1	52.0	1747.0	1500.0	#####																								

Avera 116.5 #REF!

Max #REF!

Min #REF!

Intersection Survey: Shibchar

Time	Location:Munshikadirpur bazar						Date:31.05.16						Direction: Munshikadirpur bazar-Pacchar													
	Mode of Traffic (Nos)																									
	Bus			Truck			Minibus			Pick up			Car/Jeep/microbus			Tempo/Nosin			Auto Ricksha			Motor cycle				
	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	
06:00 -07:00	0	0	0	2	6.25	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	9.38	0.9	13
07:00-08:00	0	0	0	1	1.30	3	0	0	0	0	2	2.60	4	0	0	0	4	5.19	4	13	16.88	6.5	14	18.18	4.2	23
08:00-09:00	0	0	0	0	0.00	0	0	0	0	0	1	2.44	2	2	4.88	2	0	0.00	0	0	0.00	0	5	12.20	1.5	21
09:00-10:00	0	0	0	0	0.00	0	0	0	0	0	3	5.00	6	1	1.67	1	0	0.00	0	3	5.00	1.5	18	30.00	5.4	24
10:00-11:00	0	0	0	3	9.09	9	0	0	0	0	1	3.03	2	2	6.06	2	0	0.00	0	0	0.00	0	5	15.15	1.5	13
11:00-12:00	0	0	0	1	1.43	3	0	0	0	0	3	4.29	6	1	1.43	1	2	2.86	2	5	7.14	2.5	17	24.29	5.1	22
12:00-13:00	0	0	0	0	0.00	0	0	0	0	0	0	0.00	0	0	0.00	0	0	0.00	0	16	11.51	8	29	20.86	8.7	38
13:00-14:00	0	0	0	2	6.06	6	0	0	0	0	0	0.00	0	3	9.09	3	0	0.00	0	2	6.06	1	4	12.12	1.2	6
14:00-15:00	0	0	0	0	0.00	0	0	0	0	0	4	5.00	8	3	3.75	3	1	1.25	1	12	15.00	6	42	52.50	13	16
15:00-16:00	0	0	0	3	5.08	9	0	0	0	0	0	0.00	0	1	1.69	1	3	5.08	3	9	15.25	4.5	12	20.34	3.6	27
16:00-17:00	0	0	0	1	1.79	3	0	0	0	0	2	3.57	4	2	3.57	2	0	0.00	0	7	12.50	3.5	19	33.93	5.7	21
17:00-18:00	0	0	0	2	3.77	6	0	0	0	0	3	5.66	6	2	3.77	2	0	0.00	0	12	22.64	6	11	20.75	3.3	18
18:00-19:00	0	0	0	2	3.45	6	0	0	0	0	3	5.17	6	1	1.72	1	3	5.17	3	11	18.97	5.5	9	15.52	2.7	22
19:00-20:00	0	0	0	2	4.65	6	0	0	0	0	1	2.33	2	3	6.98	3	2	4.65	2	7	16.28	3.5	9	20.93	2.7	18
20:00-21:00	0	0	0	3	5.56	9	0	0	0	0	2	3.70	4	2	3.70	2	2	3.70	2	6	11.11	3	26	48.15	7.8	11
	0.0	0.0	0.0	###	48.4	###	0.0	0.0	0.0	##	42.8	###	###	48.3	###	###	27.9	###	###	158.3	51.5	###	354.3	66.9	293.0	

Carrying capacity calculation															
Rickshaw/Va	PCU	Bicycle	PCU	Push chart	PCU	Others	PCU	Total	PCU per hour	Bus	Truck	Pick up	Tempo	Trukto	Traly
Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	No	Percentage (%)						
40.63	13	14	43.75	4.2	0	0	0	0	24.1	0	0	0	0	0	0
29.87	23	20	25.97	6	0	0	0	0	50.7	0	0	0	0	1	0
51.22	21	12	29.27	3.6	0	0	0	0	30.1	0	0	0	0	0	0
40.00	24	11	18.33	3.3	0	0	0	0	41.2	0	0	0	0	2	0
39.39	13	9	27.27	2.7	0	0	0	0	30.2	0	0	0	0	3	0
31.43	22	19	27.14	5.7	0	0	0	0	47.3	0	0	0	1	0	2
27.34	38	56	40.29	16.8	0	0	0	2	139	100	73.5				
18.18	6	15	45.45	4.5	0	0	0	1	3.03	0	33	100	21.7	0	0
20.00	16	2	2.50	0.6	0	0	0	0	0.00	2	80	100	49.2	0	0
45.76	27	3	5.08	0.9	0	0	0	1	1.69	0	59	100	49	0	0
37.50	21	4	7.14	1.2	0	0	0	0	0.00	0	56	100	40.4	0	0
33.96	18	5	9.43	1.5	0	0	2	0	0.00	2	53	100	46.8	0	0
37.93	22	6	10.34	1.8	0	0	0	1	1.72	0	58	100	48	0	0
41.86	3	1	2.33	0	0	0	0	0	0	0	43	100	22.2	0	0
20.37	11	2	3.70	0.6	0	0	0	0	0	6	54	100	45.4	0	0
515.4	278.0	179.0	298.0	53.4	0.0	0.0	2.0	3.0	6.4	12.0	888.0	1500.0	619.8		

Intersection Survey: Shibchar

Location:Munshikadirpur bazar

Date: 31.05.16

Direction: Pacchar-Munshikadirpur

Time	Mode of Traffic (Nos)																		Motor cycle					
	Bus			Truck			Minibus			Pick up			Car/Jeep/microbus			Tempo/Nosin			Auto Ricksha					
	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	
06:00 -07:00	0	0	0	1	0.88	3	0	0	0	1	0.88	2	0	0	0	12	10.53	12	17	14.91	8.5	7	6.14	2.1
07:00-08:00	0	0	0	0	0.00	0	0	0	0	1	0.52	2	2	1.05	2	19	9.95	19	38	19.90	19	10	5.24	3
08:00-09:00	0	0	0	2	0.75	6	0	0	0	2	0.75	4	1	0.37	1	18	6.74	18	53	19.85	26.5	26	9.74	7.8
09:00-10:00	0	0	0	2	0.68	6	0	0	0	3	1.01	6	1	0.34	1	26	8.78	26	54	18.24	27	31	10.47	9.3
10:00-11:00	0	0	0	1	0.38	3	0	0	0	3	1.14	6	2	0.76	2	22	8.33	22	63	23.86	31.5	37	14.02	11.1
11:00-12:00	0	0	0	1	0.45	3	0	0	0	3	1.35	6	2	0.90	2	23	10.31	23	47	21.08	23.5	24	10.76	7.2
12:00-13:00	0	0	0	1	0.51	3	0	0	0	4	2.04	8	3	1.53	3	20	10.20	20	39	19.90	19.5	17	8.67	5.1
13:00-14:00	1	0.56	3	1	0.56	3	0	0	0	2	1.11	4	4	2.22	4	18	10.00	18	33	18.33	16.5	16	8.89	4.8
14:00-15:00	0	0	0	2	1.09	6	0	0	0	5	2.72	10	3	1.63	3	17	9.24	17	33	17.93	16.5	18	9.78	5.4
15:00-16:00	0	0	0	1	0.52	3	0	0	3	8	4.17	3	7	3.65	15	18	9.38	53	18	9.38	23	27	14.06	104
16:00-17:00	0	0	0	2	1.16	6	0	0	0	2	2.00	4	7	2.00	7	12	12.00	12	24	44.00	12	18	10.47	13
17:00-18:00	0	0	0	1	0.59	3	0	0	0	2	1.18	4	0	0.00	0	17	10.00	17	13	7.65	6.5	14	8.24	4.2
18:00-19:00	0	0	0	1	0.67	3	0	0	0	2	1.34	4	2	1.34	2	5	3.36	5	15	10.07	7.5	26	17.45	7.8
19:00-20:00	0	0	0	1	0.91	3	0	0	0	3	2.73	6	1	0.91	1	8	7.27	8	17	15.45	8.5	9	8.18	2.7
20:00-21:00	0	0	0	2	1.79	6	0	0	0	5	4.46	10	2	1.79	2	10	8.93	10	18	16.07	9	9	8.04	2.7
	1.0	0.6	3.0	19.0	10.9	57.0	0.0	0.0	3.0	46.0	27.4	79.0	##	18.5	45.0	###	135.0	###	####	276.6	255.0	###	150.1	190.2

Carrying capacity calculation																												
No	Percentage (%)	Rickshaw/Va		Bicycle		PCU		Push chart		PCU		Total		PCU per hour		Bus		Truck		Pick up		Tempo/Nosimon		Truktor		Traly		
1	1	No	Percentage (%)	No	Percentage (%)	No	PCU	No	Percentage (%)	No	PCU	No	Percentage (%)	No	Percentage (%)	No	PCU	No	PCU	No	PCU	No	PCU	No	PCU	No	PCU	
68	59.65	68	8	7.02	2.4	0	0	0	0	0	0	114	100	98	0	0	0	0	0	1	0	0	1	4	8	0	0	
106	55.50	106	15	7.85	4.5	0	0	0	0	0	0	191	100	155.5	0	0	0	0	0	0	1	0	0	0	4	15	0	0
142	53.18	142	20	7.49	6	0	0	0	0	3	1.12	267	100	217.3	0	0	0	1	0	1	0	0	2	12	6	3	0	
162	54.73	162	16	5.41	4.8	0	0	0	0	1	0.34	296	100	244.1	0	0	0	0	0	2	2	0	1	16	10	1	0	
118	44.70	118	18	6.82	5.4	0	0	0	0	0	0.00	264	100	199	0	0	0	0	1	0	1	0	2	10	12	0	0	
107	47.98	107	14	6.28	4.2	0	0	0	2	0.90	223	100	179.9	0	0	0	0	1	0	2	0	1	13	10	2	0		
97	49.49	97	13	6.63	3.9	0	0	0	2	1.02	196	100	163.5	0	0	0	0	0	1	2	0	2	8	12	2	0		
91	50.56	91	14	7.78	4.2	0	0	0	0	0.00	180	100	148.5	0	0	1	0	1	0	0	0	2	10	8	0	0		
88	47.83	88	14	7.61	4.2	0	0	0	4	2.17	184	100	158.1	0	0	0	0	1	1	2	0	3.00	7	9	4	0		
102	53.13	17	9	4.69	0	0	0	0	2	1.04	192	100	225	0	0	0	0	1	0	1	0	2	8	7	0	0		
91	52.91	88	16	9.30	13	0	0	0	0	0	0	172	3	155	0	0	0	1	0	1	1	0	1	8	4	3	0	
112	65.88	112	11	6.47	3.3	0	0	0	0	0	0	170	100	150	0	0	0	0	0	1	2	0	0	8	9	0	0	
88	59.06	88	10	6.71	3	0	0	0	0	0	0	149	100	120.3	0	0	0	0	1	0	1	0	1	2	3	0	0	
64	58.18	64	7	6.36	2.1	0	0	0	0	0	0	110	100	95.3	0	0	0	0	1	0	1	0	2	3	5	0	0	
62	55.36	62	4	3.57	1.2	0	0	0	0	0	0	112	100	102.9	0	0	0	1	1	3	0	2	4	6	0	0		
#####	808.1	1410.0	189.0	100.0	62.2	0.0	0.0	0.0	##	6.6	28.0	2820.0	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	14	500				

Intersection Survey: Shibchar

Location: kadirpur bazarer dokkin pase shibchar r dike

Date: 31.05.16

Direction: Shibchar-Munshikadirpur b

Time	Mode of Traffic (Nos)																																		
	Bus		PCU		Truck		PCU		Minit		PCU		Pick u		PCU		Car/J		PCU		Temp		PCU		Auto		PCU		Moto		PCU				
	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent	No	Percent			
06:00 -07:00	2	3.33	6	2	3.33	6	0	0	0	0	2	3.33	4	1	1.67	1	7	11.67	7	9	15	4.5	8	13.33	2.4										
07:00-08:00	4	5.41	12	2	2.70	6	0	0	0	0	5	6.76	10	0	0	0	2	2.70	2	20	27.03	10	4	5.41	1.2										
08:00-09:00	3	2.08	9	0	0	0	0	0	0	0	5	3.47	10	1	0.69	1	9	6.25	9	34	23.61	17	32	22.22	9.6										
09:00-10:00	6	3.57	18	2	1.19	6	0	0	0	0	1	0.60	2	1	0.60	1	16	9.52	16	28	16.67	14	47	27.98	14.1										
10:00-11:00	4	1.88	12	0	0	0	0	0	0	0	2	0.94	4	7	3.29	7	20	9.39	20	50	23.47	25	50	23.47	15										
11:00-12:00	5	2.16	15	2	0.87	6	0	0	0	1	0.43	2	1	0.43	1	16	6.93	16	60	25.97	30	55	23.81	16.5											
12:00-13:00	2	1	6	1	0.5	3	0	0	0	1	0.5	2	2	1	2	13	6.5	13	60	30	30	41	20.5	12.3											
13:00-14:00	3	2.80	9	3	2.80	9	0	0	0	2	1.87	4	3	2.80	3	10	9.35	10	22	20.56	11	28	26.17	8.4											
14:00-15:00	4	2.23	12	1	0.56	3	0	0	0	2	1.12	4	3	1.68	3	11	6.15	11	21	11.73	10.5	86	48.04	25.8											
15:00-16:00	2	1.03	6	1	0.51	3	0	0	0	1	0.51	2	2	1.03	2	13	6.67	13	33	16.92	16.5	72	36.92	21.6											
16:00-17:00	1	0.67	3	1	0.67	3	0	0	0	1	0.67	2	2	1.33	2	7	4.67	7	35	23.33	17.5	50	33.33	15											
17:00-18:00	3	2.29	9	1	0.76	3	0	0	0	0	0	0	1	0.76	1	7	5.34	7	36	27.48	18	31	23.66	9.3											
18:00-19:00	1	0.76	3	1	0.76	3	0	0	0	2	1.52	4	2	1.52	2	5	3.79	5	46	34.85	23	27	20.45	8.1											
19:00-20:00	1	0.88	3	2	1.77	6	0	0	0	3	2.65	6	4	3.54	4	12	10.62	12	31	27.43	15.5	22	19.47	6.6											
20:00-21:00	2	1.72	6	1	0.86	3	0	0	0	2	1.72	4	1	0.86	1	6	5.17	6	34	29.31	17	25	21.55	7.5											
	43.0	31.8	####	20.0	17.3	60.0	0.0	0.0	0.0	30.0	26.1	60.0	31.0	21.2	31.0	###	104.7	####	519.0	353.4	259.5	578.0	366.3	173.4											

Intersection Survey: Shibchar

Time	Mode of Traffic (Nos)										Mode of Traffic (%)													
	Bus			Truck			Minibus			Pick up			Cat/Jeep/mic			Tempo/Nosin			Auto Rickshaw			Motor cycle		
	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	
06:00 -07:00	1	1.79	3	2	3.57	6	0	0	0	2	3.57	4	3	5.36	3	5	8.93	5	9	16.07	4.5	13	23.21	
07:00-08:00	4	5	12	2	2.5	6	0	0	0	4	5	8	1	1.25	1	2	2.5	2	25	31.25	12.5	5	6.25	
08:00-09:00	3	2.05	9	0	0	0	0	0	0	2	1.37	4	3	2.05	3	19	13.01	19	24	16.44	12	30	20.55	
09:00-10:00	4	2.55	12	0	0	0	0	0	0	0	0	0	2	1.27	2	19	12.10	19	38	24.20	19	37	23.57	
10:00-11:00	3	1.33	9	0	0	0	0	0	0	1	0.44	2	2	0.88	2	17	7.52	17	65	28.76	32.5	34	15.04	
11:00-12:00	3	1.33	9	0	0	0	0	0	0	3	1.33	6	1	0.44	1	16	7.11	16	65	28.89	32.5	49	21.78	
12:00-13:00	4	1.95	12	2	0.98	6	0	0	0	0	0	0	2	0.98	2	18	8.78	18	58	28.29	29	45	21.95	
13:00-14:00	2	2.17	6	1	1.09	3	0	0	0	1	1.09	2	2	2.17	2	7	7.61	7	23	25	11.5	25	27.17	
14:00-15:00	4	3.48	12	5	4.35	15	0	0	0	1	0.87	2	2	1.74	2	9	7.83	9	22	19.13	11	27	23.48	
15:00-16:00	1	0.74	3	2	1.48	6	0	0	0	5	3.70	10	4	2.96	4	13	9.63	13	15	11.11	7.5	30	22.22	
16:00-17:00	2	1.08	6	2	1.08	6	0	0	0	1	0.54	2	1	0.54	1	13	7.03	13	31	16.76	15.5	47	25.41	
17:00-18:00	2	1.05	6	0	0	0	0	0	0	2	1.05	4	2	1.05	2	3	1.58	3	42	22.11	21	58	30.53	
18:00-19:00	2	0.86	6	1	0.43	3	0	0	0	3	1.29	6	1	0.43	1	3	1.29	3	48	20.69	24	94	40.52	
19:00-20:00	2	1.52	6	3	2.27	9	0	0	0	2	1.52	4	4	3.03	4	10	7.58	10	29	21.97	14.5	32	24.24	
20:00-21:00	1	0.94	3	2	1.89	6	0	0	0	1	0.94	2	3	2.83	3	7	6.60	7	26	24.53	13	28	26.42	
	38.0	27.8	###	22.0	19.6	66.0	0.0	0.0	0.0	28.0	22.7	56.0	###	27.0	33.0	###	109.1	###	520.0	335.2	260.0	554.0	352.3	
MV	###	1364.4		NMV	###	341.9		###	1706.3	Percentage														
MV Peak	###	123.9	###	###	###	###		NMV	0.0	###														
MV Off-Peak	###	123.9	###	###	###	###		NMV	0.0	###														

MV ### 1364.4
 NMV ### 341.9
 ### 1706.3 Percentage
 MV Peak ### 123.9 ### ###
 NMV 0.0 ###

MV Off-Peak ### 123.9 ### ###
 NMV 0.0 ###

Carrying capacity calculation																	
PCU	Bicycle						Truck										
1	No	Percentage (%)	PCU	No	Percentage (%)	PCU	Others	Total	PCU	PCU per hour	Bus	Truck	Truktor	Pick up	Tempo/Nosimo	Traly	
	No	Percentage (%)	PCU	No	Percentage (%)	PCU		No									
13	8	14.29	2.4	0	0	0	0	0	56	100	44.8	0	1	0	0	2	0
30	7	8.75	2.1	0	0	0	0	0	80	100	75.1	0	4	0	0	2	0
42	23	15.75	6.9	0	0	0	0	6	146	100	110.9	0	3	0	0	0	1
44	10	6.37	3	0	0	0	3	1.91	2	157	100	112.1	0	4	0	0	0
70	33	14.60	9.9	0	0	0	1	0.44	8	226	100	160.6	0	3	0	0	0
60	24	10.67	7.2	0	0	0	4	1.78	2	225	100	148.4	0	3	0	0	0
61	14	6.83	4.2	0	0	0	1	0.49	4	205	100	149.7	0	4	0	0	0
24	5	5.43	1.5	0	0	0	2	2.17	4	92	100	68.5	0	2	0	0	0
35	8	6.96	2.4	0	0	0	2	1.74	4	115	100	100.5	0	4	0	4	0
45	18	13.33	5.4	0	0	0	2	1.48	4	135	100	106.9	0	0	0	0	2
71	15	8.11	4.5	0	0	0	2	1.08	12	185	100	145.1	0	2	0	0	1
66	9	4.74	2.7	0	0	0	6	3.16	0	190	100	122.1	1	1	0	0	0
65	15	6.47	4.5	0	0	0	0	0	2	232	100	142.7	1	1	0	0	0
38	11	8.33	3.3	0	0	0	1	0.76	0	132	100	98.4	1	1	2	0	1
33	5	4.72	1.5	0	0	0	0	0	48	106	100	124.9	0	1	0	1	0
697.0	205.0	135.3	61.5	0.0	0.0	0.0	24.0	15.0	96.0	2282.0	1500.0	1710.7					

Ave: 152.1 #REF!

Max #REF!

Min #REF!

Intersection Survey: Shibchar

Location: Pacchar bazar Date: 31.05. Direction: Pacchar bazar-Bhanga

Time	No	Mode of Traffic (Nos)																																	
		Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU	Jeep/microbus	PCU	Tempo/Nosimo	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rickshaw/Van	PCU	Bicycle	PCU	Push chart	PCU												
		3	3	2	2	1	1	0.5	0.3	1	1	0.3	1	1	0.3	1	0.3	1	1	0.3	4														
06:00 -07:00	13	3.7	39	31	9	93	0	0	0	22	6.3	44	43	12.2	43	17	4.8295	17	73	20.7	36.5	33	9.38	9.9	114	32.4	114	6	1.7	1.8	0	0	0	0	
07:00-08:00	15	4.7	45	14	4	42	0	0	0	6	1.9	12	38	11.8	38	12	3.7267	12	118	36.6	59	40	12.4	12	72	22.4	72	4	1.2	1.2	0	0	0	0	
08:00-09:00	17	4.9	51	8	2	24	0	0	0	2	0.6	4	33	9.51	33	16	4.611	16	111	32	55.5	46	13.3	13.8	96	27.7	96	17	4.9	5.1	0	0	0	0	
09:00-10:00	32	6.5	96	10	2	30	0	0	0	3	0.6	6	52	10.6	52	22	4.499	22	133	27.2	66.5	78	16	23.4	142	29	142	15	3.1	4.5	0	0	0	0	
10:00-11:00	36	6.8	108	7	1	21	0	0	0	11	2.1	22	36	6.77	36	25	4.6992	25	165	31	82.5	100	18.8	30	143	26.9	143	9	1.7	2.7	0	0	0	0	
11:00-12:00	37	6.8	111	19	3	57	1	0.18	2	9	1.6	18	55	10.1	55	12	2.1938	12	124	22.7	62	82	15	24.6	185	33.8	185	23	4.2	6.9	0	0	0	0	
12:00-13:00	24	5	72	17	4	51	0	0	0	12	2.5	24	40	8.4	40	20	4.2017	20	137	28.8	68.5	35	7.35	10.5	172	36.1	172	19	4	5.7	0	0	0	0	
13:00-14:00	26	5.9	78	21	5	63	0	0	0	9	2.1	18	42	9.59	42	12	2.7397	12	123	28.1	61.5	39	8.9	11.7	153	34.9	153	13	3	3.9	0	0	0	0	
14:00-15:00	24	5.2	72	28	6	84	0	0	0	13	2.8	26	48	10.3	48	11	2.3605	11	144	30.9	72	33	7.08	9.9	152	32.6	152	13	2.8	3.9	0	0	0	0	
15:00-16:00	24	4.3	72	29	5	87	0	0	0	18	3.2	36	63	11.2	63	14	2.4955	14	164	29.2	82	45	8.02	13.5	185	33	185	19	3.4	5.7	0	0	0	0	
16:00-17:00	40	7	120	26	5	78	0	0	0	8	1.4	16	57	10	57	15	2.6362	15	154	27.1	77	86	15.1	25.8	160	28.1	160	23	4	6.9	0	0	0	0	
17:00-18:00	36	8.4	108	14	3	42	1	0.23	2	9	2.1	18	44	10.3	44	15	3.5047	15	128	29.9	64	56	13.1	16.8	117	27.3	117	8	1.9	2.4	0	0	0	0	
18:00-19:00	21	4.5	63	17	4	51	1	0.22	2	16	3.4	32	44	9.48	44	8	1.7241	8	133	28.7	66.5	79	17	23.7	129	27.8	129	16	3.4	4.8	0	0	0	0	
19:00-20:00	16	2.7	48	14	2	42	0	0	0	9	1.5	18	52	8.75	52	10	1.6835	10	193	32.5	96.5	54	9.09	16.2	234	39.4	234	12	2	3.6	0	0	0	0	
20:00-21:00	19	5.2	57	13	4	39	0	0	0	8	2.2	16	34	9.26	34	15	4.0872	15	116	31.6	58	22	5.99	6.6	137	37.3	137	3	0.8	0.9	0	0	0	0	0
		380.0	81.6	1140.0	268.0	#	804.0	3.0	0.6	6.0	155.0	34.2	###	681.0	148.3	###	###	50.0	224.0	2016.0	437.0	###	828.0	176.5	248.4	###	468.8	2191.0	200.0	42.1	60.0	0.0	0.0	0.0	0.0

MV 4421.4 ###
 NMV 2263.0 342
 6684.4 ### Percentage

MV Peak 59.4
 NMV 40.6

MV Off-Peak 75.5
 NMV 24.5

Others	PCU	Total	PCU per hour	Carrying capacity calculation												Truktor	Traly		
				Bus			Truck			Pick up			Tempo/Nosimon						
				52	42	36 5+	5	3	2	1.5	1	14	500	1	14				
4	2																		
No	Percentage	No	Percentage (%)																
0	0	0	352	100	398.2		2	6	5	15	15	1	10	2	10	2	15	0	0
3	0.93	6	322	100	299.2		4	10	1	8	6	0	1	1	4	10	2	0	0
1	0.29	2	347	100	300.4		4	10	3	4	3	1	1	0	1	7	9	0	0
2	0.41	4	489	100	446.4		10	20	2	6	2	2	0	0	3	12	10	0	0
0	0	0	532	100	470.2		10	17	9	3	1	3	1	3	7	17	8	0	0
0	0	0	547	100	533.5		7	14	16	15	4	0	0	2	7	5	7	0	0
0	0	0	476	100	463.7		5	9	10	8	7	2	0	2	10	10	10	0	0
0	0	0	438	100	443.1		6	10	10	10	9	2	0	4	5	5	7	0	0
0	0	0	466	100	478.8		4	9	11	9	14	5	3	2	8	5	6	0	0
0	0	0	561	100	558.2														
0	0	0	569	100	555.7		12	23	5	17	9	0	1	0	8	10	5	0	0
0	0	0	428	100	429.2		10	9	7	6	5	3	0	4	5	11	4	0	0
0	0	0	464	100	424		8	10	3	7	6	4	0	4	12	4	4	0	0
0	0	0	594	100	520.3		5	8	3	10	4	0	2	0	7	3	7	0	0
0	0	0	367	100	363.5		4	10	5	5	7	0	1	2	5	5	10	0	0
6.0	1.6	12.0	6952.0	1500.0	6684.4														

Aver 463.5 #REF!

Max 558.2
Min 299.2

Intersection Survey: Shibchar

Location:Pacchar bazar (Northen Date: 31.05. Direction: Vanga-Pacchar bazar

Direction: Vanga-Pacchar bazar

		Mode of Traffic (Nos)																																			
Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		r/Jeep/microt		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rickshaw/Van		PCU		Bicy	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)							
06:00-07:00	4	1.86	12	36	16.7442	108	0	0	0	9	4.186	18	12	5.5814	12	18	8.372	18	51	23.72	25.5	15	6.977	4.5	62	28.8372	62	6									
07:00-08:00	9	3.32	27	28	10.3321	84	0	0	0	9	3.321	18	16	5.9041	16	21	7.749	21	82	30.26	41	29	10.7	8.7	63	23.2472	63	11									
08:00-09:00	20	4.74	60	15	3.5545	45	5	1.18	10	5	1.848	10	30	7.109	30	40	9.479	40	125	29.62	62.5	60	14.22	18	100	23.6967	100	21									
09:00-10:00	29	7.23	87	15	3.74065	45	0	0	0	12	2.9925	24	53	13.217	53	34	8.479	34	95	23.69	47.5	65	16.21	19.5	80	19.9501	80	17									
10:00-11:00	22	4.16	66	38	7.18336	114	0	0	0	25	4.7259	50	35	6.6163	35	62	11.72	62	130	24.57	65	75	14.18	22.5	102	19.2817	102	40									
11:00-12:00	34	7.16	102	49	10.3158	147	0	0	0	8	1.6842	16	55	11.579	55	77	16.21	77	83	17.47	41.5	59	12.42	17.7	95	20	95	15									
12:00-13:00	21	5.29	63	29	7.30479	87	0	0	0	17	4.2821	34	45	11.335	45	80	20.15	80	70	17.63	35	35	8.816	10.5	75	18.8917	75	25									
13:00-14:00	18	6.62	54	27	9.92647	81	0	0	0	24	8.8235	48	0	0	0	30	11.03	30	75	27.57	37.5	25	9.191	7.5	60	22.0588	60	13									
14:00-15:00	33	11.9	99	18	6.47482	54	0	0	0	6	2.1583	12	45	16.187	45	25	8.993	25	60	21.58	30	25	8.993	7.5	50	17.9856	50	16									
15:00-16:00	16	6.45	48	26	10.4839	78	0	0	0	3	1.2097	6	32	12.903	32	28	11.29	28	52	20.97	26	35	14.11	10.5	38	15.3226	38	18									
16:00-17:00	30	7.18	90	27	6.45933	81	0	0	0	9	2.1531	18	50	11.962	50	59	14.11	59	85	20.33	42.5	38	9.091	11.4	92	22.0096	92	28									
17:00-18:00	27	7.11	81	21	5.52632	63	0	0	0	11	2.8947	22	34	8.9474	34	21	5.526	21	98	25.79	49	67	17.63	20.1	89	23.4211	89	11									
18:00-19:00	20	5.42	60	20	5.42005	60	0	0	0	6	1.626	12	30	8.1301	30	28	7.588	28	94	25.47	47	63	17.07	18.9	89	24.1192	89	19									
19:00-20:00	80	18.6	240	35	8.15851	105	0	0	0	14	3.2634	28	35	8.1585	35	38	8.858	38	85	19.81	42.5	43	10.02	12.9	70	16.317	70	28									
20:00-21:00	30	12.1	90	28	11.2903	84	0	0	0	4	1.6129	8	28	11.29	28	21	8.468	21	58	23.39	29	22	8.871	6.6	48	19.3548	48	9									
		393.0	109.1	1179.0	####	122.9	1236.0	5.0	1.2	10.0	162.0	46.1	324.0	##	138.9	500.0	582.0	158.0	582.0	1243.0	351.9	621.5	656.0	178.5	196.8	1113.0	314.5	1113.0	277.0								

MV 4649.3 1364

NMV 1228.1 342

5877.4 1706 Percentage

MV Peak 456.2 124 290.1 ###

NMV 0.0 ####

Code	PCU 0.3	Carrying capacity calculation																		Tempo/Nosimon	Truktor	Traly		
		Push chart		PCU 4		Others		PCU		Total		PCU per hour		Bus		Truck		Pick up						
		No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	52	42	36 5+	5	3	2	1.5	1	14	500	
2.7907	1.8	0	0	0	0	2	0.9302	6	215	100	267.8	2	1	1	10	22	4	4	2	3	15	3	0	0
4.05904	3.3	0	0	0	0	3	1.107	2	271	100	284	6	1	2	2	11	9	7	2	0	12	9	0	0
4.9763	6.3	0	0	0	0	1	0.237	2	422	100	383.8	14	3	3	6	9	0	5	0	0	25	15	1	0
4.2394	5.1	0	0	0	0	1	0.2494	0	401	100	395.1	15	1	1	2	4	9	11	0	1	22	12	1	0
7.56144	12	0	0	0	0	0	0	0	529	100	528.5	8	10	4	17	12	9	9	8	8	40	22	0	0
3.15789	4.5	0	0	0	0	0	0	0	475	100	555.7	20	10	4	15	21	3	5	0	3	49	28	0	0
6.29723	7.5	0	0	0	0	0	0	0	397	100	437	10	12	5	12	13	4	8	5	4	20	20	0	0
4.77941	3.9	0	0	0	0	0	0	0	272	100	321.9	16	2	0	9	18	0	9	13	2	10	20	0	0
5.7554	4.8	0	0	0	0	0	0	0	278	100	327.3	27	5	1	13	4	1	3	2	1	15	10	0	0
7.25806	5.4	0	0	0	0	0	0	0	248	100	271.9	13	3	0	14	12	0	3	0	0	17	11	0	0
6.69856	8.4	0	0	0	0	0	0	2	418	100	454.3	24	6	0	8	19	0	8	0	1	31	28	0	0
2.89474	3.3	0	0	0	0	1	0.2632	0	380	100	382.4	17	7	3	9	10	2	4	0	7	17	4	1	0
5.14905	5.7	0	0	0	0	0	0	2	369	100	352.6	13	7	0	4	13	3	3	3	0	25	3	0	0
6.52681	8.4	0	0	0	0	1	0.2331	0	429	100	579.8	20	20	0	20	15	0	14	0	0	25	13	1	0
3.62903	2.7	0	0	0	0	0	0	18	248	100	335.3	13	17	0	16	12	0	4	0	0	13	8	0	0
75.8		83.1	0.0	0.0	0.0	9.0	3.0	32.0	5352.0	1500.0	5877.4													
Averag		356.8																		Max		Min		

Intersection Survey: Shibchar

Location: pacchar bazar with western part of bri Date: 31.05. Direction: Kawrakandi-Pacchar bazar

Time	No	Mode of Traffic (Nos)																													
		Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU r/Jeep/microt	PCU empo/Nosimo	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rickshaw/Van	PCU	Bicycle	PCU												
		3	3	2	2	1	1	0.5	0.3	1	14	13.333	14	3	2.857	0.9	1	0.3													
06:00-07:00	4	3.8095	12	23	21.905	69	0	0	0	13	12.38095	26	9	8.5714	9	9	8.571	9	17	16.19	8.5	12	11.429	3.6	14	13.333	14	3	2.857	0.9	
07:00-08:00	6	3.3149	18	24	13.26	72	0	0	0	7	3.867403	14	17	9.3923	17	29	16.02	29	43	23.757	21.5	15	8.2873	4.5	31	17.127	31	8	4.42	2.4	
08:00-09:00	14	5.283	42	6	2.2642	18	0	0	0	9	3.396226	18	20	7.5472	20	14	5.283	14	68	25.66	34	51	19.245	15.3	60	22.642	60	18	6.792	5.4	
09:00-10:00	26	7.5581	78	33	9.593	99	0	0	0	11	3.197674	22	52	15.116	52	18	5.233	18	77	22.384	38.5	44	12.791	13.2	72	20.93	72	8	2.326	2.4	
10:00-11:00	25	7.3746	75	37	10.914	111	0	0	0	24	7.079646	48	57	16.814	57	25	7.375	25	57	16.814	28.5	43	12.684	12.9	62	18.289	62	3	0.885	0.9	
11:00-12:00	37	11.709	111	35	11.076	105	0	0	0	15	4.746835	30	45	14.241	45	32	10.13	32	62	19.62	31	35	11.076	10.5	50	15.823	50	5	1.582	1.5	
12:00-13:00	27	9.6085	81	29	10.32	87	0	0	0	17	6.049822	34	37	13.167	37	30	10.68	30	48	17.082	24	22	7.8292	6.6	61	21.708	61	7	2.491	2.1	
13:00-14:00	16	5.948	48	37	13.755	111	0	0	0	22	8.178439	44	33	12.268	33	32	11.9	32	45	16.729	22.5	26	9.6654	7.8	52	19.331	52	5	1.859	1.5	
14:00-15:00	24	7.6433	72	37	11.783	111	0	0	0	30	9.55414	60	46	14.65	46	33	10.51	33	53	16.879	26.5	27	8.5987	8.1	57	18.153	57	6	1.911	1.8	
15:00-16:00	22	6.8966	66	46	14.42	138	0	0	0	18	5.642633	36	51	15.987	51	32	10.03	32	57	17.868	28.5	36	11.285	10.8	51	15.987	51	6	1.881	1.8	
16:00-17:00	35	11.864	105	38	12.881	114	0	0	0	16	5.423729	32	35	11.864	35	35	11.86	35	42	14.237	21	37	12.542	11.1	47	15.932	47	7	2.373	2.1	
17:00-18:00	22	7.6389	66	24	8.3333	72	0	0	0	13	4.513889	26	22	7.6389	22	13	4.514	13	67	23.264	33.5	52	18.056	15.6	61	21.181	61	12	4.167	3.6	
18:00-19:00	20	6.6667	60	22	7.3333	66	0	0	0	10	3.333333	20	21	7	21	22	7.333	22	57	19	28.5	71	23.667	21.3	67	22.333	67	9	3	2.7	
19:00-20:00	21	7.6087	63	32	11.594	96	0	0	0	17	6.15942	34	19	6.8841	19	21	7.609	21	47	17.029	23.5	51	18.478	15.3	50	18.116	50	12	4.348	3.6	
20:00-21:00	12	8.2192	36	19	13.014	57	0	0	0	14	9.589041	28	19	13.014	19	18	12.33	18	22	15.068	11	18	12.329	5.4	22	15.068	22	2	1.37	0.6	
		311.0	111.1	933.0	442.0	172.4	1326.0	0.0	0.0	0.0	####	93.1	472.0	###	174.2	483.0	363.0	139.4	363.0	762.0	281.6	381.0	###	198.0	162.0	757.0	276.0	757.0	111.0	42.3	33.3

MV ##### 1364.4

NMV 920.3 341.9

1706.3 Percentage

MV Peak 82.6 123.9 103.2 #####

NMV 17.4 #####

MV Off-Peak 75.9 123.9 99.9 #####

NMV 24.1 #####

Push chart	PCU 4	Others 2	PCU 2	Total	PCU per hour	Carrying capacity calculation										Truktor	Traly		
						Bus					Truck					Tempo/Nosimon 1	500		
						52	42	36	5+	5	3	2	1.5						
No	Percentage (%)	No	Perc	2	No	Percentage (%)													
0	0	0	1 1	2	105	100	154	3	1	0	7	13	3	5	5	3	6	3	1 0
0	0	0	1 0.6	10	181	100	219.4	3	3	0	11	9	4	0	4	3	15	14	1 0
0	0	0	5 1.9	6	265	100	232.7	8	6	0	1	3	2	2	5	2	6	8	5 0
0	0	0	3 0.9	12	344	100	37	12	9	5	10	9	4	3	5	3	7	11	3 0
0	0	0	6 1.8	0	339	100	420.3	7	10	8	17	12	8	9	8	7	8	17	6 0
0	0	0	0 0	6	316	100	422												
0	0	0	3 1.1	2	281	100	364.7	10	12	5	12	13	4	8	5	4	12	18	3 0
0	0	0	1 0.4	2	269	100	353.8	8	6	2	9	18	10	9	11	2	12	20	1 0
0	0	0	1 0.3	0	314	100	415.4	14	6	4	17	12	8	8	15	7	12	21	1 0
0	0	0	0 0	6	319	100	421.1	12	8	2	20	20	6	3	5	10	13	19	0 0
0	0	0	3 1	4	295	100	406.2	9	20	6	12	22	4	5	8	3	20	15	3 0
0	0	0	2 0.7	2	288	100	314.7	6	14	2	8	13	3	5	6	2	5	8	2 0
0	0	0	1 0.3	12	300	100	320.5	6	12	2	9	7	6	2	7	1	7	15	1 0
0	0	0	6 2.2	0	276	100	325.4	5	13	3	8	15	9	3	12	2	8	13	6 0
0	0	0	0 0	66	146	100	263	3	7	2	9	7	3	7	5	2	7	11	0 0
0.0	0.0	0.0	33.0	12.0	130.0	4038.0	1500.0	4670.2											
Average 269.2																			
Max 422																			
Min 37																			

Max 422
Min 37

Intersection Survey: Shibchar

Location: pacchar bazar with western part of br Date: 31 Direction: Pacchar bazar-Kawrakandi

Mode of Traffic (Nos)

Time	No	Bus		PCU		Truck		PCL		Minibus		PCU		Pick up		PCU /Jeep/micro		PCU		Npo/Nosir		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rickshaw/Van		PCL		Bicycle		PCLush	
		3	3	3	3	2	2	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1			
06:00-07:00	13	4.305	39	32	10.6	96	0	0	0	22	7.3	44	34	11.3	34	22	7.28	22	66	21.85	33	29	9.603	8.7	73	24.172	#	9	3	3	0								
07:00-08:00	16	5.195	48	18	5.84	54	0	0	0	9	2.9	18	33	10.7	33	15	4.87	15	76	24.68	38	54	17.53	16.2	71	23.052	#	14	5	4	0								
08:00-09:00	21	6.122	63	15	4.37	45	0	0	0	6	1.7	12	35	10.2	35	19	5.54	19	96	27.99	48	48	13.99	14.4	66	19.242	#	33	10	#	0								
09:00-10:00	34	8	102	11	2.59	33	0	0	0	10	2.4	20	39	9.18	39	11	2.59	11	122	28.71	61	88	20.71	26.4	82	19.294	#	23	5	7	0								
10:00-11:00	34	10	102	11	3.24	33	0	0	0	8	2.4	16	33	9.71	33	22	6.47	22	91	26.76	45.5	62	18.24	18.6	69	20.294	#	8	2	2	0								
11:00-12:00	38	12.14	114	15	4.79	45	0	0	0	9	2.9	18	46	14.7	46	14	4.47	14	89	28.43	44.5	33	10.54	9.9	62	19.808	#	6	2	2	0								
12:00-13:00	29	10.86	87	14	5.24	42	0	0	0	9	3.4	18	36	13.5	36	14	5.24	14	63	23.6	31.5	39	14.61	11.7	52	19.476	#	9	3	3	0								
13:00-14:00	28	8.833	84	22	6.94	66	0	0	0	11	3.5	22	39	12.3	39	17	5.36	17	72	22.71	36	48	15.14	14.4	57	17.981	#	22	7	7	0								
14:00-15:00	25	7.764	75	29	9.01	87	0	0	0	14	4.3	28	43	13.4	43	18	5.59	18	68	21.12	34	52	16.15	15.6	65	20.186	#	8	2	2	0								
15:00-16:00	25	6.039	75	31	7.49	93	0	0	0	20	4.8	40	56	13.5	56	17	4.11	17	103	24.88	51.5	49	11.84	14.7	88	21.256	#	22	5	7	0								
16:00-17:00	25	625	75	13	325	39	0	0	0	12	300	24	36	900	36	17	425	17	75	1875	37.5	43	1075	12.9	57	1425	#	13	##	4	0								
17:00-18:00	28	7.568	84	21	5.68	63	0	0	0	9	2.4	18	42	11.4	42	13	3.51	13	101	27.3	50.5	71	19.19	21.3	64	17.297	#	17	5	5	0								
18:00-19:00	28	7.273	84	23	5.97	69	0	0	0	8	2.1	16	52	13.5	52	7	1.82	7	104	27.01	52	73	18.96	21.9	73	18.961	#	14	4	4	0								
19:00-20:00	25	9.506	75	10	3.8	30	0	0	0	4	1.5	8	34	12.9	34	9	3.42	9	73	27.76	36.5	42	15.97	12.6	56	21.293	#	9	3	3	0								
20:00-21:00	19	8.837	57	8	3.72	24	0	0	0	5	2.3	10	29	13.5	29	6	2.79	6	64	29.77	32	33	15.35	9.9	46	21.395	#	5	2	2	0								
		388.0	737.4	1164.0	273.0	404.3	##	0.0	0.0	0.0	###	###	312.0	####	####	####	####	488.1	221.0	1263.0	2237.6	631.5	764.0	1292.8	229.2	981.0	1708.7	##	212.0	###	##	0.0							

MV ##### 1364

NMV ##### 341.9

1706 Percentage

MV Peak 47.8

NMV #####

MV Off-Peak

NMV

char	PCU	Others	PCU Total	PCU per hour	Carrying capacity calculation												Truktor	Traly															
					Bus			Truck			Pick up			Tempo/Nosimon																			
					52	42	36 5+	5	3	2	1.5	1	14	500																			
			4	4	2																												
Percentage	No	Percentage	No	Percentage (%)																													
0	0	2	0.66	4	302	100	356.4	2	6	5	15	15	2	10	2	10	2	20	2	0													
0	0	2	0.65	4	308	100	301.4	4	10	2	8	6	4	3	1	5	4	11	2	0													
0	0	4	1.17	8	343	100	320.3	4	14	3	8	2	5	1	2	3	8	11	4	0													
0	0	5	1.18	10	425	100	391.3	10	21	3	7	3	1	3	1	6	5	6	5	0													
0	0	2	0.59	4	340	100	345.5	10	15	9	6	2	3	1	0	7	12	10	2	0													
0	0	1	0.32	2	313	100	357.2	8	15	15	10	5	0	1	0	8	4	10	1	0													
0	0	2	0.75	4	267	100	298.9	5	9	15	7	3	4	5	2	2	6	8	2	0													
0	0	1	0.32	2	317	100	344	6	10	12	10	6	6	1	4	6	5	12	1	0													
0	0	0	0	0	322	100	368	4	8	13	8	14	7	2	1	11	4	14	0	0													
0	0	3	0.72	6	414	100	447.8																										
0	0	1	25	2	4	18	3	7	4	18	3	7	2	4	2	2	8	5	12	1	0												
0	0	4	1.08	8	370	100	368.9	4	22	2	12	5	4	2	0	7	5	8	1	3													
0	0	3	0.78	6	385	100	385.1	5	21	2	16	2	5	0	0	8	1	6	3	0													
0	0	1	0.38	2	263	100	265.8	6	14	5	6	1	3	0	1	3	3	6	1	0													
0	0	0	0	0	215	100	215.4	2	13	4	5	1	2	1	0	4	2	4	0	0													
0.0	0.0	31.0	33.6	62.0	####	####	####																										
Aver:		####	####	####	#REF!																												

Intersection Survey: Shibchar

Time	Location: Pacchar bazar gharakandi						Date: 31.05.16						Direction: Pacchar-Matborchar Hat											
	Mode of Traffic (Nos)																							
	Bus		Truck		Minibus		Pick up		Car/Jeep/		Tempo/N		Auto Rick		PCU		Motor cyc		PCU					
	No	Per%	No	Per%	No	Per%	No	Per%	No	Per%	No	Per%	No	Per%	No	Per%	No	Per%	0.5	No	Per%			
06:00 -07:00	0	0	0	1	0.88	3	0	0	0	1	0.88	2	0	0	12	10.53	12	17	14.91	8.5	7	6.14	2.1	
07:00-08:00	0	0	0	0	0	0	0	0	1	0.52	2	2	1.05	2	19	9.95	19	38	19.90	19	10	5.24	3	
08:00-09:00	0	0	0	2	0.75	6	0	0	0	2	0.75	4	1	0.37	1	18	6.74	18	53	19.85	26.5	26	9.74	7.8
09:00-10:00	0	0	0	2	0.68	6	0	0	0	3	1.01	6	1	0.34	1	26	8.78	26	54	18.24	27	31	10.47	9.3
10:00-11:00	0	0	0	1	0.38	3	0	0	0	3	1.14	6	2	0.76	2	22	8.33	22	63	23.86	31.5	37	14.02	11.1
11:00-12:00	0	0	0	1	0.45	3	0	0	0	3	1.35	6	2	0.90	2	23	10.31	23	47	21.08	23.5	24	10.76	7.2
12:00-13:00	0	0	0	1	0.51	3	0	0	0	4	2.04	8	3	1.53	3	20	10.20	20	39	19.90	19.5	17	8.67	5.1
13:00-14:00	1	0.56	3	1	0.56	3	0	0	0	2	1.11	4	4	2.22	4	18	10	18	33	18.33	16.5	16	8.89	4.8
14:00-15:00	0	0	0	2	1.09	6	0	0	0	5	2.72	10	3	1.63	3	17	9.24	17	33	17.93	16.5	18	9.78	5.4
15:00-16:00	0	0	0	1	0.52	3	0	0	3	8	4.17	3	7	3.65	15	18	9.38	53	18	9.38	23	27	14.06	104
16:00-17:00	0	0	0	2	1.16	6	0	0	0	2	2	4	7	2	7	12	12	12	24	44	12	18	10.47	13
17:00-18:00	0	0	0	1	0.59	3	0	0	0	2	1.18	4	0	0	0	17	10	17	13	7.65	6.5	14	8.24	4.2
18:00-19:00	0	0	0	1	0.67	3	0	0	0	2	1.34	4	2	1.34	2	5	3.36	5	15	10.07	7.5	26	17.45	7.8
19:00-20:00	0	0	0	1	0.91	3	0	0	0	3	2.73	6	1	0.91	1	8	7.27	8	17	15.45	8.5	9	8.18	2.7
20:00-21:00	0	0	0	2	1.79	6	0	0	0	5	4.46	10	2	1.79	2	10	8.93	10	18	16.07	9	9	8.04	2.7
	1.0	0.6	3.0	19.0	10.9	57.0	0.0	0.0	3.0	46.0	27.4	79.0	37.0	18.5	45.0	245.0	135.0	280.0	482.0	276.6	255.0	289.0	150.1	190.2

Intersection Survey: Shibchar

Time	Mode of Traffic (Nos)												Mode of Traffic (%)															
	Bus			Truck			Minibus			Pick up			Car/Jeep/mic			Tempo/Nosin			Auto Ricksha			Motor cycle			Rickshaw/Va			
No	Percentage (%)	No	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)		
06:00 -07:00	0	0	0	0	0	0	0	0	0	0	0	6	8.96	6	11	16.42	5.5	0	0	45	67.16	45	5					
07:00-08:00	0	0	0	0	0	0	0	0	1	0.77	2	1	0.77	1	17	13.08	17	22	16.92	11	10	7.69	3	75	57.69	75	3	
08:00-09:00	0	0	0	2	0.78	6	0	0	0	0	0	1	0.39	1	13	5.04	13	45	17.44	22.5	22	8.53	6.6	152	58.91	152	23	
09:00-10:00	0	0	0	0	0	0	0	0	1	0.35	2	1	0.35	1	25	8.74	25	53	18.53	26.5	38	13.29	11.4	151	52.80	151	16	
10:00-11:00	0	0	0	0	0	0	0	0	2	1.10	4	0	0	0	26	14.36	26	40	22.10	20	18	9.94	5.4	89	49.17	89	5	
11:00-12:00	0	0	0	0	0	0	0	0	2	0.82	4	0	0	0	33	13.58	33	89	36.63	44.5	23	9.47	6.9	81	33.33	81	12	
12:00-13:00	0	0	0	1	0.37	3	0	0	0	2	0.73	4	0	0	0	38	13.92	38	93	34.07	46.5	24	8.79	7.2	97	35.53	97	18
13:00-14:00	0	0	0	0	0	0	0	0	10	4.10	20	3	1.23	3	38	15.57	38	73	29.92	36.5	28	11.48	8.4	81	33.20	81	9	
14:00-15:00	0	0	0	0	0	0	0	0	2	1.07	4	1	0.53	1	38	20.32	38	47	25.13	23.5	12	6.42	3.6	81	43.32	81	6	
15:00-16:00	0	0	0	3	1.40	9	0	0	0	2	0.93	4	0	0	0	50	23.36	50	42	19.63	21	19	8.88	5.7	94	43.93	94	3
16:00-17:00	0	0	0	0	0	0	0	0	0	0	0	4	2.99	4	2	1.49	2	22	16.42	11	61	45.52	18.3	22	16.42	22	23	
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	1	0.61	1	19	11.52	19	31	18.79	15.5	26	15.76	7.8	86	52.12	86	2	
18:00-19:00	0	0	0	1	1.06	3	0	0	0	3	3.19	6	0	0	0	9	9.57	9	10	10.64	5	20	21.28	6	42	44.68	42	9
19:00-20:00	0	0	0	0	0	0	0	0	0	0	0	1	0.66	1	23	15.13	23	30	19.74	15	20	13.16	6	75	49.34	75	3	
20:00-21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	33.33	28	15	17.86	7.5	6	7.14	1.8	33	39.29	33	2	
	0.0	0.0	0.0	7.0	3.6	21.0	0.0	0.0	25.0	13.1	50.0	###	7.5	13.0	365.0	208.0	365.0	623.0	320.2	311.5	327.0	187.3	98.1	1204.0	676.9	1204.0	139.0	

MV ### 1364

NMV ### 342

 ### 1706 Percentage

MV Peak ### 124 ### ###

NMV 0.0 ###

MV Off-Peak ### 124 ### ###

NMV 0.0 ###

Carrying capacity calculation																									
bicycle	PCU	PCU	Push chart	PCU	PCU	Others	Total	PCU	PCU per hour	52	42	Bus	36	5+	5	Truck	2	1.5	Pick up	1	14	Tempo/Nosimo	500	Truktor	Traly
Percentage (%)	No	No	Percentage (%)	No	No	Percentage (%)	No	Percentage (%)																	
7.46	1.5	0	0	0	0	0	2	67	100	60	0	0	0	0	0	0	0	0	0	0	4	11	0	0	0
2.31	0.9	0	0	0	1	0.77	0	130	100	109.9	0	0	0	0	0	0	1	0	0	0	0	8	0	0	0
8.91	6.9	0	0	0	0	0	2	258	100	210	0	0	0	0	0	1	0	0	0	0	7	6	0	0	0
5.59	4.8	0	0	0	1	0.35	2	286	100	223.7	0	0	0	0	0	0	1	0	0	0	0	5	0	0	0
2.76	1.5	0	0	0	1	0.55	6	181	100	151.9	0	0	0	0	0	0	2	0	0	0	12	14	0	0	0
4.94	3.6	0	0	0	3	1.23	0	243	100	173	0	0	0	0	0	0	0	0	0	0	2	3	20	0	0
6.59	5.4	0	0	0	0	0	4	273	100	205.1	1	1	1	0	1	0	2	0	0	0	15	23	0	0	0
3.69	2.7	0	0	0	2	0.82	0	244	100	189.6	0	0	0	0	0	0	0	5	5	5	10	28	0	0	0
3.21	1.8	0	0	0	0	0	2	187	100	154.9	0	0	0	0	0	0	0	0	0	0	2	9	29	0	0
1.40	0.9	0	0	0	1	0.47	0	214	100	184.6	0	0	0	0	2	1	0	1	1	1	20	30	0	0	0
17.16	6.9	0	0	0	0	0	0	134	100	64.2	0	0	0	0	0	0	2	0	2	2	10	12	0	0	0
1.21	0.6	0	0	0	0	0	0	165	100	129.9	0	0	0	0	0	0	0	0	0	0	5	14	0	0	0
9.57	2.7	0	0	0	0	0	0	94	100	73.7	0	0	0	0	0	0	0	0	0	0	2	7	0	0	0
1.97	0.9	0	0	0	0	0	0	152	100	120.9	0	0	0	0	0	0	0	0	0	0	4	19	0	0	0
2.38	0.6	0	0	0	0	0	0	18	84	100	88.9	0	0	0	0	0	0	0	0	0	2	26	0	0	0
79.2	41.7	0.0	0.0	9.0	4.2	36.0	2712.0	1500.0	2140.3																

Ave: 180.8 #REF!

Max #REF!

Min #REF!

Intersection Survey: Shibchar

Location: Pacchar Bazar(Shibbari roa Date: 31.05.16

ection: Pacchar bazar-Shibchar Pourash

Time	No	Mode of Traffic (Nos)																						
		Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU	/Jeep/micro	PCU	Auto/Nosim	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rickshaw/Van	PCU	Bi				
		3	3	3	2	2	2	2	2	1	1	1	0.5	0.5	0.3	0.3	1	1	1	2				
06:00 -07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4.494382	1.2	42	47.19	42	2		
07:00-08:00	1	0.4	3	3	1.2	9	0	0	0	0	0	6	2.4	6	8	3.2	8	77	30.8	38.5	13	5.2	3.9	
08:00-09:00	1	0.3	3	7	2.1021	21	0	0	0	6	1.8018	12	11	3.303	11	14	4.2	14	86	25.826	43	42	12.612613	
09:00-10:00	2	0.59	6	8	2.35988	24	0	0	0	2	0.59	4	13	3.835	13	13	3.83	13	112	33.038	56	0	0	
10:00-11:00	4	1.246	12	6	1.86916	18	0	0	0	5	1.5576	10	12	3.738	12	6	1.87	6	125	38.941	62.5	37	11.52648	
11:00-12:00	3	1.038	9	5	1.7301	15	0	0	0	8	2.7682	16	21	7.266	21	8	2.77	8	118	40.83	59	52	17.99308	
12:00-13:00	3	1.099	9	7	2.5641	21	0	0	0	2	0.7326	4	4	1.465	4	7	2.56	7	112	41.026	56	28	10.25641	
13:00-14:00	3	1.224	9	2	0.81633	6	0	0	0	2	0.8163	4	12	4.898	12	7	2.86	7	92	37.551	46	18	7.3469388	
14:00-15:00	5	2.564	15	4	2.05128	12	0	0	0	3	1.5385	6	6	3.077	6	6	3.08	6	67	34.359	33.5	9	4.6153846	
15:00-16:00	6	2.034	18	12	4.0678	36	0	0	0	0	0	16	5.424	16	2	0.68	2	118	40	59	22	7.4576271	6.6	
16:00-17:00	0	0	0	6	2.67857	18	0	0	0	3	1.3393	6	11	4.911	11	6	2.68	6	99	44.196	49.5	29	12.946429	
17:00-18:00	4	1.258	12	7	2.20126	21	0	0	0	3	0.9434	6	8	2.516	8	4	1.26	4	157	49.371	78.5	36	11.320755	
18:00-19:00	2	0.905	6	4	1.80995	12	0	0	0	3	1.3575	6	6	2.715	6	3	1.36	3	118	53.394	59	39	17.647059	
19:00-20:00	0	0	0	7	3.28638	21	2	0.939	4	0	0	0	6	2.817	6	3	1.41	3	119	55.869	59.5	29	13.615023	
20:00-21:00	0	0	0	7	2.43902	21	0	0	0	2	0.6969	4	0	0	0	8	2.79	8	128	44.599	64	34	11.84669	
		34.0	12.7	102.0	85.0	31.2	255.0	2.0	0.9	4.0	39.0	14.1	78.0	###	50.6	134.0	95.0	34.5	95.0	1567.0	613.6	783.5	392.0	148.9
																							117.6	
																							1434.0	
																							552.9	
																							1434.0	
																							110.0	

MV 1569.1 1364

NMV 1467.0 341.9

3036.1 1706 Percentage

MV Peak 44.2

NMV 55.8

MV Off-Peak 50.6

NMV 49.4

cycle	PCU 0.3	Push chart 4	PCU Others	C'total	PCU per hour	Carrying capacity calculation										Truktor	Traly		
						Bus			Truck			Pick up		Tempo/Nosimon					
						52	42	36 5+	5	3	2	1.5	1	14	500				
2.247191	0.6	0	0	0	0	89	100	65.3	0	0	0	0	0	0	0	0	0		
4.4	3.3	0	0	0	0	0	##	100	202.7	0	0	0	2	1	0	0	6		
5.705706	5.7	0	0	0	0	0	##	100	269.3	0	0	1	2	2	3	1	4		
5.60472	5.7	0	0	0	0	0	##	100	291.7										
2.803738	2.7	0	0	0	0	0	##	100	251.3	0	4	0	2	3	1	4	1		
3.806228	3.3	0	0	0	0	0	##	100	209.9	0	1	2	4	1	0	5	1		
3.296703	2.7	0	0	0	0	0	##	100	213.1	0	3	0	4	2	1	0	2		
2.44898	1.8	0	0	0	0	0	##	100	194.2	0	0	3	2	0	0	0	2		
4.102564	2.4	0	0	0	0	0	##	100	170.6	0	3	2	2	0	2	1	0		
1.016949	0.9	0	0	0	0	0	##	100	254.5	0	1	5	6	4	2	0	0		
1.339286	0.9	0	0	0	0	0	##	100	167.1	0	0	0	4	1	1	3	0		
1.257862	1.2	0	0	0	0	0	##	100	236.5	0	0	4	6	0	1	3	0		
1.809955	1.2	0	0	0	0	0	##	100	146.9	0	0	2	4	0	0	2	1		
0	0	0	0	0	0	0	##	100	149.2	0	0	0	4	2	1	11	0		
0.696864	0.6	0	0	0	0	0	##	100	213.8	0	0	0	4	0	3	2	0		
	40.5	33.0	0.0	0.0	0.0	0.0	##	####	3036.1										

A ##

Max 291.7

Min 65.3

Intersection Survey: Shibchar

Location: Pacchar Bazar (Date: 31.05.16)

Direction: Shibchar Pourashava-Pacchar bazar

Time	Mode of Traffic (Nos)																				
	Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU	Car/Jeep/microbus	PCU	Tempo/Nosimor	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rickshaw/Van	PCU	Bicycle	PCU	
	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	
06:00-07:00	1	0.66	3	3	1.99	9	0	0	0	1	0.66	2	2	1.32	2	6	3.97	6	51	33.77	25.5
07:00-08:00	1	0.42	3	3	0.00	0	0	0	0	8	3.35	16	3	1.26	3	27	11.30	27	68	68.00	34
08:00-09:00	1	0.31	3	4	1.26	12	0	0	0	3	0.94	6	6	1.89	6	12	3.77	12	116	36.48	58
09:00-10:00	2	0.48	6	4	0.95	12	0	0	0	7	1.67	14	9	2.15	9	17	4.06	17	157	37.47	78.5
10:00-11:00	3	0.76	9	4	1.02	12	0	0	0	5	1.27	10	7	1.78	7	29	7.38	29	144	36.64	72
11:00-12:00	2	0.49	6	4	0.99	12	0	0	0	3	0.74	6	7	1.73	7	18	4.44	18	167	41.23	83.5
12:00-13:00	3	0.73	9	7	1.69	21	0	0	0	7	1.69	14	12	2.91	12	19	4.60	19	183	44.31	91.5
13:00-14:00	4	1.92	12	7	3.37	21	0	0	0	6	2.88	12	6	2.88	6	9	4.33	9	77	37.02	38.5
14:00-15:00	4	2.44	12	5	3.05	15	0	0	0	5	3.05	10	4	2.44	4	11	6.71	11	57	34.76	28.5
15:00-16:00	4	2.08	12	4	2.08	12	0	0	0	7	3.65	14	6	3.13	6	9	4.69	9	77	40.10	38.5
16:00-17:00	3	1.20	9	4	1.60	12	0	0	0	4	1.60	8	10	4.00	10	10	4.00	10	96	38.40	48
17:00-18:00	2	0.60	6	5	1.49	15	0	0	0	6	1.79	12	6	1.79	6	10	2.99	10	115	34.33	57.5
18:00-19:00	4	0.95	12	8	1.91	24	0	0	0	7	1.67	14	8	1.91	8	29	6.92	29	151	36.04	75.5
19:00-20:00	2	0.64	6	8	2.56	24	0	0	0	8	2.56	16	9	2.88	9	16	5.11	16	121	38.66	60.5
20:00-21:00	4	2.41	12	8	4.82	24	0	0	0	10	6.02	20	4	2.41	4	7	4.22	7	71	42.77	35.5
	40.0	16.1	120.0	75.0	28.8	225.0	0.0	0.0	0.0	87.0	33.6	174.0	99.0	34.5	99.0	229.0	78.5	229.0	1651.0	600.0	825.5
																			213.3	179.1	
																			1380.0	521.0	1380.0
																			175.0	60.0	52.5

MV ##### 1364

NMV ##### 342

1706 Percentage

MV Peak 149.6 124 #### ##

NMV 0.0 ####

MV Off-Peak 108.8 124 #### ##

NMV 0.0 ####

Intersection Survey: Shibchar

Location: Shadinota cottor(bailybridge r purbo dike)

Date: 31.05.16

Direction: Bailybridge-Shadinota cho

Time	Mode of Traffic (Nos)																							
	Bus			Truck			Minibus			Pick up			Car/Jeep/mic			Tempo/Nosin			Auto Ricksha			Motor cycle		
	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	No	Percentage (%)	PCU	0.3		
06:00 -07:00	0	0	0	3	3.95	9	0	0	0	6	7.89	12	2	2.63	2	9	11.84	9	23	30.26	11.5	4	5.26	1.2
07:00-08:00	0	0	0	2	1.11	6	0	0	0	3	1.67	6	6	3.33	6	13	7.22	13	25	13.89	12.5	21	11.67	6.3
08:00-09:00	1	0.45	3	2	0.90	6	0	0	0	1	0.45	2	2	0.90	2	18	8.14	18	26	11.76	13	39	17.65	11.7
09:00-10:00	4	1.54	12	1	0.39	3	0	0	0	3	1.16	6	4	1.54	4	9	3.47	9	31	11.97	15.5	47	18.15	14.1
10:00-11:00	2	0.81	6	2	0.81	6	0	0	0	6	2.42	12	5	2.02	5	9	3.63	9	30	12.10	15	51	20.56	15.3
11:00-12:00	2	0.87	6	6	2.61	18	0	0	0	2	0.87	4	3	1.30	3	5	2.17	5	23	10.00	11.5	58	25.22	17.4
12:00-13:00	2	1.01	6	3	1.52	9	0	0	0	1	0.51	2	2	1.01	2	10	5.05	10	23	11.62	11.5	34	17.17	10.2
13:00-14:00	2	1.14	6	2	1.14	6	0	0	0	1	0.57	2	3	1.71	3	8	4.57	8	23	13.14	11.5	22	12.57	6.6
14:00-15:00	2	1.34	6	3	2.01	9	0	0	0	3	2.01	6	4	2.68	4	5	3.36	5	20	13.42	10	13	8.72	3.9
15:00-16:00	2	1.09	6	3	1.64	9	0	0	0	2	1.09	4	3	1.64	3	7	3.83	7	18	9.84	9	12	6.56	3.6
16:00-17:00	0	0.00	0	3	1.36	9	0	0	0	2	0.91	4	5	2.27	5	5	2.27	5	27	12.27	13.5	49	22.27	14.7
17:00-18:00	1	0.79	3	1	0.79	3	0	0	0	2	1.57	4	9	7.09	9	5	3.94	5	29	22.83	14.5	28	22.05	8.4
18:00-19:00	2	1.10	6	6	3.30	18	0	0	0	1	0.55	2	6	3.30	6	3	1.65	3	31	17.03	15.5	35	19.23	10.5
19:00-20:00	1	0.72	3	3	2.17	9	0	0	0	0	0.00	0	8	5.80	8	0	0.00	0	13	9.42	6.5	32	23.19	9.6
20:00-21:00	0	0	0	1	1.04	3	0	0	0	1	1.04	2	7	7.29	7	2	2.08	2	13	13.54	6.5	17	17.71	5.1
	21.0	10.9	63.0	41.0	24.7	###	0.0	0.0	0.0	34.0	22.7	68.0	###	44.5	69.0	###	63.2	###	355.0	213.1	177.5	462.0	248.0	138.6

Carrying capacity calculation																													
Rickshaw/Va		PCU		Bicycle		PCU		Push chart		Others		PCU		Total		PCU per hour		Bus		Truck		Pick up		Tempo/Nosimov		Truktor		Traly	
No	Percentage (%)	No	No	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)
28	36.84	28	1	1.32	0.3	0	0	0	0	0	0	76	100	73	0	0	0	0	0	3	0	2	4	4	5	0	0		
74	41.11	74	36	20.00	10.8	0	0	0	0	0	0	180	100	134.6	0	0	0	1	1	0	2	0	1	6	7	0	0		
105	47.51	105	27	12.22	8.1	0	0	0	0	0	0	221	100	170.8	0	0	1	1	1	0	0	0	1	9	9	0	0		
134	51.74	134	25	9.65	7.5	0	0	0	1	0.39	6	259	100	211.1	0	0	0	0	0	0	0	0	0	0	0	0	0		
127	51.21	127	13	5.24	3.9	0	0	0	3	1.21	2	248	100	201.2	0	1	1	0	2	0	0	0	1	5	6	3	0		
122	53.04	122	8	3.48	2.4	0	0	0	1	0.43	4	230	100	193.3	0	2	0	0	5	1	0	0	0	2	2	3	0		
113	57.07	113	8	4.04	2.4	0	0	0	2	1.01	0	198	100	166.1	0	2	0	2	0	1	1	0	0	0	3	7	0		
102	58.29	102	12	6.86	3.6	0	0	0	0	0.00	4	175	100	152.7	0	2	0	0	0	2	0	0	0	1	3	5	0		
93	62.42	93	4	2.68	1.2	0	0	0	2	1.34	0	149	100	138.1	0	0	2	0	2	1	0	0	0	3	2	3	0		
123	67.21	123	13	7.10	3.9	0	0	0	0	0.00	4	183	100	172.5	0	0	2	0	2	1	0	1	1	3	4	0	0		
104	47.27	104	23	10.45	6.9	0	0	0	2	0.91	4	220	100	166.1	0	0	0	1	2	0	1	0	1	2	3	0	0		
45	35.43	45	5	3.94	1.5	0	0	0	2	1.57	4	127	100	97.4	0	1	0	1	0	0	0	0	0	2	2	3	0		
80	43.96	80	16	8.79	4.8	0	0	0	2	1.10	0	182	100	145.8	1	0	1	2	3	1	0	0	0	1	0	3	0		
78	56.52	78	3	2.17	0.9	0	0	0	0	0	0	138	100	115	0	0	1	1	2	0	0	0	0	0	0	0	0		
53	55.21	53	2	2.08	0.6	0	0	0	0	0	30	96	100	109.2	0	0	0	0	1	0	0	0	1	0	2	0	0		
1381.0	764.8	1381.0	196.0	100.0	58.8	0.0	0.0	0.0	15.0	8.0	60.0	2682.0	15000.0	2246.9	0	0	0	0	1	0	0	0	1	0	2	0	0		

Intersection Survey: Shibchar

Location: Shadinota cottor(bailybridge r purbo dike)

Date: 31.05.16

Direction: Shadinota chottor-Bailybrid-

Time	Mode of Traffic (Nos)																							
	Bus			Truck			Minibus			Pick up			Car/Jeep/microbus			Tempo/Nosin			Auto Ricksha			Motor cycle		
	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)	No	PCU	Percentage (%)
06:00 -07:00	0	0	0	3	2.91	9	0	0	0	2	1.94	4	2	1.94	2	9	8.74	9	24	23.30	12	15	14.56	4.5
07:00-08:00	1	0.69	3	4	2.76	12	0	0	0	8	5.52	16	5	3.45	5	8	5.52	8	20	13.79	10	14	9.66	4.2
08:00-09:00	1	0.65	3	1	0.65	3	0	0	0	5	3.23	10	1	0.65	1	11	7.10	11	18	11.61	9	15	9.68	4.5
09:00-10:00	2	0.85	6	4	1.69	12	0	0	0	4	1.69	8	2	0.85	2	12	5.08	12	33	13.98	16.5	33	13.98	9.9
10:00-11:00	1	0.51	3	1	0.51	3	0	0	0	5	2.53	10	7	3.54	7	13	6.57	13	14	7.07	7	30	15.15	9
11:00-12:00	2	0.98	6	3	1.47	9	0	0	0	4	1.96	8	4	1.96	4	9	4.41	9	19	9.31	9.5	28	13.73	8.4
12:00-13:00	2	1.15	6	3	1.72	9	0	0	0	6	3.45	12	6	3.45	6	14	8.05	14	17	9.77	8.5	23	13.22	6.9
13:00-14:00	2	1.21	6	3	1.82	9	0	0	0	4	2.42	8	7	4.24	7	11	6.67	11	17	10.30	8.5	22	13.33	6.6
14:00-15:00	2	1.13	6	4	2.26	12	0	0	0	6	3.39	12	5	2.82	5	16	9.04	16	17	9.60	8.5	29	16.38	8.7
15:00-16:00	3	1.51	9	5	2.51	15	0	0	0	8	4.02	16	7	3.52	7	18	9.05	18	18	9.05	9	27	13.57	8.1
16:00-17:00	2	1.14	6	1	0.57	3	0	0	0	2	1.14	4	7	3.98	7	12	6.82	12	24	13.64	12	18	10.23	5.4
17:00-18:00	2	1.74	6	1	0.87	3	0	0	0	2	1.74	4	6	5.22	6	7	6.09	7	11	9.57	5.5	18	15.65	5.4
18:00-19:00	0	0	0	2	1.32	6	0	0	0	1	0.66	2	5	3.29	5	3	1.97	3	24	15.79	12	21	13.82	6.3
19:00-20:00	1	0.59	3	3	1.76	9	0	0	0	3	1.76	6	3	1.76	3	6	3.53	6	27	15.88	13.5	47	27.65	14.1
20:00-21:00	1	0.84	3	2	1.68	6	0	0	0	5	4.20	10	6	5.04	6	9	7.56	9	18	15.13	9	21	17.65	6.3
	22.0	13.0	66.0	40.0	24.5	###	0.0	0.0	0.0	65.0	39.6	###	73.0	45.7	73.0	###	96.2	###	301.0	187.8	150.5	361.0	218.2	108.3

Carrying capacity calculation																
No	Percentage (%)	Rickshaw/Va	PCU	Bicycle	PCU	Push chart	PCU	Others	Total	PCU per hour	Bus	Truck	Pick up	Tempo/Nosimo	Truktor	Traly
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
45	43.69	45	3	2.91	0.9	0	0	0	103	86.4	0	0	0	2	7	0
70	48.28	70	15	10.34	4.5	0	0	0	145	132.7	1	0	0	2	3	4
79	50.97	79	23	14.84	6.9	0	0	0	155	129.4	0	0	1	0	3	7
135	57.20	135	10	4.24	3	0	0	1	236	206.4	0	0	2	2	5	1
110	55.56	110	15	7.58	4.5	0	0	0	198	170.5	0	0	1	0	3	6
130	63.73	130	5	2.45	1.5	0	0	0	204	185.4	0	0	2	0	4	0
88	50.57	88	13	7.47	3.9	0	0	0	174	158.3	0	0	2	1	2	8
89	53.94	89	8	4.85	2.4	0	0	0	165	151.5	0	0	2	2	4	2
93	52.54	93	4	2.26	1.2	0	0	0	177	164.4	0	0	2	3	6	10
102	51.26	102	9	4.52	2.7	0	0	0	199	190.8	0	1	2	2	7	11
91	51.70	91	16	9.09	4.8	0	0	0	176	151.2	0	0	2	0	7	5
52	45.22	52	14	12.17	4.2	0	0	0	115	97.1	0	1	1	0	4	3
75	49.34	75	18	11.84	5.4	0	0	0	152	120.7	0	0	0	0	1	3
72	42.35	72	7	4.12	2.1	0	0	0	170	130.7	0	0	1	2	1	5
53	44.54	53	4	3.36	1.2	0	0	0	119	103.5	0	0	1	0	2	7
1284.0	760.9	1284.0	164.0	102.0	49.2	0.0	0.0	0.0	20.0	12.0	40.0	2488.0	1500.0	####	500	

Intersection Survey: Shibchar

Location: Shadinota cottor(Powroshavar dike)

Date: 31.05.16

Direction: Shadhinota Chattar-Pourashava

Time	No	Mode of Traffic (Nos)		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Jeep/micro PCU		npo/Nosir PCU		Auto Rickshaw PCU		Motor cycle PCU		Rickshaw/Var PCU		Bicy 1	
		Bus	PCU	3	Truck	PCU	3	Minibus	PCU	2	Pick up	PCU	2	Jeep/micro PCU	1	npo/Nosir PCU	1	Auto Rickshaw PCU	0.5	Rickshaw/Var PCU	0.3	Bicy 1							
			Percentage (%)	No		Percentage (%)	No		Percentage	No		Percentage (%)	No		No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)			
06:00-07:00	1	1.162790698	3	1	1.1628	3	0	0	0	4	4.65116	8	4	4.65	4	3	3.49	3	31	36.05	16	11	12.79	3.3	25	29	25	5	
07:00-08:00	1	0.581395349	3	2	1.1628	6	0	0	0	4	2.32558	8	6	3.49	6	17	9.88	17	52	30.23	26	25	14.53	7.5	57	33	57	5	
08:00-09:00	3	1.171875	9	4	1.5625	12	0	0	0	3	1.17188	6	4	1.56	4	22	8.59	22	91	35.55	46	20	7.813	6	90	35	90	18	
09:00-10:00	3	0.890207715	9	3	0.8902	9	0	0	0	5	1.48368	10	9	2.67	9	10	2.97	10	131	38.87	66	33	9.792	9.9	130	39	130	11	
10:00-11:00	2	0.408163265	6	3	0.6122	9	0	0	0	9	1.83673	18	6	1.22	6	20	4.08	20	182	37.14	91	86	17.55	25.8	171	35	171	8	
11:00-12:00	2	0.454545455	6	8	1.8182	24	0	0	0	3	0.68182	6	4	0.91	4	9	2.05	9	182	41.36	91	67	15.23	20.1	148	34	148	15	
12:00-13:00	3	0.854700855	9	5	1.4245	15	0	0	0	3	0.8547	6	7	1.99	7	14	3.99	14	141	40.17	71	52	14.81	15.6	115	33	115	7	
13:00-14:00	2	1.005025126	6	4	2.0101	12	0	0	0	4	2.01005	8	2	1.01	2	6	3.02	6	86	43.22	43	26	13.07	7.8	61	31	61	6	
14:00-15:00	2	1.388888889	6	3	2.0833	9	0	0	0	5	3.47222	10	3	2.08	3	6	4.17	6	63	43.75	32	17	11.81	5.1	37	26	37	4	
15:00-16:00	3	2.027027027	9	5	3.3784	15	0	0	0	5	3.37838	10	7	4.73	7	4	2.7	4	61	41.22	31	16	10.81	4.8	42	28	42	2	
16:00-17:00	1	0.502512563	3	4	2.0101	12	0	0	0	3	1.50754	6	3	1.51	3	9	4.52	9	72	36.18	36	43	21.61	12.9	56	28	56	7	
17:00-18:00	1	0.480769231	3	5	2.4038	15	0	0	0	3	1.44231	6	7	3.37	7	10	4.81	10	86	41.35	43	33	15.87	9.9	53	25	53	8	
18:00-19:00	2	0.510204082	6	6	1.5306	18	0	0	0	3	0.76531	6	9	2.3	9	13	3.32	13	122	31.12	61	100	25.51	30	116	30	116	18	
19:00-20:00	2	0.675675676	6	6	2.027	18	0	0	0	5	1.68919	10	6	2.03	6	13	4.39	13	111	37.5	56	52	17.57	15.6	93	31	93	5	
20:00-21:00	4	1.454545455	12	10	3.6364	30	0	0	0	6	2.18182	12	3	1.09	3	6	2.18	6	97	35.27	49	52	18.91	15.6	87	32	87	5	
		32.0	13.6	96.0	69.0	27.7	207.0	0.0	0.0	0.0	65.0	29.5	130.0	###	34.6	80.0	###	64.2	162.0	####	569.0	###	###	227.7	189.9	1281.0	###	1281.0	124.0

MV	1618.9	1364.4
NMV	1472.2	341.9
	3091.1	1706.3
MV Off-Peak	64.0	
NMV	36.0	

Percentage

MV Peak	62.9
	37.1

/clic	PCU 0.3	Carrying capacity calculation										Truktor	Traly					
		Push chart	PCU 4	Others	PCU 2	Total	PCU per ho	Bus 52	Truck 42	36 5+	5	3	2	Pick up 1.5	Tempo/Nosimon 1	500	Truktor	Traly
Percentage (%)	No	Percentage (%)	No	Percent:	2	No	Percentage (%)											
5.81	1.5	0	0	0	1	1.1628	6	86	100	72.3	0	0	1	0	0	1	0	1
2.91	1.5	0	0	0	3	1.7442	2	172	100	134	0	1	0	1	0	0	10	7
7.03	5.4	0	0	0	1	0.3906	4	256	100	203.9	0	1	2	2	1	2	13	9
3.26	3.3	0	0	0	2	0.5935	6	337	100	261.7	0	1	2	0	1	2	1	7
1.63	2.4	0	0	0	3	0.6122	4	490	100	353.2							3	1
3.41	4.5	0	0	0	2	0.4545	8	440	100	320.6	0	1	1	4	3	1	3	0
1.99	2.1	0	0	0	4	1.1396	4	351	100	258.2	0	1	2	2	2	1	3	0
3.02	1.8	0	0	0	2	1.005	8	199	100	155.6	0	0	2	3	1	0	3	1
2.78	1.2	0	0	0	4	2.7778	6	144	100	114.8	0	1	1	1	2	0	5	0
1.35	0.6	0	0	0	3	2.027	2	148	100	124.9	0	2	1	4	1	0	2	3
3.52	2.1	0	0	0	1	0.5025	4	199	100	144	0	0	1	2	1	1	3	0
3.85	2.4	0	0	0	2	0.9615	6	208	100	155.3	0	0	1	3	1	1	3	0
4.59	5.4	0	0	0	3	0.7653	6	392	100	270.4	0	1	1	4	1	1	3	0
1.69	1.5	0	0	0	3	1.0135	10	296	100	228.6	0	0	2	2	3	1	4	1
1.82	1.5	0	0	0	5	1.8182	78	275	100	293.6	0	2	2	5	3	2	5	1
48.7	37.2	0.0	0.0	0.0	39.0	17.0	154.0	3993.0	####	3091.1								
Averag		266.2										Max 353.2						

Intersection Survey: Shibchar

Location: Shadhinota cottor(Powroshavar dike)				Date: 31.05.16				Direction: Pourashava-Shadhinota Chattar				Mode of Traffic (Nos)																																			
Time	Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimor		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rick														
	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage (%)																	
06:00-07:00	1	0.943396226	3	1	0.943396226	3	0	0	2	1.886792453	4	3	2.830188679	3	13	12.26415094	13	25	23.58490566	12.5	19	17.9245283	5.7	35																							
07:00-08:00	1	0.418410042	3	9	3.765690377	27	0	0	0	5	2.092050209	10	7	2.928870293	7	51	21.33891213	25.5	27	11.29707113	8.1	104																									
08:00-09:00	1	0.350877193	3	5	1.754385965	15	0	0	0	4	1.403508772	8	3	1.052631579	3	10	3.50877193	10	67	23.50877193	33.5	42	14.73684211	12.6	125																						
09:00-10:00	2	0.457665904	6	10	2.288329519	30	0	0	0	4	0.915331808	8	5	1.14416476	5	12	2.745995423	12	119	27.23112128	59.5	65	14.87414188	19.5	192																						
10:00-11:00	1	0.211864007	3	1	0.211864007	3	0	0	0	11	2.330508475	22	12	2.542372881	12	16	3.389830508	16	138	29.2372884	69	74	15.6779661	22.2	206																						
11:00-12:00	2	0.628930818	6	5	1.572327044	15	0	0	0	1	0.314465409	2	5	1.572327044	5	12	3.773584906	12	87	27.35849057	43.5	69	21.69811321	20.7	129																						
12:00-13:00	2	0.787401575	6	5	1.968503937	15	0	0	0	0	2	0.787401575	4	4	1.57480315	4	14	5.511811024	14	71	27.95275591	35.5	44	17.32283465	13.2	101																					
13:00-14:00	2	1.086956522	6	5	2.717391304	15	0	0	0	0	7	3.804347826	14	3	1.630434783	3	9	4.891304348	9	58	31.5217913	29	27	14.67391304	8.1	68																					
14:00-15:00	1	0.740740741	3	6	4.444444444	18	0	0	0	0	3	2.222222222	6	5	3.703703704	5	8	5.925925926	8	39	28.88888889	19.5	19	14.07407407	5.7	49																					
15:00-16:00	3	1.538461538	9	7	3.58974359	21	0	0	0	6	3.076923077	12	11	5.641025641	11	13	6.666666667	13	48	24.61538462	24	27	13.84615385	8.1	69																						
16:00-17:00	2	0.544959128	6	7	1.907356948	21	0	0	0	7	1.907356948	14	10	2.72479564	10	14	3.814713896	14	90	24.52316076	45	93	25.34059946	27.9	115																						
17:00-18:00	2	0.888888889	6	2	0.888888889	6	0	0	0	3	1.333333333	6	10	4.444444444	10	9	4	9	86	38.22222222	43	27	12	8.1	71																						
18:00-19:00	0	0	0	3	1.10701107	9	0	0	0	2	0.73800738	4	7	2.58302583	7	6	2.21402214	6	66	24.35424354	33	42	15.49815498	12.6	131																						
19:00-20:00	2	0.706713781	6	10	3.533568905	30	0	0	0	3	1.060070671	6	3	1.060070671	3	7	2.473498233	7	76	26.85512367	38	52	18.3745583	15.6	116																						
20:00-21:00	1	0.598802395	3	4	2.395209581	12	0	0	0	5	2.994011976	10	5	2.994011976	5	5	2.994011976	5	44	26.34730539	22	36	21.55688623	10.8	58																						
		23.0		9.9	69.0	80.0		33.1		240.0		0.0		0.0		65.0		26.9		130.0		93.0		38.4		93.0		155.0		67.1		155.0		1065.0		405.5		532.5		663.0		248.9		198.9		1569.0	

MV 1418.4 1364.4
 NMV 1684.1 341.9
 3102.5 1706.3 Percentage
 MV Peak 104.2 123.9 114.1 #REF!
 NMV 0.0 #REF!

MV Off-Peak 67.8 123.9 95.9 #REF!
 NMV 0.0 #REF!

Intersection Survey: Shibchar

Location: Shadinita cotto				Date: 31.05.16				Direction: Shadinita cotto-Shibarkandi																							
Bus		PCU 3		Truck		PCU 3		Minibus		PCU 2		Pick up		PCU 2		Car/Jeep/microbus		PCU 1		Tempo/Nosimon		PCU 1		Auto Rickshaw		PCU 0.5		Motor cycle		PCU 0.3	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	
06:00-07:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	3.846153846	2	0	0	0	0	3	11.53846154	3	3	11.53846154	1.5	5	19.23076923	1.5					
07:00-08:00	0	0.0	0	0.0	1	1.265822785	3	0	0	0	2	2.53164557	4	1	1.265822785	1	3	3.397468354	3	15	18.98734177	7.5	13	16.4556962	3.9						
08:00-09:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.1	0.917431193	1	0	0	0	0	6	5.504587156	3	13	11.9266055	3.9							
09:00-10:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	2	0.751879699	2	19	7.142857143	9.5	33	12.40601504	9.9						
10:00-11:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	1	0.793650794	2	0	0	0	0	2	1.587301587	2	7	5.555555556	3.5	26	20.63492063	7.8					
11:00-12:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	2.666666667	4	1	1.333333333	1	0	0	0	0	11	14.666666667	5.5	9	12	2.7					
12:00-13:00	0	0.0	0	0.0	2	2.941176471	6	0	0.0	0	0	0	0	0	0.1	1	1	1.470588235	1	17	25	8.5	11	16.17647059	3.3						
13:00-14:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	21.79481719	8.5					
14:00-15:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	2	2.702702703	4	0	0	0	0	0	0	0	0	0	0	0	14	18.91891892	7				
15:00-16:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0.2	3.571428571	2	0	0	0	0	0	0	0	25	7	11	19.64285714	3.3		
16:00-17:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	3	3.529411765	3	13	15.29411765	6.5	12	14.11764706	3.6					
17:00-18:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	22.44897959	5.5					
18:00-19:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3.571428571	1.5					
19:00-20:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	1	2.083333333	1	4	8.333333333	2	12	25	6.9					
20:00-21:00	0	0.0	0	0.0	0	0.0	0	0.0	0	0.0	0	0	0	0	0	0	0	0	0	0	7	14.89361702	3.5	6	12.76595745	1.8					
		0.0	0.0	0.0	3.0	4.2	9.0	0.0	0.0	8.0	12.5	16.0	6.0	8.6	6.0	15.0	24.8	15.0	28.7	16.0	20.90	80.5	263.2	62.7							

MV	189.2	1364.4
NMV	863.5	341.9
Total	1052.7	1706.3

MV Off-Peak 46.2

Intersection Survey: Shibchar

Location: Shadinota cottor Date: 31.05.16

Direction: Shibrakandi-Shadinota cottor

Time	No	Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Ric	
		Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)																			
06:00-07:00	0	0	0	2	8	6	0	0	2	8	4	1	4	1	2	8	2	2	8	1	6	24	1.8	8											
07:00-08:00	0	0	0	2	3.03030303	6	0	0	0	0	4	1	1.515151515	1	3	4.545454545	1.5	12	18.18181818	3.6	41														
08:00-09:00	0	0	0	1	0.854700855	3	0	0	0	2	1.709401709	4	3	2.564102564	3	2	1.709401709	2	6	5.128205128	3	26	22.22222222	7.8	68										
09:00-10:00	0	0	0	1	0.492610837	3	0	0	0	2	0.985221675	4	2	0.985221675	2	3	1.477832512	3	19	9.359605911	9.5	16	7.881773399	4.8	154										
10:00-11:00	0	0	0	2	1.470588235	6	0	0	0	1	0.735294118	2	2	1.470588235	2	1	0.735294118	1	6	4.411764706	3	32	23.52941176	9.6	81										
11:00-12:00	0	0	0	0	0	0	0	0	0	2	2.173913043	4	4	4.347826087	4	4	14.13043478	6.5	6	6.52173913	1.8	54													
12:00-13:00	0	0	0	1	1.030927835	3	0	0	0	3	3.092783505	6	2	2.06185567	2	2	2.06185567	2	17	17.5257732	8.5	9	9.278350515	2.7	58										
13:00-14:00	0	0	0	0	0	0	0	0	1	1.136363636	2	4	4.545454545	4	2	2.272727273	2	17	19.31818182	8.5	9	10.22727273	2.7	53											
14:00-15:00	0	0	0	1	1.149425287	3	0	0	0	2	2.298850575	4	2	2.298850575	2	2	8.045977011	3.5	12	13.79310345	3.6	54													
15:00-16:00	0	0	0	0	0	0	0	0	3	2.608695652	6	2	1.739130435	2	4	3.47826087	4	16	13.91304348	8	11	9.565217391	3.3	71											
16:00-17:00	0	0	0	1	0.71942446	3	0	0	0	4	2.877697842	8	2	1.438848921	2	2	1.438848921	2	18	12.94964029	9	19	13.66906475	5.7	69										
17:00-18:00	0	0	0	2	2.816901408	6	0	0	0	5	7.042253521	10	2	2.816901408	2	2	2.816901408	2	8	11.26760563	4	19	26.76056338	5.7	31										
18:00-19:00	0	0	0	1	0.775193798	3	0	0	0	3	2.325581395	6	2	1.550387597	2	24	18.60465116	12	16	12.40310078	4.8	68													
19:00-20:00	0	0	0	3	2.830188679	9	0	0	0	5	4.716981132	10	2	1.886792453	2	4	3.773584906	4	22	20.75471698	11	13	12.26415094	3.9	48										
20:00-21:00	0	0	0	2	1.904761905	6	0	0	0	5	4.761904762	10	3	2.857142857	3	4	3.80952381	4	18	17.14285714	9	12	11.42857143	3.6	53										
	0.0	0.0	0.0	0.0	19.0	25.1	57.0	0.0	0.0	0.0	42.0	47.5	84.0	34.0	36.1	34.0	37.0	41.3	37.0	196.0	185.1	98.0	218.0	221.7	65.4	911.0									

MV #### 1364.4
NMV #### 341.9
1706.3 Percentage
MV Peak 20.3 123.9 72.1 ####
NMV 0.0 ####

MV Off-Peak 35.6 123.9 79.8 ####
NMV 0.0 ####

ckshaw/Van	PCU	Carrying capacity calculation																										
		Bicycle		PCU		Push chart		PCU		Others		PCU		Total		PCU per hour		Bus		Truck		Pick up		Tempo/Nosimon			Tractor	
		1	0.3	4	4	2	2	52	42	36	5+	5	3	2	1.5	1	15	500										
Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)		
32	8	2	8	0.6	0	0	0	0	0	25	100	24.4	0	0	0	0	0	2	1	0	1	1	1	1	0			
62.12121212	41	4	6.060606061	1.2	0	0	0	0	0	66	100	59.3	0	0	0	0	0	2	0	2	0	0	0	1	0			
58.11965812	68	8	6.837606838	2.4	0	0	0	1	0.854700855	2	117	100	95.2	0	0	0	0	0	1	2	0	0	0	2	1	0		
75.86206897	154	6	2.955665025	1.8	0	0	0	0	0	203	100	182.1	0	0	0	0	0	1	0	0	2	3	0	0	0			
59.55882353	81	11	8.088235294	3.3	0	0	0	0	0	136	100	107.9	0	0	0	0	0	2	0	0	0	0	0	1	0			
58.69565217	54	8	8.695652174	2.4	0	0	0	1	1.086956522	2	92	100	78.7	0	0	0	0	0	0	0	0	0	0	2	2	1		
59.79381443	58	2	2.06185567	0.6	0	0	0	3	3.092783505	6	97	100	88.8	0	0	0	0	0	1	1	0	2	0	2	3	0		
60.22727273	53	2	2.272727273	0.6	0	0	0	0	0	88	100	72.8	0	0	0	0	0	0	0	0	0	1	2	0	0			
62.06896552	54	7	8.045977011	2.1	0	0	0	0	0	87	100	74.2	0	0	0	0	1	0	0	0	2	0	2	0	0			
61.73913043	71	8	6.956521739	2.4	0	0	0	0	0	115	100	96.7	0	0	0	0	0	0	2	0	1	4	0	0	0			
49.64028777	69	12	8.633093525	3.6	0	0	0	12	8.633093525	24	139	100	126.3	0	0	0	0	1	1	1	2	0	2	1	0			
43.66197183	31	2	2.816901408	0.6	0	0	0	0	0	71	100	61.3	0	0	0	0	1	1	2	1	2	0	2	0	0			
52.71317829	68	11	8.527131783	3.3	0	0	0	2	1.550387597	4	129	100	105.1	0	0	0	0	1	1	0	2	0	2	2	0			
45.28301887	48	9	8.4905660038	2.7	0	0	0	0	0	106	100	90.6	0	0	0	0	2	1	2	1	2	0	4	0	0			
50.47619048	53	8	7.619047619	2.4	0	0	0	0	0	105	100	91	0	0	0	0	2	3	0	2	0	4	0	0				
832.0	911.0	100.0	96.1	30.0	0.0	0.0	0.0	19.0	15.2	38.0	1576.0	1500.0	1354.4															
												Average	105.1	#REF!														
												Max	#REF!															
												Min	#REF!															

Intersection Survey: Shibchar

Location: Towards to Shadinota cottor bazar						Date: 15.02.16						Direction: Upazila Parishad-Shadhinota Chattar						Mode of Traffic (Nos)						Tempo/Nosimon		PCU 1		Auto Rickshaw		PCU 0.5		Motor cycle		PCU 0.3	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)					
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	50.98039216	13	2	3.921568627	0.6							
07:00-08:00	0	0	0	0	1	0.657894737	3	0	0	0	2	1.315789474	4	1	0.657894737	1	4	2.631578947	4	39	25.65789474	19.5	21	13.81578947	6.3										
08:00-09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.606060606	2	3	0.909090909	3	71	21.51515152	35.5	59	17.87578788	17.7								
09:00-10:00	0	0	0	0	3	0.475435816	9	0	0	0	3	0.475435816	6	2	0.316957211	2	3	0.475435816	3	162	25.67353407	81	98	15.53090333	29.4										
10:00-11:00	0	0	0	0	0	0	0	0	0	0	6	1.298701299	12	5	1.082251082	5	6	1.298701299	6	109	23.59307359	54.5	95	20.56277056	28.5										
11:00-12:00	0	0	0	0	0	0	0	0	0	2	0.54945055	4	1	0.274725275	2	2	0.549450549	2	122	33.51648352	61	63	17.30769231	18.9											
12:00-13:00	0	0	0	0	0	0	0	0	0	0	1	0.29154519	2	0	0	0	2	0.583090379	2	132	38.48396501	66	54	15.74344023	16.2										
13:00-14:00	0	0	0	0	0	0	0	0	0	0	1	0.260416667	2	0	0	0	2	0.520833333	2	118	30.72916667	59	75	19.53125	22.5										
14:00-15:00	0	0	0	0	0	0	0	0	0	0	1	0.341296928	2	0	0	0	0	2	0.682593857	2	114	38.90784983	57	53	18.0887372	15.9									
15:00-16:00	0	0	0	0	0	0	0	0	0	0	2	0.71942446	4	0	0	0	0	3	1.079136691	3	122	43.88489209	61	30	10.79136691	9									
16:00-17:00	0	0	0	0	0	0	0	0	0	0	2	0.760456274	4	3	1.140684411	3	2	0.760456274	2	86	32.69961977	43	37	14.06844106	11.1										
17:00-18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2.189781022	3	0	0	47	34.30656934	23.5	26	18.97810219	7.8										
18:00-19:00	0	0	0	0	0	0	0	0	0	0	3	0.974025974	6	1	0.324675325	1	3	0.974025974	3	88	28.57142857	44	60	19.48051948	18										
19:00-20:00	1	0.4048583	3	1	0.4048583	3	0	0	0	1	0.4048583	2	2	0.809716599	2	1	0.4048583	1	73	29.55465587	36.5	0	0	0	0	0	0								
20:00-21:00	1	0.357142857	3	0	0	0	0	0	0	1	0.357142857	2	1	0.357142857	1	2	0.714285714	2	84	30	42	38	13.57142857	11.4											
	2.0	0.8	6.0	5.0	1.5	15.0	2.0	0.5	4.0	24.0	7.5	48.0	##	8.0	22.0	34.0	11.3	34.0	1393.0	488.1	696.5	711.0	219.3	213.3											

MV 1038.8 1364.4
 NMV 2204.5 341.9
 3243.3 1706.3 Percentage

MV Off-Peak 54.9
 NMV 45.1
 MV Peak 42.9
 NMV 57.1

Intersection Survey: Shibchar

Location: Towards to Sha Date: 31.5.16												Direction: Shadhinota Chattar-Upazila Parishad																
Bus			Truck			Minibus			Pick up			Car/Jeep/microbus			Tempo/Nosimon			Mode of Traffic (Nos)			Motor cycle			Rickshaw/Van				
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)		
06:00-07:00	2	1.398601399	6	1	0.699300699	3	0	0	0	0	2	1.398601399	4	3	2.097902098	3	20	13.98601399	20	31	21.67832168	15.5	21	14.68531469	6.3	45	31.46853147	45
07:00-08:00	1	0.263157895	3	2	0.526315789	6	0	0	0	0	3	0.789473684	6	4	1.052631579	4	32	8.421052632	32	90	23.68421053	45	55	14.47368421	16.5	160	42.10526316	160
08:00-09:00	1	0.230946882	3	1	0.230946882	3	0	0	0	0	4	0.923787529	8	3	0.692840647	3	34	7.852193995	34	112	25.86605081	56	55	12.70207852	16.5	180	41.5704388	180
09:00-10:00	0	0	0	0	1	0.136054422	3	0	0	0	2	0.272108844	4	9	1.224489796	9	39	5.306122449	39	215	29.25170068	107.5	85	11.56462585	25.5	329	44.76190476	329
10:00-11:00	0	0	0	0	1	0.141442716	3	0	0	0	1	0.141442716	2	2	0.282885431	2	47	6.647807638	47	219	30.97595474	109.5	113	15.98302687	33.9	265	37.48231966	265
11:00-12:00	0	0	0	0	6	1.039861352	18	0	0	0	3	0.519930676	6	2	0.346620451	2	9	1.559792028	9	193	33.44887348	96.5	115	19.93067591	34.5	224	38.82149047	224
12:00-13:00	0	0	0	1	0.308641975	3	0	0	0	0	1	0.308641975	2	2	0.617283951	2	15	4.62962963	15	110	33.95061728	55	70	21.60493827	21	100	30.86419753	100
13:00-14:00	1	0.4784689	3	2	0.956937799	6	0	0	0	0	1	0.4784689	2	4	1.91387559	4	11	5.263157895	11	73	34.92822967	36.5	37	17.70334928	11.1	61	29.18660287	61
14:00-15:00	1	0.480769231	3	3	1.442307692	9	0	0	0	0	1	0.480769231	2	3	1.442307692	3	7	3.365384615	7	68	32.69230769	34	33	15.86538462	9.9	73	35.09615385	73
15:00-16:00	3	1.293103448	9	3	1.293103448	9	0	0	0	0	1	0.431034483	2	3	1.293103448	3	9	3.879310345	9	79	34.05172414	39.5	38	16.37931034	11.4	76	32.75862069	76
16:00-17:00	0	0	0	2	0.459770115	6	0	0	0	0	1	0.229885057	2	3	0.689655172	3	9	2.068965517	9	97	22.29885057	48.5	100	22.98850575	30	200	45.97701149	200
17:00-18:00	0	0	0	0	0	0	0	0	0	0	3	0.47318612	6	7	1.104100946	7	5	0.788643533	5	168	26.49842271	84	123	19.40063091	36.9	239	37.69716088	239
18:00-19:00	0	0	0	0	1	0.205643606	3	0	0	0	3	0.628930818	6	7	1.467505241	7	8	1.677148847	8	88	18.44863732	44	121	25.36687631	36.3	205	42.9769392	205
19:00-20:00	0	0	0	0	0	0	0	0	0	0	2	0.539083558	4	4	1.078167116	4	3	0.808625327	3	85	22.91105121	42.5	95	25.606469	28.5	155	41.77897574	155
20:00-21:00	0	0	0	1	0.520833333	3	0	0	0	0	1	0.520833333	2	2	1.041666667	3	64	33.3333333	32	28	14.58333333	8.4	75	39.0625	75			
	9.0	4.1	27.0	25.0	8.0	75.0	0.0	0.0	0.0	0.0	29.0	8.1	58.0	58.0	16.3	58.0	251.0	67.8	251.0	1692.0	424.0	846.0	1089.0	268.8	326.7	2387.0	571.6	2387.0

MV	1641.7	1364.4
NMV	2559.1	341.9
	4200.8	1706.3
		Percentage
MV Peak	166.0	123.9
NMV	0.0	#REF!
MV Off-Peak	50.4	123.9
NMV	0.0	#REF!

No	Bicycle	PCU	Push chart		PCU	Others	PCU	Total	PCU per hour	Carrying capacity calculation					Pick up	Tempo/Nosimon	Truktor	Traly						
										Bus														
			No	Percentage (%)		No		No		36	42	52	3	5+ 5+	1	1.5	2	14	500					
18	12.58741259	5.4	0	0	0	0	0	0	143	100	108.2	0	0	2	0	1	0	0	1	7	13	0	0	
33	8.684210526	9.9	0	0	0	0	0	0	380	100	282.4	0	0	1	0	2	0	0	0	3	14	18	0	0
41	9.468822171	12.3	0	0	0	2	0.461893764	4	433	100	319.8	0	0	1	0	1	0	2	0	2	18	16	2	0
55	7.482993197	16.5	0	0	0	0	0	0	735	100	533.5	0	0	0	0	0	1	0	0	2	29	14	0	0
58	8.203677511	17.4	0	0	0	1	0.141442716	2	707	100	481.8	0	0	0	0	1	0	0	0	1	19	28	1	0
25	4.332755633	7.5	0	0	0	0	0	0	577	100	397.5	0	0	0	1	5	0	2	0	1	3	6	0	0
23	7.098765432	6.9	0	0	0	2	0.617283951	4	324	100	208.9	0	0	0	0	1	0	0	0	1	7	8	2	0
18	8.612440191	5.4	0	0	0	1	0.4784689	2	209	100	142	0	0	0	1	0	2	0	1	0	4	7	1	0
18	8.653846154	5.4	0	0	0	1	0.480769231	2	208	100	148.3	0	0	1	0	3	0	0	0	0	3	4	1	0
19	8.189655172	5.7	0	0	0	1	0.431034483	2	232	100	166.6	0	0	1	0	1	0	0	0	1	4	5	1	0
21	4.827586207	6.3	0	0	0	2	0.459770115	4	435	100	308.8	0	0	0	0	2	0	0	0	1	4	5	2	0
89	14.03785489	26.7	0	0	0	0	0	0	634	100	404.6	0	0	0	0	0	0	2	0	1	2	3	0	0
44	9.224318658	13.2	0	0	0	0	0	0	477	100	322.5	0	0	0	0	1	0	1	0	2	4	4	1	1
27	7.27762802	8.1	0	0	0	0	0	0	371	100	245.1	0	0	0	0	0	0	1	1	0	1	2	0	0
18	9.375	5.4	0	0	0	0	0	0	192	100	130.8	0	0	0	0	1	0	1	0	0	1	2	0	0
507.0		128.1	152.1	0.0	0.0	0.0	10.0	3.1	20.0	6057.0	1500.0	4200.8	Average	403.8	#REF!	Max	#REF!	Min	#REF!					

Upazila	Place	Mode_tr	Trip_st plaT_S_Upazil	Trip_end_&T_E_Upaz	Trip_purpo	No_passen	No_trip	Avg_no_pa	No_stoppa	Amount_g	Comments
Shichar	Borhamgor	Pick up van	Faridpur	sa Faridpur	Shariatpur	Shariatpur	Work Place	0	2	0	0
Shichar	Borhamgor	Pick up van	chittagong	chittagong	shibchar	shibchar	Work Place	0	2	0	0
Shichar	Borhamgor	Truck	shibchar	n shibchar	jessore	sad jessore	Work Place	0	1	0	0
Shichar	Borhamgor	Rickshaw\Jailkhana	n shibchar		shibchar	shibchar	Work Place	4	15	3	10
Shichar	Borhamgor	Pushchart	shibchar	u shibchar	shibchar	p shibchar	Work Place	3	2	0	0
Shichar	Borhamgor	Rickshaw\Goatola	shibchar		pacchor	shibchar	Work Place	4	15	0	0
Shichar	Borhamgor	Tempo/No	Borhamgor	shibchar	kawrakand	shibchar	Work Place	3	8	10	5
Shichar	Borhamgor	Truck	takerhat	shibchar	shibchar	sa shibchar	Work Place	0	4	0	0
Shichar	Borhamgor	Bus	Borhamgor	shibchar	gharadia	vanga	Business	0	0	0	0
Shichar	Borhamgor	Autoricksh:	Borhamgor	shibchar	pacchor	shibchar	Work Place	2	12	0	0
Shichar	Borhamgor	Motorcycle	satbaria	shibchar	pacchor	shibchar	Educationa	1	0	0	0
Shichar	Borhamgor	Truck	doinikbaza	shibchar	khandani	shibchar	Work Place	0	2	0	0
Shichar	Borhamgor	Truck	rajai	madaripur	shibchar	sa shibchar	Work Place	0	1	0	0
Shichar	Borhamgor	Bicycle	pawroshav	shibchar	Borhamgor	shibchar	Educationa	0	0	0	0
Shichar	Borhamgor	Pick up van	Faridpur	sa Faridpur	shibchar	sa shibchar	Work Place	0	2	0	0
Shichar	Borhamgor	Tempo/No	shekhpur	shibchar	kawrakand	shibchar	Work Place	3	4	8	5
Shichar	Borhamgor	Autoricksh:	pacchor	shibchar	shibchar	sa shibchar	Work Place	3	4	5	3
Shichar	Borhamgor	Truck	pacchor	shibchar	Borhamgor	shibchar	Business	0	0	0	0
Shichar	Borhamgor	Truck	madaripur	madaripur	vanga	Faridpur	Work Place	0	1	0	0
Shichar	Borhamgor	Car/jeep\nr	kawrakand	shibchar	madaripur	madaripur	Work Place	8	4	8	3
Shichar	Borhamgor	Tempo/No	kawrakand	shibchar	shibchar	sa shibchar	Work Place	12	6	10	4
Shichar	Borhamgor	Bus	madaripur	madaripur	Faridpur	bu Faridpur	Work Place	40	2	38	3
Shichar	Borhamgor	Car/jeep\nr	kawrakand	shibchar	Borhamgor	shibchar	Shopping	4	0	0	0
Shichar	Borhamgor	Truck	palbari	jessore	shibchar	sa shibchar	Work Place	0	1	0	0
Shichar	Borhamgor	Truck	barobazar	faridpur	shibchar	sa shibchar	Work Place	0	2	0	0
Shichar	Borhamgor	Truck	rajbari	sad:rajbari	shibchar	b: shibchar	Work Place	0	1	0	0
Shichar	Borhamgor	Motorcycle	shibchar	madaripur	takerhat	madaripur	Work Place	0	0	0	0
Shichar	Borhamgor	Pick up van	utrialhat	shibchar	shibchar	madaripur	Work Place	0	3	0	0
Shichar	Borhamgor	Bus	shariatpur	madaripur	benapol	jessore	Work Place	44	2	40	2
Shichar	Borhamgor	Pick up van	nolgora	shibchar	shibchar	madaripur	Work Place	0	5	0	0
Shichar	Borhamgor	Rickshaw\dtiokhond	shibchar		college	mo shibchor	Work Place	5	20	4	3
Shichar	Borhamgor	Bicycle	goatola	shibchar	college	mo shibchor	Educationa	0	0	0	0
Shichar	Borhamgor	Truck	bo-college	shibchar	farmgate	dhaka	Work Place	0	2	0	0
Shichar	Borhamgor	Car/jeep\nr	mipur-10	dhaka	shibchar	shibchar	Work Place	5	2	0	0
Shichar	Borhamgor	Bus	madaripur	madaripur	faridpur	sa faridpur	Work Place	45	2	42	4
Shichar	Borhamgor	Tempo/No	borhangon	shibchar	kawrakand	shibchar	Work Place	14	8	12	3
Shichar	Borhamgor	Pick up van	bally bridg	shibchar	madaripur	madaripur	Work Place	0	2	0	0
Shichar	Borhamgor	Autoricksh:	kutubpur	shibchar	shibchar	sa shibchar	Work Place	6	20	0	0
Shichar	Borhamgor	Pick up van	faridpur	sa faridpur	chanderch:	shibchar	Work Place	0	3	0	0
Shichar	Borhamgor	Car/jeep\nr	kawrakand	shibchar	shibchar	sa shibchar	Work Place	10	4	0	0
Shichar	Borhamgor	Pick up van	kawrakand	shibchar	shariatpur	shariatpur	Work Place	0	2	0	0
Shichar	Borhamgor	Bus	madaripur	madaripur	kawrakand	shibchar	Work Place	40	4	38	2
Shichar	Borhamgor	Truck	khulna	bar khulna	pacchar	shibchar	Work Place	0	2	0	0
Shichar	Borhamgor	Pick up van	shekhpur	shibchar	modhukha	faridpur	Work Place	0	2	0	0
Shichar	Borhamgor	Pick up van	shariatpur	madaripur	Faridpur	sa Faridpur	Work Place	0	2	0	0
Shichar	Borhamgor	Autoricksh:	pacchar	shibchar	shibchar	sa shibchar	Work Place	4	12	0	0
Shichar	Borhamgor	Tempo/No	shilerchar	shibchar	kawrakand	shibchar	Work Place	12	12	10	4
Shichar	Borhamgor	Pick up van	magura	sac magura	shekhpur	shibchar	Work Place	0	1	0	0
Shichar	Borhamgor	Truck	shaheberi	shibchar	jatrabari	dhaka	Work Place	0	1	0	0
Shichar	Borhamgor	Rickshaw\goatola	shibchar		ditiokhond	shibchar	Work Place	4	15	0	0
Shichar	Borhamgor	Pick up van	alipur		shariatpur	madaripur	Work Place	0	1	0	0
Shichar	Borhamgor	Pick up van	alipur		noriabazar	shariatpur	Work Place	2	1	0	0
Shichar	Borhamgor	Autoricksh:	shibchar	madaripur	pacchar	madaripur	Work Place	4	5	0	0
Shichar	Borhamgor	Truck	shibchar	madaripur	kutubpur	madaripur	Work Place	2	5	0	0
Shichar	Borhamgor	Rickshaw\college	mo	shibchar	college	mo shibchar	Work Place	4	20	0	0
Shichar	Borhamgor	Tempo/No	doinilbazar	shibchar	khandani	shibchar	Work Place	4	3	6	5
Shichar	Borhamgor	Truck	shampur	dhaka	shibchar	madaripur	Work Place	0	1	0	0
Shichar	Borhamgor	Tempo/No	shibchar	madaripur	kawrakand	shariatpur	Work Place	5	2	5	4
Shichar	Borhamgor	Autoricksh:	college	mo	shibchar	pacchar	madaripur	6	5	0	0
Shichar	Borhamgor	Pick up van	postogola	dhaka	shibchar	madaripur	Work Place	0	1	0	0
Shichar	Borhamgor	Bus	mawa	munshigon	shibchar	madaripur	Work Place	40	2	35	5
Shichar	Borhamgor	Truck	dutiakhant	shibchar	kadirpur	shibchar	Work Place	0	4	0	0
Shichar	Borhamgor	Bicycle	keranibagh	shibchar	charsamile	shibchar	Work Place	0	0	0	0
Shichar	Borhamgor	Motorcycle	college	mo	shibchar	pacchar	ba shibchar	Business	0	0	0
Shichar	Borhamgor	Pushchart	nolgora	shibchar	kawrakand	shibchar	Work Place	0	4	0	0
Shichar	Borhamgor	Truck	shaheberi	shibchar	utrail ghat	shibchar	Business	0	0	0	0
Shichar	Borhamgor	Motorcycle	shibchar	b: shibchar	kawrakand	shibchar	Business	0	0	0	0
Shichar	Borhamgor	Bus	gulistan	dhaka	shibchar	sa shibchar	Work Place	40	2	38	5
Shichar	Borhamgor	Rickshaw\shibchar	sa shibchar		pacchar	shibchar	Work Place	2	16	0	0

Shichar	Borhamgor Tempo/No gopalpur	shariatpur	kawrakand	shibchar	Work Place	14	3	13	5	0	None	
Shichar	Borhamgor Truck	vanga	faridpur	shibchar	madaripur	Work Place	0	1	0	0	20	None
Shichar	Borhamgor Car/jeep/nr badda	dhaka	shibchar	madaripur	Work Place	6	2	6	0	0	None	
Shichar	Borhamgor Bus	faridpur bu faridpur	madaripur	madaripur	Work Place	40	2	36	4	0	None	
Shichar	Borhamgor Autoricksh:shibchar	shibchar	pacchar ba	shibchar	Work Place	4	15	4	0	0	None	
Shichar	Borhamgor Others	chandura	dhaka	chandura	dhaka	Work Place	0	6	0	0	5	None
Shichar	Borhamgor Motorcycle	shibchar	shibchar	pacchar ba	shibchar	Business	0	0	0	0	0	None
Shichar	Borhamgor Bus	shariatpur	shariatpur	madaripur	madaripur	Work Place	42	2	40	4	0	None
Shichar	Borhamgor Autoricksh:shibchar sa shibchar	shibchar	pacchar ba	shibchar	Work Place	6	10	0	0	0	None	
Shichar	Borhamgor Truck	atowari	panchogar	college mo	shibchar	Work Place	0	1	0	0	10	None
Shichar	Borhamgor Motorcycle	shibchar sa shibchar	pacchar ba	shibchar	Business	4	0	0	0	0	None	
Shichar	Borhamgor Truck	atowari	panchogar	college mo	shibchar	Work Place	0	1	0	0	10	None
Shichar	Borhamgor Rickshaw/\charkacika\ shibchar	shibchar	college mo	shibchar	Work Place	2	15	0	0	0	None	
Shichar	Borhamgor Truck	khalerghat	shibchar	college mo	shibchar	Work Place	4	5	9	4	0	None
Shichar	Borhamgor Bicycle	upazilla mc	shibchar	pacchar	shibchar	Business	0	0	0	0	0	None
Shichar	Borhamgor Tempo/No college	mo shibchar	shibchar	madaripur	Work Place	6	6	8	4	0	None	
Shichar	Borhamgor Truck	college mo	shibchar	chittagongj : chittagongj	Work Place	2	1	0	0	20	None	
Shichar	Borhamgor Bus	kawrakand	shibchar	barisal sad:barisal	Work Place	40	2	36	5	0	None	
Shichar	Borhamgor Pick up van	college mo	shibchar	shekhpur	shibchar	Work Place	0	3	0	0	2	None
Shichar	Borhamgor Motorcycle	madaripur	madaripur	kawrakand	shibchar	Work Place	1	2	0	0	2	None
Shichar	Borhamgor Car/jeep/nr utrail	shibchar	kutubpur	shibchar	Work Place	6	3	5	4	0	None	
Shichar	Borhamgor Minibus	faridpur sa	faridpur	chanderch: shibchar	Work Place	32	3	30	6	0	None	
Shichar	Borhamgor Car/jeep/nr fire service	shibchar	kawrakand	shibchar	Work Place	4	2	4	4	0	None	
Shichar	Borhamgor Car/jeep/nr jatrabari	dhaka	pacchar	shibchar	Work Place	4	2	4	4	0	None	
Shichar	Borhamgor Truck	benapol	jessore	meherpur : meherpur	Work Place	1	1	0	5	15	None	
Shichar	Borhamgor Pick up van kazirhat	sariatpur	utrail	shibchar	Work Place	1	2	0	0	3	None	
Shichar	Borhamgor Truck	shibchar sa shibchar	gulistan	dhaka	Work Place	0	1	0	5	20	None	
Shichar	Borhamgor Car/jeep/nr badda	dhaka	shibchar sa	shibchar	Work Place	4	2	4	4	0	None	
Shichar	Borhamgor Truck	dhaka	dhaka	shibchar sa	shibchar	Work Place	0	1	0	0	15	None
Shichar	Borhamgor Tempo/No pacchar	shibchar	mahshin cl	shibchar	Work Place	6	4	6	3	0	None	
Shichar	Borhamgor Autoricksh:college	mo shibchar	pacchar	shibchar	Work Place	6	8	5	2	0	None	
Shichar	Borhamgor Bus	barisal sad: barisal	satiatpur s: satiatpur	Work Place	40	1	36	4	0	None		
Shichar	Borhamgor Tempo/No kawrakand	shibchar	mahshin cl	shibchar	Work Place	4	5	8	3	0	None	

Upazila	Place	Mode_tr	Trip_st_plaT_S_Upazil	Trip_end_f_T_E_Upaz	Trip_purpo	No_passen	No_trip	Avg_no_pz	No_stoppa	Amount_g	Comments
shibchar	chanderch:Motorcycle	chanderch:shibchar	khatalbari ;shibchar	Work Place	2	2	0	0	0	0	Road wider
shibchar	chanderch:Motorcycle	chanderch:shibchar	khatalbari ;shibchar	Work Place	2	2	0	0	0	0	Road wider
shibchar	chanderch:Motorcycle	chanderch:shibchar	khatalbari ;shibchar	Work Place	2	2	0	0	0	0	Road wider
shibchar	chanderch:Autricksh.	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	4	5	2	0	0	Road wider
shibchar	chanderch:Tempo/No	khatalbari ;shibchar	chanderch:shibchar	Work Place	8	1	12	2	0	0	Road wider
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	5	12	2	0	0	Road wider
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	8	5	10	3	0	0	Road wider
shibchar	chanderch:Pick up var	shibchar sashibchar	vandarikan shibchar	Work Place	0	3	0	0	0	3	Road wider
shibchar	chanderch:Autricksh.	chanderch:shibchar	khatalbari ;shibchar	Work Place	7	3	0	0	0	0	Road wider
shibchar	chanderch:Pick up var	madaripur madaripur	madaripur madaripur	Work Place	0	1	0	0	0	1	Road wider
shibchar	chanderch:Truck	sankarpur jessore	chanderch:shibchar	Work Place	0	2	0	0	0	12	Road wider
shibchar	chanderch:Pick up var	kawrakand shibchar	chanderch:shibchar	Work Place	0	4	0	0	0	1	Road wider
shibchar	chanderch:Truck	kazirhat shibchar	r.n.road shibchar	Work Place	0	1	0	0	0	5	Road wider
shibchar	chanderch:Truck	kazirhat shibchar	chanderch:shibchar	Work Place	0	4	0	0	0	7	Road wider
shibchar	chanderch:Truck	kawrakand shibchar	shibchar sa madaripur	Work Place	0	5	0	0	0	3	Road wider
shibchar	chanderch:Pick up var	gorishah shibchar	aricha dhaka	Work Place	0	2	0	0	0	3	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	khatalbari ;shibchar	Work Place	45	6	35	0	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	kawrakand shibchar	Work Place	42	5	37	10	0	0	Road wider
shibchar	chanderch:Rickshaw/	chanderch:shibchar	shibchar se shibchar	Work Place	2	8	0	0	0	0	Road wider
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	shibchar se shibchar	Work Place	3	8	0	0	0	0	Road wider
shibchar	chanderch:Bicycle	kazirhat shibchar	shibchar se shibchar	Work Place	0	0	0	0	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	khatalbari ;shibchar	Work Place	35	6	40	10	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	khatalbari ;shibchar	Work Place	35	4	30	10	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	khatalbari ;shibchar	Work Place	33	4	35	10	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	khatalbari ;shibchar	Work Place	40	4	36	10	0	0	Road wider
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	chanderch:shibchar	Work Place	3	10	0	0	0	0	None
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	chanderch:shibchar	Work Place	8	8	0	0	0	0	Road wider
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	chanderch:shibchar	Work Place	3	10	0	0	0	0	Road wider
shibchar	chanderch:Auterricksh.	chanderch:shibchar	chanderch:shibchar	Work Place	2	8	0	0	0	0	None
shibchar	chanderch:Motorcycle	chanderch:shibchar	chanderch:shibchar	Business	0	0	0	0	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	shibchar sa shibchar	Work Place	38	5	35	10	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	shibchar se shibchar	Work Place	40	5	36	10	0	0	Road wider
shibchar	chanderch:Tempo/No	gopalpur shibchar	kawrakand shibchar	Work Place	5	8	6	10	0	0	Road wider
shibchar	chanderch:Bicycle	umedpur shibchar	shibchar sa shibchar	Work Place	0	0	0	0	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	kawrakand shibchar	Work Place	45	5	30	10	0	0	Road wider
shibchar	chanderch:Rickshaw/\	shibchar	shibchar se shibchar	Work Place	38	5	35	10	0	0	Road wider
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	5	6	10	0	0	Road wider
shibchar	chanderch:Tempo/No	shilar char shibchar	kawrakand shibchar	Work Place	4	6	5	5	0	0	Road wider
shibchar	chanderch:Motorcycle	chanderch:shibchar	khatalbari ;shibchar	Work Place	2	6	2	0	0	0	Road wider
shibchar	chanderch:Truck	kazirhat shibchar	kawrakand shibchar	Work Place	45	5	30	10	0	0	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	kawrakand shibchar	Work Place	47	4	35	10	0	0	Road wider
shibchar	chanderch:Auterricksh.	degreechhai shibchar	shibchar se shibchar	Work Place	5	6	0	0	0	0	Road wider
shibchar	chanderch:Truck	madaripur madaripur	munshigon munshigon	Work Place	0	2	0	0	0	5	Road wider
shibchar	chanderch:Auterricksh.	chanderch:shibchar	shibchar b; shibchar	Work Place	5	6	0	0	0	0	Road wider
shibchar	chanderch:Truck	jessore sadjessore	kazirhat shibchar	Work Place	0	1	0	0	0	5	Road wider
shibchar	chanderch:Tempo/No	gopalpur shibchar	kawrakand shibchar	Work Place	5	8	8	8	0	0	Road wider
shibchar	chanderch:Auterricksh.	chanderch:shibchar	tangramari shibchar	Work Place	4	6	0	0	0	0	Road wider
shibchar	chanderch:Truck	madaripur madaripur	keranigunj dhaka	Work Place	0	1	0	0	0	5	Road wider
shibchar	chanderch:Bus	kazirhat shibchar	kawrakand shibchar	Work Place	40	6	35	10	0	0	Road wider
shibchar	chanderch:Minibus	kazirhat shibchar	kawrakand shibchar	Work Place	28	4	25	10	0	0	Road wider
shibchar	chanderch:Truck	umedpur shibchar	kawrakand shibchar	Work Place	0	3	0	0	0	5	Road wider
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	khatalbari ;shibchar	Work Place	7	6	0	0	0	0	None
shibchar	chanderch:Rickshaw/\	umedpur shibchar	khatalbari ;shibchar	Work Place	4	4	0	0	0	0	None
shibchar	chanderch:Rickshaw/\	chanderch:shibchar	shibchar sa shibchar	Work Place	6	5	0	0	0	0	None
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	8	6	5	0	0	None
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	8	5	5	0	0	None
shibchar	chanderch:Tempo/No	chanderch:shibchar	khatalbari ;shibchar	Work Place	5	6	6	5	0	0	None
shibchar	chanderch:Tempo/No	chanderch:shibchar	tangramari shibchar	Work Place	8	3	10	5	0	0	Road wider
shibchar	chanderch:Auterricksh.	chanderch:shibchar	tangramari shibchar	Work Place	8	3	5	5	0	0	Road wider
shibchar	chanderch:Bicycle	chanderch:shibchar	shibchar sa shibchar	Business	0	0	0	0	0	0	None
shibchar	chanderch:Motorcycle	chanderch:shibchar	khatalbari ;shibchar	Work Place	2	4	2	5	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	26	4	30	8	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	25	4	30	8	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	26	4	30	8	0	0	None
shibchar	chanderch:Bus	khatalbari ;shibchar	kazirhat shibchar	Work Place	32	4	25	8	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	30	4	35	8	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	28	4	30	8	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	25	5	20	7	0	0	None
shibchar	chanderch:Bus	shibchar sa shibchar	kazirhat shibchar	Work Place	15	8	25	8	0	0	None
shibchar	chanderch:Bus	khatalbari ;shibchar	kazirhat shibchar	Work Place	30	4	25	8	0	0	None
shibchar	chanderch:Truck	rodshahiko shibchar	kazirhat shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Truck	newmarke jessore	kazirhat shibchar	Business	0	1	0	0	0	2	Road wider
shibchar	chanderch:Truck	shibchar sa shibchar	kazirhat shibchar	Work Place	0	2	0	0	0	5	None
shibchar	chanderch:Truck	newmarke khulna	kazirhat shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Pick up var	chanderch:shibchar	r.n road jessore	Work Place	0	2	0	0	0	2	None
shibchar	chanderch:Truck	chanderch:shibchar	r.n road jessore	Work Place	0	0	0	0	0	3	None
shibchar	chanderch:Truck	shibchar sa shibchar	kazirhat shibchar	Work Place	0	2	0	0	0	5	None
shibchar	chanderch:Truck	motijheel dhaka	kazirhat shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Truck	shakpur shibchar	kazirhat shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Truck	kawrakand shibchar	kawrakand shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Truck	kawranbaz dhaka	chanderch:shibchar	Work Place	0	1	0	0	0	5	None
shibchar	chanderch:Bus	kawrakand shibchar	kazirhat shibchar	Work Place	35	4	25	5	0	0	None

shibchar	chanderch;Bus	kawrakand shibchar	kazirhat	shibchar	Work Place	40	3	21	5	0	None
shibchar	chanderch;Bus	kazirhat shibchar	kawrakand shibchar	Work Place	25	4	30	5	0	None	
shibchar	chanderch;Truck	kawrakand shibchar	kawrakand shibchar	Work Place	38	4	35	8	0	None	
shibchar	chanderch;Bus	shibchar s shibchar	kazirhat	shibchar	Work Place	33	3	25	7	0	None
shibchar	chanderch;Bus	shibchar s shibchar	kazirhat	shibchar	Work Place	28	4	35	8	0	None
shibchar	chanderch;Bus	shibchar s shibchar	kazirhat	shibchar	Work Place	35	3	40	8	0	None
shibchar	chanderch;Bus	shibchar s shibchar	kazirhat	shibchar	Work Place	28	4	36	7	0	None
shibchar	chanderch;Bus	shibchar s shibchar	kazirhat	shibchar	Work Place	30	4	28	6	0	None
shibchar	chanderch;Bus	harihat shibchar	shibchar se shibchar	Work Place	40	4	32	7	0	None	
shibchar	chanderch;Rickshaw/\chanderch;shibchar	kazirhat shibchar	Work Place	5	4	0	0	0	0	None	
shibchar	chanderch;Rickshaw/\kazirhat shibchar	chanderch;shibchar	Work Place	6	5	0	0	0	0	None	
shibchar	chanderch;Rickshaw/\chanderch;shibchar	chanderch;shibchar	Work Place	4	6	0	0	0	0	None	
shibchar	chanderch;Autoricksh.kazirhat shibchar	chanderch;shibchar	Work Place	5	3	0	0	0	0	None	
shibchar	chanderch;Autoricksh.chanderch;shibchar	kazirhat shibchar	Work Place	6	4	0	0	0	0	None	
shibchar	chanderch;Autoricksh.chanderch;shibchar	chanderch;shibchar	Work Place	8	7	0	0	0	0	None	
shibchar	chanderch;Truck chanderch;shibchar	shibchar se shibchar	Work Place	6	2	0	0	0	0	None	
shibchar	chanderch;Bicycle chanderch;shibchar	chanderch;shibchar	Relative Hc	0	0	0	0	0	0	None	
shibchar	chanderch;Motorcycle chanderch;shibchar	kazirhat shibchar	Work Place	0	0	0	0	0	0	None	
shibchar	chanderch;Rickshaw/\kawrakand shibchar	chanderch;shibchar	Work Place	6	6	0	0	0	0	None	

Upazila	Place	Mode_tr	Trip_st_plaT_S	Upazil	Trip_end_iT_E	Upaz	Trip_purpc	No_passen	No_trip	Avg_no_p;	No_stoppa	Amount_g	Comments
Shibchar	Pacchor	Bus	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	45	4	40	8	0	In road side
Shibchar	Pacchor	Pick up var	Vangga	Faridpur	Shibchar s:	Shibchar	Work Place	0	2	0	0	0	1 None
Shibchar	Pacchor	Truck	Faridpur s:	Faridpur	Kawrakanc	Shibchar	Work Place	0	2	0	0	0	2 None
Shibchar	Pacchor	Pick up var	Vangga	Faridpur	Shibchar s:	Shibchar	Work Place	0	2	0	0	0	1 None
Shibchar	Pacchor	Bus	Faridpur s:	Faridpur	Shibchar s:	Shibchar	Work Place	35	2	40	8	0	Repairing c
Shibchar	Pacchor	Bus	Madaripur	Madaripur	Dhaka	Dhaka	Work Place	50	2	50	8	0	In road side
Shibchar	Pacchor	Bus	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	50	4	52	8	0	To stop sm
Shibchar	Pacchor	Pick up var	atrasi	Faridpur	Kawrakanc	Shibchar	Work Place	15	4	15	8	0	None
Shibchar	Pacchor	Truck	Vangga	Faridpur	Dhaka	Dhaka	Work Place	0	1	0	0	20	None
Shibchar	Pacchor	Pick up var	Faridpur s:	Faridpur	Shibchar s:	Shibchar	Work Place	0	1	0	0	0	1 None
Shibchar	Pacchor	Pick up var	Faridpur s:	Faridpur	jajira	sariatpur	Work Place	0	1	0	0	0	1 None
Shibchar	Pacchor	Truck	jessore	jessore	sariatpur s:	sariatpur	Work Place	0	1	0	0	5	None
Shibchar	Pacchor	Truck	gopalgonj	jessore	narinda	dhaka	Work Place	0	1	0	0	30	None
Shibchar	Pacchor	Truck	Madaripur	Madaripur	shampur	narayango	Work Place	0	1	0	0	30	None
Shibchar	Pacchor	Motorcycl	adhukhaka	Shibchar	Shibchar s:	Shibchar	Business	0	0	0	0	0	None
Shibchar	Pacchor	Truck	mawshon i	pabna	Shibchar s:	Shibchar	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Car/jeep/n	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	10	4	10	0	0	0 None
Shibchar	Pacchor	Car/jeep/n	Faridpur s:	Faridpur	Shibchar s:	Shibchar	Work Place	3	2	0	0	0	0 Repairing c
Shibchar	Pacchor	Bus	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	65	4	60	8	0	To stop sm
Shibchar	Pacchor	Truck	mawshon i	khulna	jajira	sariatpur	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Bus	khulna	khulna	chakkbar	Dhaka	Work Place	52	2	50	3	0	None
Shibchar	Pacchor	Bus	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	45	4	50	8	0	None
Shibchar	Pacchor	Autoricksh	dwulatpur	khulna	Kawrakanc	Shibchar	Work Place	4	4	7	5	0	None
Shibchar	Pacchor	Bus	kachabazai	Madaripur	shampur	dhaka	Work Place	40	2	40	5	0	None
Shibchar	Pacchor	Bus	Madaripur	Madaripur	jatrabari	dhaka	Work Place	45	2	45	6	0	None
Shibchar	Pacchor	Truck	kamarganj	srinagar	duar	srinagar	Work Place	2	2	0	0	10	None
Shibchar	Pacchor	Car/jeep/n	joyrampur	joyrampur	khulna	khulna	Shopping	8	3	0	0	0	None
Shibchar	Pacchor	Bus	mirpur	mirpur	madaripur	madaripur	Treatment	42	4	35	2	0	0 None
Shibchar	Pacchor	Bus	jessore	jessore	madaripur	madaripur	Work Place	45	1	45	5	0	0 None
Shibchar	Pacchor	Car/jeep/n	bagha	bagha	gopalpur	gopalpur	Recreation	3	1	4	0	0	0 None
Shibchar	Pacchor	Truck	jehaidha	jehaidha	madaripur	madaripur	Work Place	5	1	0	0	12	None
Shibchar	Pacchor	Truck	kamargoar	srinagar	duar	srinagar	Work Place	2	1	0	0	12	None
Shibchar	Pacchor	Truck	mirpur	dhaka	khulna	khulna	Work Place	2	1	0	0	10	None
Shibchar	Pacchor	Bus	Vangga	Faridpur	Kawrakanc	Shibchar	Work Place	35	2	30	3	0	None
Shibchar	Pacchor	Truck	dhaka	dhaka	khulna	khulna	Work Place	0	1	0	0	12	None
Shibchar	Pacchor	Bus	khulna	khulna	dhaka	dhaka	Work Place	50	2	48	4	0	None
Shibchar	Pacchor	Pick up var	dhaka	dhaka	Shibchar s:	Shibchar	Work Place	0	4	0	0	2	None
Shibchar	Pacchor	Bicycle	pacchar	shibchar	shibchar s:	shibchar	Work Place	0	0	0	0	0	None
Shibchar	Pacchor	Car/jeep/n	rajshahi	rajshahi	madaripur	madaripur	Business	6	2	7	4	0	None
Shibchar	Pacchor	Motorcycl	parajipur	shibchar	shibchar s:	shibchar	0	0	0	0	0	0 None	
Shibchar	Pacchor	Autoricksh	shibchar s:	shibchar	pacchar	shibchar	Work Place	5	10	0	0	0	0 None
Shibchar	Pacchor	Car/jeep/n	munshigor	munshigor	jessore	jessore	Shopping	3	2	0	0	0	0 None
Shibchar	Pacchor	Rickshaw/	71char	shibchar	pacchar	shibchar	Work Place	6	10	0	0	0	0 None
Shibchar	Pacchor	Rickshaw/	charkandi	shibchar	shibchar s:	shibchar	Work Place	5	6	0	0	0	0 None
Shibchar	Pacchor	Pick up var	madaripur	madaripur	khulna	khulna	Work Place	0	1	0	0	2	None
Shibchar	Pacchor	Pick up var	shibchar s:	shibchar	madaripur	madaripur	Work Place	0	5	0	0	1	None
Shibchar	Pacchor	Truck	madaripur	madaripur	faridpur	faridpur	Work Place	0	2	0	0	10	None
Shibchar	Pacchor	Motorcycl	pacchar	shibchar	shibchar s:	shibchar	Work Place	0	0	0	0	0	None
Shibchar	Pacchor	Truck	dhaka	dhaka	khulna	khulna	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Tempo/No	shibchar s:	shibchar	shibchar s:	shibchar	Work Place	6	6	10	4	0	None
Shibchar	Pacchor	Car/jeep/n	barisal	barisal	Kawrakanc	Shibchar	Work Place	10	4	10	8	0	None
Shibchar	Pacchor	Truck	takerhat	madaripur	narayango	narayango	Work Place	0	1	0	0	20	In road side
Shibchar	Pacchor	Bicycle	sareegaror	shibchar	shibchar	shibchar	Shopping	0	0	0	0	0	None
Shibchar	Pacchor	Car/jeep/n	vangga	Faridpur	Kawrakanc	Shibchar	Work Place	9	4	9	5	0	None
Shibchar	Pacchor	Truck	takerhat	madaripur	narayango	narayango	Work Place	0	1	0	0	5	None
Shibchar	Pacchor	Truck	faridpur	faridpur	Kawrakanc	Shibchar	Work Place	5	4	9	6	0	None
Shibchar	Pacchor	Bus	vangga	Faridpur	Kawrakanc	Shibchar	Work Place	50	4	45	7	0	None
Shibchar	Pacchor	Autoricksh	baherchar	shibchar	Kawrakanc	Shibchar	Work Place	5	10	5	4	0	None
Shibchar	Pacchor	Motorcycl	loptikandi	shibchar	pacchar	shibchar	Education	0	0	0	0	0	None
Shibchar	Pacchor	Truck	faridpur	faridpur	rajshahi	rajshahi	Work Place	0	1	0	0	3	None
Shibchar	Pacchor	Pick up var	faridpur	faridpur	Kawrakanc	Shibchar	Work Place	0	2	0	0	1	None
Shibchar	Pacchor	Tempo/No	dawapara	Shibchar	pacchar	Shibchar	Work Place	7	10	8	6	0	None
Shibchar	Pacchor	Pick up var	vangga	Faridpur	Kawrakanc	Shibchar	Work Place	0	2	0	0	1	None
Shibchar	Pacchor	Autoricksh	bandorkho	Shibchar	Kawrakanc	Shibchar	Work Place	4	6	5	5	0	None
Shibchar	Pacchor	Truck	takerhat	madaripur	Kawrakanc	Shibchar	Work Place	0	2	0	0	10	None
Shibchar	Pacchor	Car/jeep/n	vangga	Faridpur	Kawrakanc	Shibchar	Work Place	7	4	9	7	0	None
Shibchar	Pacchor	Autoricksh	purbasonn	Shibchar	shibchar	shibchar	Work Place	5	8	5	4	0	None
Shibchar	Pacchor	Truck	madaripur	madaripur	narayango	narayango	Work Place	0	1	0	0	3	None
Shibchar	Pacchor	Autoricksh	surjonagar	Shibchar	Kawrakanc	Shibchar	Work Place	5	6	5	4	0	None
Shibchar	Pacchor	Rickshaw/	daopara	Shibchar	shibchar	shibchar	Work Place	2	18	0	0	0	None
Shibchar	Pacchor	Truck	surjonagar	Shibchar	Kawrakanc	Shibchar	Work Place	0	4	0	0	2	None
Shibchar	Pacchor	Tempo/No	atrashi	Faridpur	Kawrakanc	Shibchar	Work Place	8	2	9	6	0	None
Shibchar	Pacchor	Bus	vangga	Faridpur	Kawrakanc	Shibchar	Work Place	60	4	55	6	0	None

Shibchar	Pacchor	Truck	shibchar	shibchar	Kawrakanc	Shibchar	Work Place	5	10	5	7	0	None
Shibchar	Pacchor	Pick up var	takerhat	madaripur	Kawrakanc	Shibchar	Work Place	0	2	0	0	1	None
Shibchar	Pacchor	Truck	joydevpur	gazipur	rupatoli	barisal	Work Place	0	1	0	0	10	In road side
Shibchar	Pacchor	Bus	barisal	barisal	dhaka	dhaka	Work Place	48	2	40	8	0	None
Shibchar	Pacchor	Truck	rajbari	rajbari	dhaka	dhaka	Work Place	0	2	0	0	10	None
Shibchar	Pacchor	Autoricksh	Kawrakanc	Shibchar	vingga	Faridpur	Work Place	4	8	0	0	0	None
Shibchar	Pacchor	Bus	madaripur	madaripur	dhaka	dhaka	Work Place	45	2	40	4	0	None
Shibchar	Pacchor	Bus	madaripur	madaripur	dhaka	dhaka	Work Place	42	2	40	4	0	None
Shibchar	Pacchor	Truck	dhaka	dhaka	pirojpur	pirojpur	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Truck	kawrakand	madaripur	vanga	madaripur	Work Place	0	2	0	0	20	None
Shibchar	Pacchor	Autoricksh	pacchar	Shibchar	Shibchar	Shibchar	Work Place	6	10	0	0	0	None
Shibchar	Pacchor	Tempo/No	Shibchar	madaripur	Faridpur	Faridpur	Work Place	5	2	8	2	0	None
Shibchar	Pacchor	Bus	vingga	Faridpur	Kawrakanc	Shibchar	Work Place	40	2	35	4	0	In road side
Shibchar	Pacchor	Pick up var	madaripur	madaripur	mawaghaf	Shibchar	Work Place	0	5	0	0	2	None
Shibchar	Pacchor	Autoricksh	shibchar	madaripur	pacchar	madaripur	Work Place	5	8	0	0	0	None
Shibchar	Pacchor	Bus	kawrakand	madaripur	vanga	Faridpur	Work Place	52	2	45	4	0	None
Shibchar	Pacchor	Bus	shibchar	shibchar	mawaghaf	Shibchar	Work Place	20	5	30	4	0	None
Shibchar	Pacchor	Bus	gopalgonj	gopalgonj	dhaka	dhaka	Work Place	15	2	30	4	0	None
Shibchar	Pacchor	Bus	tungibari	tungibari	dhaka	dhaka	Work Place	50	2	2	4	0	None
Shibchar	Pacchor	Minibus	kawrakand	madaripur	mawaghaf	Shibchar	Work Place	25	2	30	4	0	None
Shibchar	Pacchor	Car/jeep/n	kawrakand	madaripur	mawaghaf	Shibchar	Work Place	5	2	6	4	0	None
Shibchar	Pacchor	Truck	hili	hilibandor	mawaghaf	Shibchar	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Truck	hili	hilibandor	mawaghaf	Shibchar	Work Place	0	1	0	0	10	None
Shibchar	Pacchor	Truck	shibchar	shibchar	mawaghaf	Shibchar	Work Place	0	2	0	0	5	None
Shibchar	Pacchor	Tempo/No	kheyaghat	shibchar	shibchar	shibchar	Work Place	8	3	6	3	0	None
Shibchar	Pacchor	Bus	madaripur	madaripur	barisal	barisal	Work Place	35	2	30	4	0	None
Shibchar	Pacchor	Tempo/No	shibchar	shibchar	shikderhat	shibchar	Work Place	8	8	10	3	0	None

Upazila	Place	Mode_tr	Trip_st_plz	T_S_Upzil	Trip_end_lT_E_Upz	Trip_purpc	No_passen	No_trip	Avg_no_p:	No_stoppa	Amount_g	Comments
shibchar	Shekhpur	rickshaw/	shibchar	madaripur	Shekhpur	shibchar	Work Place	4	8	0	0	0 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	shibchar	madaripur	Work Place	12	6	12	6	0 None
shibchar	Shekhpur	Motorcycle	chargejari	shibchar	kawrakand	shibchar	Work Place	2	4	0	0	0 None
shibchar	Shekhpur	Truck	mohakhali	dhaka	madaripur	madaripur	Business	0	1	0	0	14 None
shibchar	Shekhpur	Bicycle	mirzachar	shibchar	shibchar	shibchar	Education	0	0	0	0	0 None
shibchar	Shekhpur	Autoricksh	kawrakand	shibchar	Shekhpur	shibchar	Work Place	8	4	0	0	0 None
shibchar	Shekhpur	Bus	kawrakand	shibchar	madaripur	madaripur	Work Place	40	2	35	12	0 None
shibchar	Shekhpur	Tempo/No	kawrakand	shibchar	Shekhpur	shibchar	Work Place	14	6	12	6	0 None
shibchar	Shekhpur	Motorcycle	autoricksh	shibchar	Shekhpur	shibchar	Work Place	7	6	0	0	0 None
shibchar	Shekhpur	Bus	gulistan	dhaka	kawrakand	shibchar	Work Place	2	10	0	0	0 None
shibchar	Shekhpur	Truck	mohakhali	dhaka	barisal	bus barisal	Work Place	52	2	50	12	0 None
shibchar	Shekhpur	Bus	kawrakand	shibchar	madaripur	madaripur	Work Place	3	1	0	0	10 None
shibchar	Shekhpur	Pick up var	kawrakand	shibchar	madaripur	madaripur	Work Place	30	4	35	12	In road side
shibchar	Shekhpur	Tempo/No	kawrakand	shibchar	madaripur	madaripur	Work Place	1	2	0	0	2 None
shibchar	Shekhpur	Truck	chakbazar	dhaka	alekanda	barisal	Business	0	1	0	0	10 None
shibchar	Shekhpur	Pick up var	kawrakand	shibchar	madaripur	madaripur	Work Place	1	2	0	0	2 None
shibchar	Shekhpur	Truck	sherpur	sherpur	sadar road	barisal	Business	0	1	0	0	14 None
shibchar	Shekhpur	Car/Jeep/n	kawrakand	shibchar	mostofapu	madaripur	Work Place	12	4	0	0	0 None
shibchar	Shekhpur	Bus	kawrakand	shibchar	madaripur	madaripur	Work Place	40	4	12	0	0 None
shibchar	Shekhpur	Autoricksh	Shekhpur	shibchar	shibchar	madaripur	Work Place	8	10	0	0	0 None
shibchar	Shekhpur	Pick up var	Shekhpur	shibchar	madaripur	madaripur	Work Place	0	3	0	0	2 None
shibchar	Shekhpur	Truck	shampur	dhaka	barisal	barisal	Work Place	0	1	0	0	14 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	shibchar	madaripur	Work Place	10	6	10	6	0 None
shibchar	Shekhpur	Rickshaw/	Shekhpur	shibchar	shibchar	madaripur	Work Place	4	8	0	0	0 None
shibchar	Shekhpur	Bus	kawrakand	shibchar	madaripur	madaripur	Work Place	45	2	40	12	0 None
shibchar	Shekhpur	Motorcycle	Shekhpur	shibchar	madaripur	madaripur	Work Place	0	0	0	0	0 None
shibchar	Shekhpur	Car/Jeep/n	barisal	bus barisal	madaripur	madaripur	Work Place	9	2	0	0	0 None
shibchar	Shekhpur	Pick up var	nariya	sariatpur	shibchar	madaripur	Work Place	0	3	0	0	3 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	12	3	10	6	0 None
shibchar	Shekhpur	Bus	madaripur	madaripur	kawrakand	shibchar	Work Place	40	2	35	10	0 None
shibchar	Shekhpur	Pick up var	chanderch	shibchar	barisal	barisal	Work Place	2	2	0	0	1 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	12	4	10	6	0 None
shibchar	Shekhpur	Motorcycle	Shekhpur	shibchar	madaripur	madaripur	Work Place	0	0	0	0	0 None
shibchar	Shekhpur	Bus	madaripur	madaripur	35	2	30	12	0	0	0 None	
shibchar	Shekhpur	Rickshaw/	charlokki	madaripu	shaheber	shibchar	Work Place	4	4	0	0	0 None
shibchar	Shekhpur	Pick up var	Shekhpur	shibchar	madaripur	madaripur	Work Place	2	2	0	0	1 None
shibchar	Shekhpur	Bus	madaripur	madaripur	barisal	bus barisal	Work Place	45	2	40	12	0 Road wide
shibchar	Shekhpur	Autoricksh	charsondu	shibchar	shibchar	madaripur	Work Place	4	4	0	0	0 None
shibchar	Shekhpur	Motorcycle	charsondu	shibchar	shibchar	madaripur	Work Place	6	4	0	0	0 None
shibchar	Shekhpur	Bus	madaripur	madaripur	35	2	30	10	0	0	0 None	
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	shibchar	madaripur	Work Place	1	4	12	4	0 None
shibchar	Shekhpur	Truck	mohakhali	dhaka	barisal	sad barisal	Business	0	1	0	0	10 None
shibchar	Shekhpur	Bus	kawrakand	shibchar	madaripur	madaripur	Work Place	50	2	40	6	0 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	12	4	10	6	0 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	13	4	12	6	0 None
shibchar	Shekhpur	Autoricksh	Shekhpur	shibchar	kawrakand	shibchar	Work Place	7	4	0	0	0 None
shibchar	Shekhpur	Truck	barisal	sad barisal	kawrakand	shibchar	Work Place	0	1	0	0	4 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	10	4	10	6	0 None
shibchar	Shekhpur	Bus	madaripur	madaripur	45	2	40	12	0	0	0 None	
shibchar	Shekhpur	Autoricksh	Shekhpur	shibchar	kawrakand	shibchar	Work Place	5	5	0	0	0 None
shibchar	Shekhpur	Motorcycle	mostar	hat kalkini	vennatola	shibchar	Work Place	1	6	0	0	0 None
shibchar	Shekhpur	Bus	burghata	rajoyir	kawrakand	shibchar	Work Place	70	3	65	11	0 None
shibchar	Shekhpur	Car/jeep/n	barisal	barisal	kawrakand	shibchar	Work Place	10	5	0	12	0 None
shibchar	Shekhpur	Pick up var	shibchar	shibchar	Shekhpur	shibchar	Work Place	0	3	0	0	500 None
shibchar	Shekhpur	Motorcycle	Shekhpur	shibchar	kawrakand	shibchar	Work Place	2	5	0	0	0 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	14	3	12	8	0	0	0 None	
shibchar	Shekhpur	Truck	barisal	barisal	gazipura	dhaka	Work Place	0	1	0	0	10 None
shibchar	Shekhpur	Motorcycle	Shekhpur	shibchar	kawrakand	shibchar	Work Place	1	4	0	0	0 None
shibchar	Shekhpur	Minibus	barisal	barisal	30	2	25	12	0	0	0 None	
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	14	3	12	8	0 None
shibchar	Shekhpur	Motorcycle	Shekhpur	shibchar	shibchar	shibchar	Work Place	2	4	0	0	0 None
shibchar	Shekhpur	Pick up var	kawrakand	shibchar	vorghata	kalkini	Work Place	1	2	0	0	400 None
shibchar	Shekhpur	Tempo/No	Shekhpur	shibchar	kawrakand	shibchar	Work Place	14	4	12	8	0 None
shibchar	Shekhpur	Truck	gazipur	gazipur	shibchar	shibchar	Work Place	0	1	0	0	10 None
shibchar	Shekhpur	Others	burghata	kalkini	shibchar	shibchar	Work Place	0	6	0	0	200 None
shibchar	Shekhpur	Bus	barisal	barisal	73	2	40	6	0	0	0 None	
shibchar	Shekhpur	Car/jeep/n	barisal	barisal	11	3	10	12	0	0	0 None	
shibchar	Shekhpur	Tempo/No	jalalpur	shibchar	kawrakand	shibchar	Work Place	14	4	12	6	0 None
shibchar	Shekhpur	Minibus	barisal	barisal	60	3	55	12	0	0	0 None	
shibchar	Shekhpur	Rickshaw/	Shekhpur	shibchar	shibchar	shibchar	Work Place	4	10	0	0	0 None
shibchar	Shekhpur	Rickshaw/	omotpur	shibchar	Shekhpur	shibchar	Work Place	2	4	0	0	0 None
shibchar	Shekhpur	Autoricksh	Shekhpur	shibchar	kawrakand	shibchar	Work Place	6	14	5	0	0 None
shibchar	Shekhpur	Bicycle	Shekhpur	shibchar	vennatola	shibchar	Work Place	0	0	0	0	0 None

shibchar	Shekhpur	¶ Truck	barisal	barisal	abdullahpur dhaka	Work Place	0	1	0	0	5	None
shibchar	Shekhpur	¶ Truck	Shekhpur	¶ shibchar	gulistan dhaka	Work Place	0	1	0	0	10	None
shibchar	Shekhpur	¶ Motorcycl	Shekhpur	¶ shibchar	kawrakand shibchar	Work Place	2	5	0	0	0	None
shibchar	Shekhpur	¶ Tempo/No	Shekhpur	¶ shibchar	kawrakand shibchar	Work Place	14	3	10	6	0	None
shibchar	Shekhpur	¶ Pick up var	pabna	pabna	gosorhat shibchar	Work Place	1	1	0	0	1	None
shibchar	Shekhpur	¶ Truck	mirzachar	shibchar	vennatola shibchar	Work Place	0	0	0	0	0	traffice pol
shibchar	Shekhpur	¶ Tempo/No	Shekhpur	¶ shibchar	kawrakand shibchar	Work Place	15	4	12	4	0	bus stand i
shibchar	Shekhpur	¶ Autoricksh	jorudahar	shibchar	kawrakand shibchar	Work Place	6	3	0	0	0	None
shibchar	Shekhpur	¶ Bus	barisal	barisal	kawrakand shibchar	Work Place	75	2	70	10	0	None
shibchar	Shekhpur	¶ Truck	barisal	barisal	kaliakoir gazipur	Work Place	2	1	0	0	0	None
shibchar	Shekhpur	¶ Tempo/No	Shekhpur	¶ shibchar	kawrakand shibchar	Work Place	14	3	13	4	0	None
shibchar	Shekhpur	¶ Tempo/No	vangga	faridpur	shibchar shibchar	Work Place	1	1	0	6	100	None
shibchar	Shekhpur	¶ Rickshaw/71	cattor	shibchar	shampur h shibchar	Work Place	3	5	0	0	0	None
shibchar	Shekhpur	¶ Pick up var	Shekhpur	¶ shibchar	mainkgonj mainkgonj	Work Place	1	1	0	0	600	None
shibchar	Shekhpur	¶ Autoricksh	Shekhpur	¶ shibchar	boeratola shibchar	Work Place	5	5	0	0	0	None
shibchar	Shekhpur	¶ Others	mirzagongj	shibchar	vennatola shibchar	Work Place	0	6	0	0	2	None
shibchar	Shekhpur	¶ Car/jeep/¶	gownradi	barisal	kawrakand shibchar	Work Place	10	3	10	7	0	None
shibchar	Shekhpur	¶ Pick up var	barisal	barisal	kawrakand shibchar	Work Place	2	2	0	11	400	None
shibchar	Shekhpur	¶ Truck	barisal	barisal	tongi gazipur	Work Place	0	1	0	0	10	None
shibchar	Shekhpur	¶ Motorcycl	Shekhpur	¶ shibchar	kawrakand shibchar	Work Place	1	5	0	0	0	None
shibchar	Shekhpur	¶ Bus	madaripur	madaripur	kawrakand shibchar	Work Place	55	2	40	11	0	None
shibchar	Shekhpur	¶ Minibus	townhall	madaripur	kawrakand shibchar	Work Place	60	2	55	10	0	None
shibchar	Shekhpur	¶ Tempo/No	vurghata	kalkini	kawrakand shibchar	Work Place	10	3	10	9	0	None
shibchar	Shekhpur	¶ Bus	barisal	bus barisal	kawrakand shibchar	Work Place	75	2	50	11	0	None
shibchar	Shekhpur	¶ Rickshaw/	shampur	shibchar	kawrakand shibchar	Work Place	6	3	0	0	0	None
shibchar	Shekhpur	¶ Autoricksh	shampur	shibchar	shibchar shibchar	Work Place	6	3	0	0	0	None
shibchar	Shekhpur	¶ Car/jeep/¶	madaripur	madaripur	kawrakand shibchar	Work Place	10	3	10	10	0	None
shibchar	Shekhpur	¶ ghat									Road wide	
shibchar	Shekhpur	¶ ghat									Traffic jam	

Traffic volume Survey: Shibchar

Location: Daily bridge road				Date: 27.05.16				Direction: Shibchar-Kathalbari				Mode of Traffic (Nos)											
	Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU	Car/Jeep/microbus	PCU	Tempo/Nosimor	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rick						
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	
06:00-07:00	3	6.25	9	2	4.166666667	6	1 2.083333333	2	1 2.083333333	2	2 4.166666667	2	3 6.25	3	5 10.416666667	2.5	4 8.333333333	1.2	24				
07:00-08:00	3	4.347826087	9	1	1.449275362	3	2 2.89855072	4	1 1.449275362	2	5 7.246376812	5	1 1.449275362	1	10 14.49275362	5	14 20.28985507	4.2	29				
08:00-09:00	2	2.127659574	6	2	2.127659574	6	2 2.127659574	4	0 0	0	3 3.191489362	3	7 7.446808511	7	14 14.89361702	7	17 18.08510638	5.1	43				
09:00-10:00	3	2.654867257	9	1	0.884955752	3	1 0.884955752	2	1 0.884955752	2	1 0.884955752	1	3 2.654867257	3	18 15.92920354	9	21 18.5840708	6.3	60				
10:00-11:00	4	2.43902439	12	3	1.829268293	9	0 0	0	0 0	0	2 1.219512195	2	4 2.43902439	4	32 19.51219512	16	25 15.24390244	7.5	90				
11:00-12:00	3	1.875	9	3	1.875	9	1 0.625	2	1 0.625	2	3 1.875	3	5 3.125	5	20 12.5	10	26 16.25	7.8	93				
12:00-13:00	4	11.11111111	12	2	5.555555556	6	1 2.777777778	2	1 2.777777778	2	1 2.777777778	1	2 5.555555556	2	5 13.888888889	2.5	6 16.666666667	1.8	12				
13:00-14:00	4	2.739726027	12	3	2.054794521	9	1 0.68493151	2	2 1.369863014	4	3 2.054794521	3	4 2.739726027	4	28 19.17808219	14	21 14.38356164	6.3	77				
14:00-15:00	4	8	12	1	2	3	0 0	0	0 0	0	1 2	1	3 6	3	7 14	3.5	12 24	3.6	19				
15:00-16:00	4	3.278688525	12	9	7.37704918	27	0 0	0 0	0 0	0	2 1.639344262	2	1 0.819672131	1	27 22.13114754	13.5	22 18.03278689	6.6	43				
16:00-17:00	6	4.651162791	18	0	0	0	0 0	0 0	0 0	2 1.550387597	4	7 5.426356589	7	2 1.550387597	2	37 28.68217054	18.5	21 16.27906977	6.3	48			
17:00-18:00	2	1.333333333	6	9	6	27	0 0	0 0	1 0.666666667	2	6 4	6	1 0.666666667	1	28 18.666666667	14	36 24	10.8	61				
18:00-19:00	7	5.555555556	21	3	2.380952381	9	0 0	0 0	0 0	0 0	6 4.761904762	6	2 1.587301587	2	4 3.174603175	2	27 21.42857143	8.1	71				
19:00-20:00	7	6.086956522	21	3	2.608695652	9	0 0	0 0	0 0	0 0	6 5.217391304	6	2 1.739130435	2	26 22.60869565	13	23 20	6.9	45				
20:00-21:00	0	0	0	8	10.52631579	24	0 0	0 0	0 0	0 0	2 2.631578947	2	0 0	0	21 27.63157895	10.5	12 15.78947368	3.6	32				

Traffic Volume Survey: Shibchar

Location: Daily bridge road				Date: 27.05.16				Direction: Kathalbari-Shibchar				Mode of Traffic (Nos)													
	Bus	PCU	Truck	PCU	Minibus	PCU	Pick up	PCU	Car/Jeep/microbus	PCU	Tempo/Nosimon	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	Rick								
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No								
06:00-07:00	0	0	0	1	2.380952381	3	0	0	0	0	1	2.380952381	1	1	2.380952381	1	8	19.04761905	4	3	7.142857143	0.9	25		
07:00-08:00	0	0	0	0	0	0	0	0	0	0	2	3.389830508	2	3	5.084745763	3	14	23.72881356	7	5	8.474576271	1.5	31		
08:00-09:00	1	0.694444444	3	3	2.083333333	9	0	0	0	4	2.777777778	8	3	2.083333333	3	27	18.75	13.5	22	15.277777778	6.6	73			
09:00-10:00	3	1.578947368	9	1	0.526315789	3	1	0.526315789	2	2	1.052631579	4	1	0.526315789	2	32	16.84210526	16	47	24.73684211	14.1	91			
10:00-11:00	3	1.630434783	9	0	0	0	1	0.543478261	2	1	0.543478261	2	3	1.630434783	3	1	0.543478261	30	16.30434783	15	32	17.39130435	9.6	103	
11:00-12:00	2	1.204819277	6	2	1.204819277	6	2	1.204819277	4	1	0.602409639	2	6	3.614457831	6	1	0.602409639	1	39	23.4939759	19.5	32	19.27710843	9.6	76
12:00-13:00	0	0	0	2	1.069518717	6	3	1.604278075	6	4	2.139037433	8	8	4.278074866	8	5	2.673796791	5	33	17.64705882	16.5	24	12.8342246	7.2	94
13:00-14:00	3	2.127659574	9	2	1.418439716	6	2	1.418439716	4	1	0.709219858	2	3	2.127659574	3	26	18.43971631	13	27	19.14893617	8.1	67			
14:00-15:00	5	5.952380952	15	7	8.333333333	21	0	0	0	6	7.142857143	12	7	8.333333333	7	4	4.761904762	4	6	7.142857143	3	17	20.23809524	5.1	25
15:00-16:00	5	4.347826087	15	5	4.347826087	15	0	0	0	5	4.347826087	10	4	3.47826087	4	6	5.217391304	6	16	13.91304348	8	20	17.39130435	6	47
16:00-17:00	5	3.875968992	15	5	3.875968992	15	0	0	0	5	3.875968992	10	6	4.651162791	6	7	5.426356589	7	20	15.50387597	10	23	17.82945736	6.9	52
17:00-18:00	5	2.325581395	15	5	2.325581395	15	0	0	0	5	2.325581395	10	10	4.651162791	10	13	6.046511628	13	35	16.27906977	17.5	52	24.18604651	15.6	85
18:00-19:00	5	2.793296089	15	2	1.117318436	6	0	0	0	4	2.234636872	8	3	1.675977654	3	5	2.793296089	5	32	17.87709497	16	52	29.05027933	15.6	68
19:00-20:00	2	1.550387597	6	1	0.775193798	3	0	0	0	2	1.550387597	4	3	2.325581395	3	24	18.60465116	12	32	24.80620155	9.6	56			
20:00-21:00	2	1.869158879	6	6	5.607476636	18	0	0	0	2	1.869158879	4	3	5.607476636	3	6	20.56074766	22	11	21	19.62616822	6.3	43		

Traffic Volume Survey: Shibchar

Location: Saheber hat				Date: 27.05.16				Direction: Madaripur-Shibchar				Mode of Traffic (Nos)																						
Time	Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosiman		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rickshaw/Van	
	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)				
06:00-07:00	5	4.273504274	15	4	3.418803419	12	0	0	0	2	5	2	8	6.837606838	8	45	38.46153846	22.5	16	13.67521368	4.8	30	25.64102564											
07:00-08:00	2	1.265822785	6	2	1.265822785	6	0	0	0	2	1.265822785	4	7	4.430379747	7	8	5.063291139	8	60	37.97468354	30	20	12.65822785	6	45	28.48101266								
08:00-09:00	3	1.176470588	9	2	0.784313725	6	0	0	0	5	1.960784314	10	6	2.352941176	6	17	6.666666667	17	87	34.11764706	43.5	36	14.11764706	10.8	82	32.15686275								
09:00-10:00	4	1.731601732	12	6	2.597402597	18	0	0	0	5	2.164502165	10	6	2.597402597	6	16	6.926406926	16	65	28.13852814	32.5	36	15.58441558	10.8	60	25.97402597								
10:00-11:00	5	2.173913043	15	7	3.043478261	21	0	0	0	12	5.217391304	24	17	7.391304348	17	17	7.391304348	17	55	23.91304348	27.5	36	15.65217391	10.8	53	23.04347826								
11:00-12:00	6	2.816901408	18	10	4.694835681	30	0	0	0	10	4.694835681	20	10	4.694835681	10	12	5.633802817	12	66	30.98591549	33	22	10.3286385	6.6	63	29.57746479								
12:00-13:00	8	3.921568627	24	17	8.333333333	51	0	0	0	5	15	10	6	2.941176471	20	10	4.901960784	10	15	7.352941176	7.5	85	41.66666667	25.5	42	20.58823529								
13:00-14:00	7	2.978723404	21	11	4.680851064	33	0	0	0	11	4.680851064	22	10	4.255319149	10	16	6.808510634	16	70	29.78723404	35	25	10.63829787	7.5	65	27.65957447								
14:00-15:00	1	1.538461538	3	3	4.615384615	9	0	0	0	5	7.692307692	10	4	6.153846154	4	7	10.76923077	7	13	20	6.5	16	24.61538462	4.8	15	23.07692308								
15:00-16:00	2	2.105263158	6	4	4.210526316	12	0	0	0	2	2.105263158	4	6	6.315789474	6	8	8.421052632	8	22	23.15789474	11	20	21.05263158	6	24	25.26315789								
16:00-17:00	2	1.652892562	6	3	2.479338843	9	0	0	0	2	1.652892562	4	7	5.785123967	7	9	7.438016529	9	32	26.44628099	16	23	19.00826446	6.9	32	26.44628099								
17:00-18:00	1	0.662251656	3	3	1.986754967	9	0	0	0	3	1.986754967	6	7	4.635761589	7	8	5.298013245	8	30	19.86754967	15	33	21.85430464	9.9	54	35.7615894								
18:00-19:00	2	1.104972376	6	3	1.657458564	9	0	0	0	3	1.657458564	6	7	3.867403315	7	12	6.629834254	12	37	20.44198895	18.5	41	22.6519337	12.3	66	36.4640884								
19:00-20:00	1	1.315789474	3	1	1.315789474	3	0	0	0	3	3.947368421	6	3	3.947368421	3	8	10.52631579	8	20	26.31578947	10	16	21.05263158	4.8	22	28.94736842								
20:00-21:00	2	3.125	6	3	4.6875	9	0	0	2	3.125	4	3	4.6875	3	9	14.0625	17	15	23.4375	13	10	15.625	17	15	23.4375									

Traffic Volume Survey: Shibchar

Location: Saheber hat

Date: 27.05.16

Direction: Shibchar-Madaripur

Bus	PCU	Mode of Traffic (Nos)														
		Truck	PCU	Minibus	PCU	Pick up	PCU	Car/Jeep/microbus	PCU	Tempo/Nosimono	PCU	Auto Rickshaw	PCU	Motor cycle	PCU	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)
06:00-07:00	1	1.162790698	3	1	1.162790698	3	0	0	4	4.651162791	8	4	4.651162791	4	3	3.488372093
07:00-08:00	1	0.581953949	3	2	1.162790698	6	0	0	4	2.325581395	8	6	3.488372093	6	17	9.88372093
08:00-09:00	3	1.171875	9	4	1.5625	12	0	0	3	1.171875	6	4	1.5625	4	22	8.59375
09:00-10:00	3	0.890207715	9	3	0.890207715	9	0	0	5	1.483679525	10	9	2.670623145	9	10	2.96735905
10:00-11:00	2	0.408163265	6	3	0.612244898	9	0	0	9	1.836734694	18	6	1.224489796	6	20	4.08163265
11:00-12:00	2	0.454545455	6	8	1.818181818	24	0	0	3	0.681818182	6	4	0.909090909	4	9	2.054454545
12:00-13:00	3	0.854700855	9	5	1.424501425	15	0	0	0	0.854700855	6	7	1.994301994	7	14	3.986303989
13:00-14:00	2	1.005025126	6	4	2.010050251	12	0	0	4	2.010050251	8	2	1.005025126	2	6	3.015075377
14:00-15:00	2	1.388888889	6	3	2.083333333	9	0	0	5	3.472222222	10	3	2.083333333	3	6	4.166666667
15:00-16:00	3	2.027027027	9	5	3.378378378	15	0	0	3	3.378378378	10	7	4.727927973	7	4	2.702702703
16:00-17:00	1	0.502512563	3	4	2.010050251	12	0	0	3	1.507537688	6	3	1.507537688	3	9	4.522613065
17:00-18:00	1	0.480769231	3	5	2.403846154	15	0	0	3	1.442307692	6	7	3.365384615	7	10	4.807692308
18:00-19:00	2	0.510204082	6	6	1.530612245	18	0	0	3	0.765306122	6	9	2.295918367	9	13	3.316326531
19:00-20:00	2	0.675675676	6	6	2.027027027	18	0	0	5	1.689189189	10	6	2.027027027	6	13	4.391891892
20:00-21:00	4	1.454545455	12	10	3.636363636	30	0	0	6	2.181818182	12	3	1.090909091	3	6	2.181818182
											6	97	35.272727272	48.5		

Traffic Volume Survey: Shibchar

Location: borhamgonj college mor

Date: 26.05.16

Direction: Shibchar-Pacchar

Time	No	Mode of Traffic (Nos)																							
		Bus	PCU 3	Truck	PCU 3	Minibus	PCU 2	Pick up	PCU 2	Car/jeep/microbus	PCU 1	Tempo/Nosimion	PCU 1	Auto Rickshaw	PCU 0.5	Motor cycle	PCU 0.3	Rick							
06:00-07:00	2	1.388888889	6	0	0	0	0	0	2	1.388888889	4	2	1.388888889	2	18	12.5	18	31	21.527777778	15.5	15	10.416666667	4.5	65	
07:00-08:00	2	0.701754386	6	1	0.350877193	3	0	0	7	7	14	7	2.456140351	7	12	4.210526316	12	67	23.50877193	33.5	17	5.964912281	5.1	142	
08:00-09:00	3	0.808625337	9	0	0	0	0	0	10	2.69541797	20	0	0	0	30	8.086253369	30	87	23.4501477	43.5	9	4.9433962264	10.5	169	
09:00-10:00	5	0.899280576	15	8	1.438848921	24	0	0	0	8	1.438848921	16	2	0.35971223	2	33	5.932515199	33	138	24.82014388	69	57	10.25179856	17.1	268
10:00-11:00	4	0.710479574	12	3	0.53285968	9	0	0	0	7	1.243393254	14	8	1.420959147	8	25	4.440497336	25	132	23.44582593	66	78	13.85435169	23.4	274
11:00-12:00	4	0.835073069	12	6	1.252609603	18	0	0	0	2	0.417536534	4	5	1.043841336	5	12	2.505219207	12	107	22.33820459	53.5	59	12.31732777	17.7	257
12:00-13:00	4	1.086956522	12	4	1.086956522	12	0	0	0	6	1.630447483	12	7	1.902173913	7	12	3.260869655	12	75	20.38043478	37.5	55	14.94565217	16.5	183
13:00-14:00	2	0.706713781	6	7	2.473498233	21	0	0	0	3	0.060070671	6	2	0.706713781	2	19	6.717370819	19	68	24.02826853	34	29	10.24734982	8.7	143
14:00-15:00	3	0.746268657	9	3	0.746268657	9	1	0.24875622	2	7	1.741293532	14	18	4.47671194	18	11	2.763184084	11	180	44.7761194	90	80	19.90049751	24	80
15:00-16:00	2	0.563380282	6	4	1.126760563	12	0	0	0	6	1.690140485	12	14	3.946361972	14	10	2.816901408	10	95	26.760563384	47.5	95	26.760563384	28.5	111
16:00-17:00	2	0.549450549	6	7	1.923076923	21	0	0	0	8	2.197802198	16	20	5.494505495	20	13	3.571428571	13	105	28.84615385	52.5	70	19.23076923	21	120
17:00-18:00	5	1.515151515	15	6	1.818181818	18	0	0	0	6	1.818181818	12	12	3.636363636	12	14	4.242424242	14	120	36.363636364	60	45	13.6363636364	13.5	105
18:00-19:00	5	2.450980392	15	4	1.960784314	12	0	0	0	5	2.450980392	10	8	3.921568627	8	8	3.921568627	8	85	41.66666667	42.5	20	9.8039121569	6	60
19:00-20:00	8	0.404040404	24	7	3.535353535	21	0	0	0	7	3.535353535	14	6	3.03030303	6	8	4.04040404	8	80	40.4040404	40	25	12.626262635	7.5	50
20:00-21:00	7	3.125	21	9	4.017857143	27	0	0	0	4	1.785714286	8	7	3.125	7	9	4.017857143	9	100	44.64285714	50	40	17.85714286	12	35

Traffic Volume Survey: Shibchar

Location: Shadinda cottor(Powroshavar dike)

Date: 31.05.16

Direction: Pacchar-Shibchar

Time	Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rick	
	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)				
			3				3				2			2		1		2		1		0.5		0.5		0.3		0.3		0.3		0.3		
06:00-07:00	0	0	0	4	2.116402116	12	0	0	7	3.703703704	14	2	1.058201058	2	12	6.349206349	12	55	29.1005291	27.5	14	7.407407407	4.2	78										
07:00-08:00	1	0.33557047	3	2	0.67114094	6	0	0	0	10	3.355704698	20	6	2.013422819	6	12	4.026845638	12	76	25.5033557	38	22	7.382550336	6.6	144									
08:00-09:00	2	0.452488688	6	3	0.678733032	9	0	0	0	8	1.809954751	16	2	0.452488688	2	20	4.524886878	20	82	18.5520362	41	61	13.80090498	18.3	207									
09:00-10:00	1	0.204081633	3	2	0.408163265	6	0	0	0	2	0.408163265	4	4	0.816326531	4	9	1.836734694	9	125	25.51020408	62.5	80	16.32653061	24	235									
10:00-11:00	2	0.350877193	6	3	0.526315789	9	0	0	0	3	0.526315789	6	8	1.403508772	8	10	1.754385965	10	160	28.07017544	80	95	16.66666667	28.5	240									
11:00-12:00	3	0.639658849	9	2	0.426439232	6	0	0	0	4	0.852878465	8	7	1.4925377313	7	14	2.985074627	14	130	27.71855011	65	75	15.99147122	22.5	200									
12:00-13:00	0	0	0	1	0.20242915	3	0	0	0	1	0.20242915	2	8	1.619433198	8	10	2.024291498	10	130	26.31578947	65	90	18.21862348	27	220									
13:00-14:00	3	0.757575758	9	8	2.02020202	24	0	0	0	12	3.03030303	24	11	2.777777778	11	7	1.767676768	7	78	19.6969697	39	92	23.23232323	27.6	163									
14:00-15:00	1	0.283286119	3	3	0.849858357	9	0	0	0	11	3.116147309	22	25	7.082152975	25	17	4.815864023	17	61	17.28045326	30.5	137	38.8101983	41.1	81									
15:00-16:00	0	0	0	6	1.823708207	18	1	0.303951368	2	7	2.127659574	14	15	4.559270517	15	22	6.686930091	22	76	23.10030395	38	59	17.9331307	17.7	122									
16:00-17:00	0	0	0	4	0.950118765	12	2	0.475059382	4	12	2.850356295	24	11	2.612826603	11	17	4.038004751	17	106	25.17814727	53	92	21.85273159	27.6	140									
17:00-18:00	1	0.162601626	3	2	0.325203252	6	2	0.325203252	4	7	1.138211382	14	17	2.764227642	17	19	3.089430894	19	106	17.23577236	53	127	20.6504065	38.1	272									
18:00-19:00	0	0	0	5	2.525252525	15	1	0.505050505	2	9	4.545454545	18	16	8.080808081	16	9	4.545454545	9	73	36.86868687	36.5	27	13.63636364	8.1	51									
19:00-20:00	2	1.063829787	6	1	0.531914894	3	2	1.063829787	4	7	3.723404255	14	6	3.191489362	6	7	3.723404255	7	68	36.17021277	34	29	15.42553191	8.7	52									
20:00-21:00	0	0	0	4	1.762114537	12	1	0.440528634	2	5	2.202643172	10	9	3.964757709	9	7	3.083700441	7	56	24.66960352	28	71	31.27753304	21.3	55									

Traffic Volume Survey: Shibchar

Location: Dattapara Toll Plaza				Date: 26.05.16				Direction: Kawrakandi-Vanga				Mode of Traffic (Nos)																					
Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rick	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage	No	Percentage	No	Percentage	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)					
06:00-07:00	5	8.771929825	15	8	14.03508772	24	0	0	4	7.01754386	8	7	12.28070175	7	3	5.263157895	3	8	14.03508772	4	11	19.29824561	3.3	9									
07:00-08:00	24	20.16806723	72	23	19.32773109	69	0	0	0	7	5.882352941	14	20	16.80672269	20	6	5.042016807	6	9	7.56302521	4.5	9	7.56302521	2.7	19								
08:00-09:00	31	17.71428571	93	23	13.14285714	69	0	0	0	27	15.42857143	54	24	13.71428571	24	9	5.142857143	9	27	15.42857143	13.5	24	13.71428571	7.2	1								
09:00-10:00	34	17	102	42	21	126	0	0	0	11	5.5	22	21	10.5	21	13	6.5	13	21	10.5	10.5	19	9.5	5.7	36								
10:00-11:00	24	8.219178082	72	38	29	114	0	0	0	6	2.054794521	12	22	7.534246575	22	9	3.082191781	9	24	8.219178082	12	27	9.246575342	8.1	102								
11:00-12:00	31	15.8974359	93	25	12.82051282	75	1	0.51282051	2	19	9.743589744	38	38	19.48717949	38	16	8.205128205	16	19	9.743589744	9.5	21	10.76923077	6.3	20								
12:00-13:00	25	16.77852349	75	23	15.43624161	69	1	0.67114094	2	10	6.711409396	20	27	18.12080537	27	6	4.026845638	6	17	11.40939597	8.5	21	14.09395973	6.3	14								
13:00-14:00	22	14.96598639	66	28	19.04761905	84	0	0	0	13	8.843537415	26	31	21.08843537	31	11	7.482993197	11	16	10.88435374	8	12	8.163265306	3.6	10								
14:00-15:00	24	13.1147541	72	22	12.02185792	66	0	0	0	15	8.196721311	30	36	19.67213115	36	22	12.02185792	22	8	4.371584699	4	36	19.67213115	10.8	19								
15:00-16:00	24	14.45783133	72	29	17.46987952	87	0	0	0	13	7.831325301	26	24	14.45783133	24	15	9.036144578	15	10	6.024096386	5	30	18.07228916	9	20								
16:00-17:00	16	8.791208791	48	25	13.73626374	75	0	0	0	14	7.692307692	28	39	21.42857143	39	19	10.43956044	19	7	3.846153846	3.5	41	22.52747253	12.3	20								
17:00-18:00	30	15.2284264	90	29	14.72081218	87	0	0	0	6	3.045685279	12	28	14.21319797	28	5	2.538071066	5	30	15.2284264	15	34	17.25888325	10.2	32								
18:00-19:00	20	14.81481481	60	46	34.07407407	138	0	0	0	5	3.703703704	10	34	25.18518519	34	7	5.185185185	7	4	2.962962963	2	15	11.1111111	4.5	4								
19:00-20:00	18	16.66666667	54	8	7.407407407	24	0	0	0	7	6.481481481	14	23	21.2962963	23	8	7.407407407	8	18	16.66666667	9	19	17.59259259	5.7	6								
20:00-21:00	9	9.782608696	27	17	18.47826087	51	0	0	0	19	20.65217391	38	19	9.782608696	19	9	3.260869565	9	3	3.260869565	1.5	8	8.695652174	2.4	8								

Traffic Volume Survey: Shibchar

Location: Dattapara Toll Plaza				Date: 26.05.16				Direction: Vanga-Kawrakandi				Mode of Traffic (Nos)																					
Bus		PCU		Truck		PCU		Minibus		PCU		Pick up		PCU		Car/Jeep/microbus		PCU		Tempo/Nosimon		PCU		Auto Rickshaw		PCU		Motor cycle		PCU		Rick	
Time	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)	No	Percentage (%)			
06:00-07:00	9	10.97560976	27	20	24.3902439	60	0	0	0	9	10.97560976	18	10	12.19512195	10	16	19.51219512	16	2	2.43902439	1	2	2.43902439	0.6	13								
07:00-08:00	13	7.103825137	39	23	12.56830601	69	0	0	0	14	7.650273224	28	37	20.21857923	37	21	11.47540984	21	12	6.557377049	6	24	13.1147541	7.2	39								
08:00-09:00	22	14.76510067	66	8	5.369127517	24	0	0	0	10	6.711409396	20	19	12.75167785	19	9	6.040268456	9	18	12.08053691	9	29	19.46308725	8.7	33								
09:00-10:00	27	16.46341463	81	15	9.16341463	45	0	0	0	8	4.87804878	16	14	8.536585366	14	6	3.658536585	6	23	14.02439024	11.5	28	17.07317073	8.4	42								
10:00-11:00	38	21.11111111	114	7	3.88888889	21	2	1.11111111	4	5	2.77777778	10	26	14.44444444	26	10	5.555555556	10	24	13.33333333	12	41	22.77777778	12.3	27								
11:00-12:00	40	22.34636872	120	6	3.351955307	18	0	0	0	12	6.703910615	24	37	20.67039106	37	3	1.675977654	3	29	16.20111732	14.5	33	18.43575419	9.9	18								
12:00-13:00	41	23.97660819	123	11	6.432748538	33	0	0	0	12	7.01754386	24	33	19.29824561	33	9	5.263157895	9	24	14.03508772	12	26	15.20467836	7.8	15								
13:00-14:00	28	21.05263158	84	11	8.270676692	33	0	0	0	6	4.511278195	12	30	22.55639098	30	8	6.015037594	8	15	11.27819549	7.5	21	15.78947368	6.3	12								
14:00-15:00	24	5.150214592	72	28	6.008583691	84	0	0	0	13	2.789699571	26	48	10.30042919	48	11	2.360515021	11	144	30.90128755	72	33	7.081545064	9.9	152								
15:00-16:00	60	20.40816327	180	54	18.36734694	162	0	0	0	30	10.20408163	60	35	11.9047619	35	40	13.60544218	40	15	5.102040816	7.5	26	8.843537415	7.8	21								
16:00-17:00	75	21.42857143	225	65	18.57142857	195	0	0	0	38	10.85714286	76	38	10.28571429	36	20	5.714285714	10	41	11.71428571	12.3	20											
17:00-18:00	75	23.14814815	225	55	16.97530864	165	0	0	0	43	13.27160494	86	30	9.259259259	30	38	11.728389506	38	17	5.24691358	8.5	28	8.641975309	8.4	25								
18:00-19:00	92	28.93081761	276	62	19.49685535	186	0	0	0	39	12.26415094	78	34	10.6918239	34	29	9.119496855	29	12	3.773584906	6	25	7.86163522	7.5	15								
19:00-20:00	62	21.52777778	186	67	23.26388889	201	0	0	0	40	13.88888889	80	35	12.15277778	35	27	9.375	27	20	6.94444444	10	15	5.208333333	4.5	10								
20:00-21:00	61	26.63755459	183	46	20.08733624	138	0	0	0	25	10.91703057	50	25	13.9779913	25	32	13.9779913	32	0	0	0	20	8.73362454	6	15								

ka_1	ka_2	ka_3	kha	ga	gha	uma	ca	cha	ja	jha	nio	ta	tha	da	dha	nha	Comments
Shibchar	01.06.16	Shikdarkan	Shibchar	Madaripur	Male	60	Shikdarkan	kawrakand	Business	Re	2 Bus	Autorickshi:	10	Boat/Launc	2	3 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	akonkandi	Shibchar	Madaripur	Male	55	akonkandi	kutubpur	Business	Re	2 Bus	Rickshaw/\	40	25	5	7 pacchar ba pacchar ba if passenger cost is red	
Shibchar	01.06.16	bahadurpu	Shibchar	Madaripur	Male	55	bahadurpu	Shibchar	Work	Place	4 Bus	Bus	10	10	4	6 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	Sonnasicha	Shibchar	Madaripur	Male	29	Sonnasicha	pacchar	Educationa	6 Motorcycle	Autorickshi	Bus	20	6	4 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	kawrakand	Shibchar	Madaripur	Male	44	kawrakand	pacchar	Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	sareegaron	Shibchar	Madaripur	Male	38	sareegaron	pacchar	Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba None	
Shibchar	01.06.16	kawrakand	Shibchar	Madaripur	Male	36	kawrakand	pacchar	Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	pacchar	Shibchar	Madaripur	Male	43	pacchar	Shibchar	Business	Re	4 Bus	Autorickshi:	25	20	8	6 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	kawrakand	Shibchar	Madaripur	Female	45	kawrakand	pacchar	Social	Instl	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	matbormoi	Shibchar	Madaripur	Male	60	matbormoi	pacchar	Recreation	2 Bus	Autorickshi:	10	10	2	1 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	sareegaron	Shibchar	Madaripur	Male	38	sareegaron	pacchar	Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	tepfola	fardipur	Madaripur	Male	34	Shibchar	fardipur	Home	10 Autorickshi:Autorickshi:Motorcycle	80		54		1 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	sebarisrash	Shibchar	Madaripur	Male	28	sebarisrash	bondorkho	Educationa	4 Bus	Bus	Autorickshi:	10	6	6 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	karimhawl	Shibchar	Madaripur	Male	32	karimhawl	kutubpur	Work	Place	11 Motorcycle	Bus	Bus	40	20	6 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	dattoparas	Shibchar	Madaripur	Male	35	dattoparas	pacchar	a Business	Re	2 Bus	Bus	15	10	6	5 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	sonbeparki	Shibchar	Madaripur	Male	43	ferimot	pacchar	a Business	Re	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	sadipur	Shibchar	Madaripur	Male	20	sadipur	pacchar	ba Work	Place	20 Motorcycle	Bus	40	30	20	3 sadipur pacchar ba Traffic condition shoul	
Shibchar	01.06.16	baherer	ch:Shibchar	Madaripur	Male	40	baherer	ch:pacchar	ba Work	Place	1 Bus	Rickshaw/\Others	10	1	6 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	matborkan	Shibchar	Madaripur	Male	27	matborkan	ditliakhand:	Work	Place	3 Bus	Bus	50	30	11	7 matborkan pacchar ba Traffic condition shoul	
Shibchar	01.06.16	dingirkani	Shibchar	Madaripur	Male	50	dingirkani	pacchar	ba Work	Place	15 Bus	Bus	30	30	15	1 dingirkani pacchar ba Traffic condition shoul	
Shibchar	01.06.16	umedpur	Shibchar	Madaripur	Male	38	umedpur	pacchar	ba Shopping	15 Bus	Autorickshi:	35	45	15	1 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	bakerkandi	Shibchar	Madaripur	Male	60	bakerkandi	pacchar	ba Recreation	2 Motorcycle	Autorickshi:Boat/Launc	Boat/Launc	2		2 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	sonnaisrich	Shibchar	Madaripur	Male	35	sonnaisrich	pacchar	ba Business	Re	6 Bus	Autorickshi:	30	20	6	1 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	kasirzih	Shibchar	Madaripur	Male	65	kasirzih	pacchar	ba Work	Place	20 Motorcycle	Bus	40	40	20	6 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	somnathpu	ajira	Satlapur	Female	20	somnathpu	pacchar	ba Business	Re	20 Motorcycle	Bus	1.5	50	20	1 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	artskaloni	rajbari	sadrajbari	Male	42	Shibchar	pacchar	ba Work	Place	8 Bus	Autorickshi:	30	20	8	2 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	suwohawle	Shibchar	Madaripur	Male	35	pacchar	ba bally	bridge	Work	3 Bus	Autorickshi:	10 Boat/Launc	3		5 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	pacchar	ba Shibchar	Madaripur	Male	47	pacchar	matbarcha	ba Work	Place	2 Bus	Rickshaw/\Boat/Launc	10	2	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	charkandi	Shibchar	Madaripur	Male	32	pacchar	matbarcha	ba Work	Place	2 Bus	Rickshaw/\	10	10	2	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	sareegaron	Shibchar	Madaripur	Male	32	pacchar	shimultoli	ba Work	Place	16 Bus	Autorickshi:Motorcycle	50		16	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	bandarkho	Shibchar	Madaripur	Male	35	bandarkho	pacchar	ba Home	4 Motorcycle	Bus	10	10	4	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	rajarchar	Madaripur	Madaripur	Male	25	pacchar	dattapara	ba Work	Place	8 Bus	Bus	15	10	8	7 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	kaporpur	vanga	Madaripur	Male	25	pacchar	kaporpur	ba Home	1 Bus	Bus	45	50	26	1 pacchar ba pacchar ba Passenger shed and Tr		
Shibchar	01.06.16	sanirach	Shibchar	Madaripur	Male	52	pacchar	fardipur	ba Work	Place	2 Motorcycle	Bus	Motorcycle	90	48	1 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	chanderch	Shibchar	Madaripur	Male	38	pacchar	chanderch:	ba Home	14 Bus	Motorcycle	50	40	14	1 none none Road condition should		
Shibchar	01.06.16	sharifpur	jamalpur	jamalpur	Male	33	kawrakand	pacchar	ba Work	Place	2 Bus	Autorickshi:	15	10	2	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	surjonagar	Shibchar	Madaripur	Male	28	surjonagar	pacchar	ba Work	Place	7 Bus	Bus	30	20	7	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	pacchar	Shibchar	Madaripur	Male	29	pacchar	keranigunj	ba Work	Place	2 Autoricksh:Bus	Autoricks:Bus	120	42	1 pacchar ba pacchar ba Passenger shed and Tr		
Shibchar	01.06.16	zarifbadganga	faridpur	Male	45	pacchar	vanga	ba Work	Place	22 Motorcycle	Bus	30	50	22	1 pacchar ba pacchar ba Passenger shed and Tr		
Shibchar	01.06.16	balaikandi	Shibchar	Madaripur	Male	45	pacchar	balaikandi	ba Home	3 Bus	Autorickshi:	15	15	3	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	rajarchar	aj:Shibchar	Madaripur	Male	53	pacchar	rajarchar	ba Home	6 Bus	Autorickshi:	20	20	6	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	kathalbari	Shibchar	Madaripur	Male	37	kathalbari	vanga	ba Business	Re	18 Motorcycle	Bus	Bus	80	40	2 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	khasisrhat	Shibchar	Madaripur	Male	35	pacchar	khasisrhat	ba Home	5 Bus	Autorickshi:	15	15	5	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	lohae	mukhsidpu	gopalgonj	Male	33	gulistan	lohae	ba Home	55 Walking	Autorickshi:	40	190	85	1 pacchar ba pacchar ba Passenger shed and Tr		
Shibchar	01.06.16	bikrompur	srinagar	munshigon	Male	42	pacchar	bikrompur	ba Home	8 Autoricksh:Bus	Autoricks:Bus	150	42	1 pacchar ba pacchar ba Passenger shed and Tr			
Shibchar	01.06.16	kafuru	ba faridpur	Male	24	pacchar	kafuru	ba Home	5 Motorcycle	Bus	Motorcycle	95	60	1 pacchar ba pacchar ba Passenger shed and Tr			
Shibchar	01.06.16	deluhazirk	Shibchar	Madaripur	Male	52	pacchar	deluhazirk:	ba Home	2 Bus	Others	15	10	2	7 none none Road condition should		
Shibchar	01.06.16	chanderch	Shibchar	Madaripur	Male	30	chanderch:	pacchar	ba Work	Place	15 Motorcycle	Bus	Bus	25	15	6 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	shaheberh	Shibchar	Madaripur	Male	23	shaheberh:	pacchar	ba Work	Place	15 Motorcycle	Bus	40	25	15	6 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	paschimhi	Shibchar	Madaripur	Male	35	paschimhi	faridpur	ba Home	20 Autoricksh:Bus	Bus	140	68	1 pacchar ba pacchar ba if passenger cost is red			
Shibchar	01.06.16	santosh	palong	sariatpur	Male	48	mridhakan	faridpur	ba Home	15 Autoricksh:Bus	Bus	140	60	1 pacchar ba pacchar ba if passenger cost is red			
Shibchar	01.06.16	khankandi	Shibchar	Madaripur	Male	30	khankandi	mirpur	ba Work	Place	2 Boat/Launc	Bus	Rickshaw/\	140	55	1 pacchar ba pacchar ba Lunch ghat condit s	
Shibchar	01.06.16	uttarbohe	Shibchar	Madaripur	Female	40	uttarbohe	faridpur	ba Shopping	6 Autoricksh:Bus	Motorcycle	150	60	1 pacchar ba pacchar ba Road condition should			
Shibchar	01.06.16	bandarkan	Shibchar	Madaripur	Male	25	bandarkan	kawrakand	ba Work	Place	4 Motorcycle	Autorickshi:	25	20	6	7 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	matborca	Shibchar	Madaripur	Male	19	matborca	Shibchar	ba Work	Place	2 Motorcycle	Autorickshi:	15	25	10	7 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	bandarkho	Shibchar	Madaripur	Male	35	bandarkho	Shibchar	ba Work	Place	2 Motorcycle	Bus	15	15	8	7 pacchar ba pacchar ba if passenger cost is red	
Shibchar	01.06.16	vaggokul	srinagar	munshigon	Female	27	dattapara	vaggokul	ba Home	3 Rickshaw/\Bus	Autoricks:Bus	63	25	1 pacchar ba pacchar ba Passenger cost is red			
Shibchar	01.06.16	ataskoloni	rajbari	sadir:rajbari	Male	42	Shibchar	ataskoloni	ba Home	8 Motorcycle	Bus	Motorcycle	110	77	1 pacchar ba pacchar ba None		
Shibchar	01.06.16	nurpur	mithapukur	rangpur	Male	35	Shibchar	faridpur	ba Work	Place	8 Motorcycle	Bus	110	56	1 pacchar ba pacchar ba None		
Shibchar	01.06.16	charbrathp	sadarpur	faridpur	Male	30	gulistan	sadarpur	ba Home	55 Autoricksh:Bus	1.3	210	85	1 pacchar ba pacchar ba if passenger cost is red			
Shibchar	01.06.16	gargasa	Shibchar	Madaripur	Male	50	gargasa	pacchar	ba Work	Place	8 Bus	Autorickshi:	20	20	14	2 college mo None None	
Shibchar	01.06.16	Shibchar	Shibchar	Madaripur	Male	29	Shibchar	Madaripur	Shopping	15 Motorcycle	Autorickshi:	45	35	35	1 jalkhana None None		
Shibchar	01.06.16	jalikhana	Shibchar	Madaripur	Female	19	jalikhana	Shibchar	Educationa	35 Motorcycle	Bus	1.3	80	37	3 jalikhana rr jalikhana rr None		
Shibchar	01.06.16	kthalbari	Shibchar	Madaripur	Male	50	kthalbari	gazipur	ba Business	Re	95 Autoricksh:Bus	Autoricksh:	250	95	1 jalikhana rr college moi None		
Shibchar	01.06.16	sarkarkand	Shibchar	Madaripur	Male	17	sarkarkand	shekhpur	ba Home	8 Bus	Bus	0.5	20	18	4 college mo jalikhana rr None		
Shibchar	01.06.16	charkamari	Madaripur	Madaripur	Male	29	charkamari	Madaripur	Home	35 Autoricksh:Bus	1.3	80	37	2 college mo college moi None			
Shibchar	01.06.16	ditliakhand	Shibchar	Madaripur	Male	50	ditliakhand:	pacchar	ba Business	Re	9 Autoricksh:Bus	Bus	30	25	11	3 college mo college mor	
Shibchar	01.06.16	rajarchar	aj:Shibchar	Madaripur	Male	53	pacchar	rajarchar	ba Home	6 Bus	Autorickshi:	20	20	6	7 pacchar ba pacchar ba Road condition should		
Shibchar	01.06.16	kthalbari	Shibchar	Madaripur	Male	37	kthalbari	vanga	ba Business	Re	18 Motorcycle	Bus	Bus	80	40	2 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	kawrakand	Shibchar	Madaripur	Male	44	kawrakand	pacchar	ba Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	sareegaron	Shibchar	Madaripur	Male	38	sareegaron	pacchar	ba Work	Place	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba None	
Shibchar	01.06.16	bandarkho	Shibchar	Madaripur	Male	25	bandarkan	kawrakand	ba Work	Place	4 Motorcycle	Autorickshi:	25	20	6	7 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	matborca	Shibchar	Madaripur	Male	19	matborca	Shibchar	ba Work	Place	2 Motorcycle	Autorickshi:	15	25	10	7 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	vaggokul	srinagar	munshigon	Female	35	dattapara	vaggokul	ba Home	11 Motorcycle	Bus	Bus	40	20	10	6 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	dattapara	Shibchar	Madaripur	Female	35	Shibchar	Shibchar	Home	3 Motorcycle	Bus	10	30	11	3 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	bandarkho	Shibchar	Madaripur	Male	17	bandarkho	Shibchar	Educationa	2 Motorcycle	Bus	18	25	10	4 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	karimhawl	Shibchar	Madaripur	Male	32	karimhawl	kutubpur	Work	Place	11 Motorcycle	Bus	40	20	6 pacchar ba pacchar ba Traffic condition shoul		
Shibchar	01.06.16	dattoparas	Shibchar	Madaripur	Male	35	dattoparas	pacchar	ba Business	Re	2 Bus	Bus	15	10	6	5 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	sonbeparki	Shibchar	Madaripur	Male	43	ferimot	pacchar	ba Business	Re	2 Bus	Autorickshi:	10	10	2	6 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	sadipur	Shibchar	Madaripur	Male	20											

Shibchar	01.06.16	dinggirkhan/Shibchar	Madaripur Male	50 dinggirkhan pacchar ba Work Place	15 Bus	Bus	30	30	15	1 dinggirkhan pacchar ba Traffic condition shoul
Shibchar	01.06.16	kathalbari	Shibchar	37 kathalbari vanga Business Re	18 Motorcycle Bus	Bus	80	40	2 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	khasirhat	Shibchar	35 pacchar khasirhat Home	5 Bus	Autorickshi	15	15	7 pacchar ba pacchar ba Road condition shoul	
Shibchar	01.06.16	lohae	mukshidpu	33 gulistan lohae Home	55 Walking	Autorickshi	40	190	1 pacchar ba pacchar ba Passenger shed and Tr	
Shibchar	01.06.16	bikrompur	sringor	42 pacchar bikrompur Home	8 Autoricksh/Autorickshi	Autorickshi	150	42	1 pacchar ba pacchar ba Passenger shed and Tr.	
Shibchar	01.06.16	kafura	fardipur	24 pacchar kafura Home	5 Motorcycle Bus	Motorcycle	95	60	1 pacchar ba pacchar ba Passenger shed and Tr.	
Shibchar	01.06.16	deluhazirk	Shibchar	52 pacchar deluhazirk Home	2 Bus	Others	15	10	2 none none Road condition should	
Shibchar	01.06.16	chanderch	Shibchar	30 chanderch:pacchar Work Place	15 Motorcycle Bus	Bus	25	15	6 pacchar ba pacchar ba Passenger shed and Tr.	
Shibchar	01.06.16	shaheberh	Shibchar	23 shaheberh:pacchar Work Place	15 Motorcycle Bus		40	25	6 pacchar ba pacchar ba Passenger shed and Tr.	
Shibchar	01.06.16	paschimshi	Shibchar	55 paschimshi fardipur Home	20 Autoricksh/Bus	Bus	140	68	1 pacchar ba pacchar ba if passenger cost is red	
Shibchar	01.06.16	santosh	palong	45 mridhakan fardipur Home	15 Autoricksh/Bus	Bus	140	60	1 pacchar ba pacchar ba if passenger cost is red	
Shibchar	01.06.16	khangandi	Shibchar	30 khankandi mirpur Work Place	2 Boat/Laun Bus	Rickshaw/	140	55	1 pacchar ba pacchar ba Lunch ghat condition s	
Shibchar	01.06.16	uttar	boherh	40 uttar boherh:fardipur Shopping	6 Autoricksh/Bus	Motorcycle	150	60	1 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	bandarkan	Shibchar	25 bandarkan kawrakand Work Place	4 Motorcycle	Autorickshi	25	20	7 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	gulistan	gulistan	40 gulistan n jailkhana n Business Re	100 Autoricksh/Bus	Motorcycle	170	100	2 sadinota cc sadinota cc Road condition should	
Shibchar	01.06.16	purbakako	Madaripur	35 jailkhana n gazipur sac Business Re	130 Rickshaw/	Bus	4.2	315	1 jailkhana n jailkhana n Road condition should	
Shibchar	01.06.16	Chanderch	Shibchar	22 Chanderch:jailkhana n Educationa	7 Bus	Bus	20	15	4 sadinota cc sadinota cc None	
Shibchar	01.06.16	kadirpur	Shibchar	26 Kadirpur b:college mo Educationa	10 Motorcycle	Autorickshi	30	30	5 sadinota cc jailkhana n None	
Shibchar	01.06.16	vanga	vanga	30 jailkhana n pacchar ba Business Re	9 Bus	Autorickshi	25	20	5 sadinota cc sadinota cc None	
Shibchar	01.06.16	ditiakhandi	Shibchar	35 jailkhana n kazirhat Work Place	4 Bus	Autorickshi	20	30	6 jailkhana n sadinota cc None	
Shibchar	01.06.16	dattapara	Shibchar	18 Chanderch:college mo Educationa	10 Motorcycle	Autorickshi	30	30	4 college mo college moi None	
Shibchar	01.06.16	jadurchar	Shibchar	35 sadinota cc mawaghat Work Place	35 Motorcycle	Bus	1.25	75	5 sadinota cc sadinota cc None	
Shibchar	01.06.16	kathalbari	Shibchar	40 kadirpur b:college mo Business Re	9 Motorcycle	Autorickshi	35	30	3 71 cottor 71 cottor None	
Shibchar	01.06.16	utrail	Shibchar	36 pacchar ba shekpur bu Work Place	9 Motorcycle	Bus	25	35	4 71 cottor 71 cottor None	
Shibchar	01.06.16	utrail	Shibchar	36 pacchar ba shekpur bu Work Place	9 Motorcycle	Bus	25	35	4 71 cottor 71 cottor None	
Shibchar	01.06.16	bandarkan	Shibchar	25 bandarkan kawrakand Work Place	4 Motorcycle	Autorickshi	25	20	7 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	gulistan	gulistan	40 gulistan n jailkhana n Business Re	100 Autoricksh/Bus	Motorcycle	170	100	2 sadinota cc sadinota cc Road condition should	
Shibchar	01.06.16	purbakako	Madaripur	35 jailkhana n gazipur sac Business Re	130 Rickshaw/	Bus	4.2	315	1 jailkhana n jailkhana n Road condition should	
Shibchar	01.06.16	Chanderch	Shibchar	22 Chanderch:jailkhana n Educationa	7 Bus	Bus	20	15	4 sadinota cc sadinota cc None	
Shibchar	01.06.16	tulpotti	sadar	40 Madaripur kadirpur Work Place	35 Motorcycle	Autorickshi:Motorcycle	60	40	5 jailkhana n jailkhana n Traffic condition shoul	
Shibchar	01.06.16	Shabeerh	Shibchar	30 Shaheberh:mawa Home	22 Autoricksh/Motorcycle	Bus	50	24	1 jailkhana n jailkhana n Traffic condition shoul	
Shibchar	01.06.16	Chanderch	Shibchar	47 Chanderch:71 cottor Shopping	7 Motorcycle	Bus	40	20	8 1 Chanderch Chanderch:Road condition should	
Shibchar	01.06.16	ditiakhandi	Shibchar	35 jailkhana n kazirhat Work Place	4 Bus	Autorickshi	20	30	6 jailkhana n sadinota cc None	
Shibchar	01.06.16	dattapara	Shibchar	18 Chanderch:college mo Educationa	10 Motorcycle	Autorickshi	30	30	4 college mo college moi None	
Shibchar	01.06.16	jadurchar	Shibchar	35 sadinota cc mawaghat Work Place	35 Motorcycle	Bus	1.25	75	5 sadinota cc sadinota cc None	
Shibchar	01.06.16	ditiakhandi	Shibchar	35 jailkhana n kazirhat Work Place	4 Bus	Autorickshi	20	30	6 jailkhana n sadinota cc None	
Shibchar	01.06.16	purbakako	Madaripur	35 jailkhana n gazipur sac Business Re	130 Rickshaw/	Bus	4.2	315	1 jailkhana n jailkhana n Road condition should	
Shibchar	01.06.16	umedpur	Shibchar	38 umedpur pacchar ba Shopping	15 Bus	Autorickshi	35	45	1 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	bakerkandi	Shibchar	60 bakerkandi:pacchar ba Recreation	2 Motorcycle	Autorickshi:Boat/Launt	2	2	2 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	sonnarsich	Shibchar	35 sonnarsich:pacchar ba Business Re	6 Bus	Autorickshi	30	20	1 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	kaizirhat	Shibchar	65 kaizirhat pacchar ba Work Place	20 Motorcycle	Bus	40	40	6 pacchar ba pacchar ba Passenger shed is requ	
Shibchar	01.06.16	sonmathpu	Jajira	20 sonmathpu:pacchar ba Business Re	20 Motorcycle	Bus	1.5	50	1 pacchar ba pacchar ba Passenger shed and Tr.	
Shibchar	01.06.16	artskaloni	rajbari	42 Shibchar pacchar ba Work Place	8 Bus	Autorickshi	30	20	2 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	kafura	fardipur	28 pacchar ba fardipur Work Place	1 Motorcycle	Bus	95	48	1 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	svurohawl	Shibchar	35 pacchar baily bridge Work Place	3 Bus	Autorickshi	10 Boat/Launc	3	5 pacchar ba pacchar ba Traffic condition shoul	
Shibchar	01.06.16	pacchar	ba Shibchar	47 pacchar matbarcha Work Place	2 Bus	Rickshaw/	10	2	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	charkandi	Shibchar	32 pacchar matbarcha Work Place	2 Bus	Rickshaw/	10	10	7 pacchar ba pacchar ba Road condition should	
Shibchar	01.06.16	jailkhana	n Shibchar	16 jailkhana n borhamgor Educationa	1 Bus	Autorickshi	10	10	1 jailkhana n sadinota cc None	
Shibchar	01.06.16	borhamgor	Shibchar	42 borhamgor Chander ct Work Place	8 Bus	Bus	45	20	9 6 borhamgor borhamgor Road condition should	
Shibchar	01.06.16	pacchar	ba Shibchar	35 pacchar ba Chander ct Business Re	15 Motorcycle	Bus	45	35	2 Chander ct Chander chNone	
Shibchar	01.06.16	khalbari	Shibchar	37 khalbari jailkhana n Shopping	10 Autoricksh/Bus	Walking	40	30	1 jailkhana n jailkhana n None	
Shibchar	01.06.16	71 cottor	Shibchar	23 71 cottor pacchar ba Home	7 Motorcycle	Rickshaw/	30	20	8 1 jailkhana n jailkhana n None	
Shibchar	01.06.16	jailkhana	n Shibchar	30 jailkhana n pacchar ba Business Re	6 Bus	Bus	25	10	7 3 jailkhana n jailkhana n None	
Shibchar	01.06.16	jailkhana	n Shibchar	40 jailkhana n sekhpur bu Business Re	9 Bus	Bus	25	15	10 2 jailkhana n jailkhana n Traffic condition shoul	
Shibchar	01.06.16	ditiakhandi	Shibchar	28 ditiakhandi:Chander ct Home	8 Motorcycle	Autorickshi	30	30	10 1 jailkhana n jailkhana n None	
Shibchar	01.06.16	pacchar	ba Shibchar	29 pacchar ba jailkhana n Business Re	7 Motorcycle	Bus	25	20	8 4 jailkhana n jailkhana n Traffic condition shoul	
Shibchar	01.06.16	jailkhana	n Shibchar	40 jailkhana n sekhpur bu Business Re	9 Bus	Bus	25	15	10 2 jailkhana n jailkhana n Road condition should	

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Location	Village	Upazilla	District	Gender	Age	Journey Sta	Journey En	Trip Purpos	Distance	Comments
71 Cottor	kamalapur	Shibchar	Madaripur	Male	56	kamalapur	Shibchar b:	Work Place	3	high fare, road damaged
71 Cottor	jhalopar	kishorgonj	kishorgonj	Male	55	jadumarchi	lalkhola	Home	35	Road condition should be improved
71 Cottor	jadumarchi	Shibchar	Madaripur	Female	48	jadumarchi	lalkhola	Recreation	35	Road condition should be improved
71 Cottor	boeratola	Shibchar	Madaripur	Male	55	dhaka	boeratola	Relatives H	58	Road condition should be improved
71 Cottor	volae shikd	Shibchar	Madaripur	Female	30	volae shikd	hospital	sh Shopping	5	Road condition should be improved
71 Cottor	chanderchi	Shibchar	Madaripur	Male	38	chanderchi	hospital	sh Shopping	3	Road condition should be improved
71 Cottor	bajitpur	Shibchar	Madaripur	Male	45	bajitpur	Sh	Shibchar b:	Work Place	4 Road condition should be improved
71 Cottor	nolgora	Shibchar	Madaripur	Male	56	nolgora	Shibchar	b:	Work Place	1 Road condition is very bad to move
71 Cottor	sotarpur	Shibchar	Madaripur	Female	34	sotarpur	St	Shibchar b:	Shopping	2.5 Better environment to move in cities
71 Cottor	chanderchi	Shibchar	Madaripur	Female	44	chanderchi	hospital	sh Shopping	3	Road condition should be improved
71 Cottor	bahadurpu	Shibchar	Madaripur	Male	30	bahadurpu	Shibchar	Business R	5 None	
71 Cottor	jadurchar	Shibchar	Madaripur	Male	61	jadurchar	hospital	sh Shopping	1	traffic is needed for transportation
71 Cottor	Joypara	Shibchar	Madaripur	Male	71	purartak	Shibchar	b:	Work Place	3 Road condition should be improved
71 Cottor	umedpur	Shibchar	Madaripur	Male	45	umedpur	Shibchar	b:	Work Place	3 Road condition should be improved
71 Cottor	jadurchar	Shibchar	Madaripur	Male	72	jadurchar	Shibchar	b:	Business R	1 Road condition should be improved
71 Cottor	vandarikan	Shibchar	Madaripur	Male	35	Shibchar	ve	Shibchar ve	Educationa	12 Road condition should be improved
71 Cottor	mirzakandi	Shibchar	Madaripur	Male	45	mirzakandi	Shibchar	b:	Work Place	9 Road condition is better
71 Cottor	jadumarchi	Shibchar	Madaripur	Male	40	jadumarchi	Shibchar	b:	Home	1 Road condition should be improved
71 Cottor	baherchar	Shibchar	Madaripur	Male	60	baherchar	Shibchar	b:	Work Place	2 Road condition is better
71 Cottor	kedarpur	Ioria	shariatpur	Male	75	kedarpur	Shibchar	b:	Work Place	10 Road condition is better
71 Cottor	pullukumai	Shibchar	Madaripur	Male	55	pullukumai	Shibchar	b:	Work Place	1 Road condition is better
71 Cottor	chanderchi	Shibchar	Madaripur	Male	47	chanderchi	Shibchar	b:	Business R	3 Road condition should be improved and trans
71 Cottor	karikula	Shibchar	Madaripur	Male	38	karikula	Sh	hospital	sh Shopping	3 Road condition is better
71 Cottor	nolgora	Shibchar	Madaripur	Male	68	nolgora	Shibchar	b:	Work Place	3 Road condition should be improved and trans
71 Cottor	keranibath	Shibchar	Madaripur	Male	55	keranibath	Shibchar	b:	Work Place	1 Road condition should be improved and trans
71 Cottor	bazitpur	Shibchar	Madaripur	Male	60	bazitpur	Shibchar	b:	Work Place	8 Road condition is better
71 Cottor	thana road	Shibchar	Madaripur	Male	23	thana road	dhammond	Relatives H	95	Road condition is better
71 Cottor	kathikata	Shibchar	Madaripur	Female	40	kathikata	hospital	sh Shopping	2	Road condition should be improved and trans
71 Cottor	chanderchi	Shibchar	Madaripur	Female	31	chanderchi	hospital	sh Shopping	3	Road condition should be improved and trans
71 Cottor	borhamgor	Shibchar	Madaripur	Male	25	borhamgor	Shibchar	b:	Work Place	1 None
71 Cottor	sutarpur	Shibchar	Madaripur	Male	26	sutarpur	Shibchar	b:	Work Place	3 Road condition should be improved and Drair
71 Cottor	sutarpur	Shibchar	Madaripur	Male	28	sutarpur	Shibchar	b:	Work Place	3 Road condition should be improved and Drair
71 Cottor	baskandi	Shibchar	Madaripur	Male	24	baskandi	Shibchar	b:	Shopping	7 Road condition should be improved and Drair
71 Cottor	kabilpur	Shibchar	Madaripur	Male	65	chanderchi	pacchar	Home	13	Road condition should be improved and Drair
71 Cottor	jadurchar	Shibchar	Madaripur	Male	58	jadurchar	Shibchar	b:	Work Place	9 Road condition should be improved and Drair
71 Cottor	sordarkand	Shibchar	Madaripur	Male	29	power hou	Shibchar	b:	Work Place	1 Road condition should be improved and Drair
71 Cottor	babuldora	Shibchar	Madaripur	Male	30	jadurchar	baipas	pac	Work Place	9 Road condition should be improved and Drair
71 Cottor	vodrasasor	Shibchar	Madaripur	Male	20	vodrasasor	borhamgor	Educationa	15	Road condition should be improved and Drair
71 Cottor	kalirdarkan	Shibchar	Madaripur	Male	77	kalirdarkan	Shibchar	b:	Work Place	17 Road condition should be improved and Drair
71 Cottor	moralkand	Shibchar	Madaripur	Male	25	moralkand	Shibchar	b:	Work Place	4 Road condition should be improved and Drair
71 Cottor	bahadurpu	Shibchar	Madaripur	Female	36	bahadurpu	hospital	sh Shopping	4	Road condition should be improved and Drair
71 Cottor	sonerbat	Shibchar	Madaripur	Male	45	sonerbat	chanderchi	Work Place	12	Road condition should be improved and Drair
71 Cottor	mirzarchar	Shibchar	Madaripur	Male	27	keranibag	basundhar	Relatives H	5	Road condition should be improved and Drair
71 Cottor	alabadi	Shibchar	Madaripur	Male	29	alabadi	Shibchar	b:	Work Place	12 Road condition should be improved and Drair
71 Cottor	nolgora	Shibchar	Madaripur	Male	70	nolgora	Shibchar	b:	Shopping	3 Road condition should be improved and Drair
71 Cottor	madarkhat	banoripara	barisal	Male	23	chanderchi	banoripara	Home	250	None
71 Cottor	brammon	sadarpur	faridpur	Male	25	power hou	Shibchar	b:	Work Place	2 Road condition should be improved and Drair
71 Cottor	ditioghond	Shibchar	Madaripur	Female	35	ditioghond	Shibchar	Work Place	4	Road condition should be improved and Drair
71 Cottor	sariakandi	Shibchar	Madaripur	Male	37	baily bridg	Shibchar	b:	Work Place	7 Road condition should be improved and Drair
71 Cottor	jadurchar	Shibchar	Madaripur	Male	45	Shibchar	b:	baily bridge	Work Place	1 Road condition should be improved and Drair
71 Cottor	keranibat	Shibchar	Madaripur	Male	60	keranibat	Shibchar	Work Place	1	Road condition should be improved and Drair
71 Cottor	kumedpar	Shibchar	Madaripur	Male	45	kumedpar	Shibchar	b:	Work Place	1 None
71 Cottor	sonnasicha	Shibchar	Madaripur	Male	35	sonnasicha	Shibchar	b:	Work Place	5 Road condition should be improved and Drair
71 Cottor	manikpur	Shibchar	Madaripur	Male	30	manikpur	Shibchar	b:	Work Place	13 Road condition should be improved and Drair
71 Cottor	kachobata	Shibchar	Madaripur	Female	38	kachobata	hospital	sh Shopping	6	Road condition should be improved and Drair
71 Cottor	kachobata	Shibchar	Madaripur	Female	33	kachobata	hospital	sh Shopping	2	Road condition should be improved and Drair
71 Cottor	sutarpur	Shibchar	Madaripur	Male	50	sutarpur	Shibchar	b:	Work Place	4 None
71 Cottor	sutarpur	Shibchar	Madaripur	Male	28	sutarpur	pacchar	Business R	12	None
71 Cottor	gomosthak	Shibchar	Madaripur	Male	32	gomosthak	pacchar	Work Place	11	transportation cost should be reduce
71 Cottor	jadurchar	Shibchar	Madaripur	Male	28	jadurchar	Shibchar	b:	Work Place	3 None
71 Cottor	dhalikandi	Shibchar	Madaripur	Male	48	dhalikandi	hospital	sh Shopping	5	None
71 Cottor	dordarkani	Shibchar	Madaripur	Male	42	dordarkani	kawrakand	Business R	15	None
71 Cottor	charguatol	Shibchar	Madaripur	Male	48	charguatol	Shibchar	b:	Work Place	2 None
71 Cottor	DC road	Shibchar	Madaripur	Female	45	DC road	Shibchar	b:	Relatives H	1.5 None
71 Cottor	molakandi	Shibchar	Madaripur	Male	50	molakandi	Shibchar	b:	Work Place	2 transportation cost should be reduce
71 Cottor	jadurchar	Shibchar	Madaripur	Male	55	jadurchar	Shibchar	b:	Business R	3 None
71 Cottor	gomosthak	Shibchar	Madaripur	Male	48	gomosthak	Shibchar	b:	Business R	4 None
71 Cottor	uttar bahoi	Shibchar	Madaripur	Male	57	uttar bahoi	pacchar	ba	Business R	14 None
71 Cottor	bahoratola	Shibchar	Madaripur	Male	55	bahoratola	vanga	Business R	37	None
71 Cottor	kachikata	Shibchar	Madaripur	Male	31	kachikata	pacchar	ba	Work Place	11 None
71 Cottor	DC road	Shibchar	Madaripur	Female	36	Shibchar	bi	DC road	Relatives H	1 None
71 Cottor	guatola	Shibchar	Madaripur	Male	27	guatola	jailkhana	r	Work Place	1.5 None

71 Cottor	bahadurpu	Shibchar	Madaripur	Male	26	Shibchar b; bahadurpu	Relatives H	4	None
71 Cottor	kachikata	Shibchar	Madaripur	Male	29	kachikata	Shibchar b; Work Place	2	None
71 Cottor	kachikata	Shibchar	Madaripur	Male	32	kachikata	Shibchar b; Work Place	2	None
71 Cottor	vannatola	Shibchar	Madaripur	Male	25	vannatola	Shibchar b; Relatives H	5	None
71 Cottor	boera tola	Shibchar	Madaripur	Male	50	Shibchar b; vannatola	Relatives H	7	None
71 Cottor	sardarkand	Shibchar	Madaripur	Male	27	Shibchar b; sardarkand	Relatives H	2	None
71 Cottor	chanderch;	Shibchar	Madaripur	Female	36	chanderch;	hospital sh Shopping	6	None
71 Cottor	chanderch;	Shibchar	Madaripur	Female	4	chanderch;	hospital sh Shopping	6	None
71 Cottor	melabari	Shibchar	Madaripur	Female	40	melabari	hospital sh Shopping	4	None
shadinotac	nolgora	Shibchar	Madaripur	Male	32	nolgora	shadinotac Work Place	2	Bus reminal is recently needed
shadinotac	madaripur	Shibchar	Madaripur	Male	40	Madaripur	Shibchar b; Business R	40	Road condition should be improved
shadinotac	Shibchar	Shibchar	Madaripur	Female	32	Shibchar	chanderch; Home	10	None
shadinotac	chanderch;	Shibchar	Madaripur	Male	32	chanderch;	71 Cottor Recreation	10	None
shadinotac	guatola	Shibchar	Madaripur	Female	40	guatola	Shibchar b; Relatives H	1	None
shadinotac	DC road	Shibchar	Madaripur	Female	45	Shibchar b; DC road	Relatives H	0.5	None
shadinotac	guatola	Shibchar	Madaripur	Male	24	guatola	mridakand Shopping	1	None
shadinotac	nolgora	Shibchar	Madaripur	Male	19	nolgora	Shibchar b; Educationa	1	Bus reminal is recently needed
shadinotac	kajartek	Shibchar	Madaripur	Female	24	kajartek	71 Cottor Work Place	2	None
shadinotac	pуро sam;	Shibchar	Madaripur	Male	35	pуро sam;	pacchar ba Business R	10	None
shadinotac	sibrakandi	Shibchar	Madaripur	Male	24	sibrakandi	Shibchar b; Work Place	2	None
shadinotac	khankandi	Shibchar	Madaripur	Male	45	khankandi	Shibchar Educationa	1	None
shadinotac	guatola	Shibchar	Madaripur	Male	48	shadinotac	guatola Relatives H	0.5	Bus reminal is recently needed
shadinotac	hospital ro:	Shibchar	Madaripur	Male	22	Shibchar	borhamgor Educationa	1	None
shadinotac	baily bridg;	Shibchar	Madaripur	Female	19	baily bridg;	borhamgor Educationa	0.5	None
shadinotac	sadipur	Shibchar	Madaripur	Male	65	sadipur	shadinotac Business R	0.5	None
shadinotac	chorsamai	Shibchar	Madaripur	Male	45	chorsamai	Shibchar b; Business R	3	None
shadinotac	sadipur	Shibchar	Madaripur	Male	21	sadipur	borhamgor Educationa	0.5	None
shadinotac	8 no char	Shibchar	Madaripur	Male	35	8 no char	Shibchar b; Work Place	2	None
shadinotac	sibrakandi	Shibchar	Madaripur	Male	29	sibrakandi	college mo Work Place	3	None
shadinotac	chargea	Shibchar	Madaripur	Female	24	goatola	Shibchar b; Relatives H	1	None
shadinotac	goatola	Shibchar	Madaripur	Male	45	goatola	Shibchar b; Work Place	1	Bus reminal is recently needed
shadinotac	khazatek	Shibchar	Madaripur	Female	35	khazatek	mridakand Shopping	2	None
shadinotac	khankandi	Shibchar	Madaripur	Male	38	khankandi	Shibchar b; Business R	1	None
shadinotac	sutarkandi	Shibchar	Madaripur	Female	19	sutarkandi	borhamgor Educationa	1	None
shadinotac	guatola	Shibchar	Madaripur	Male	65	guatola	chanderch; Business R	10	Road condition should be improved
shadinotac	chanderch;	Shibchar	Madaripur	Male	32	chanderch;	71 Cottor Business R	8	None
shadinotac	guatola	Shibchar	Madaripur	Male	14	guatola	nandakum; Educationa	1	None
shadinotac	DC road	Shibchar	Madaripur	Female	22	DC road	pacchar ba Shopping	8	Road condition should be improved
shadinotac	shibrakand	Shibchar	Madaripur	Female	28	shibrakand	pacchar ba Home	9	None
shadinotac	chorshama	Shibchar	Madaripur	Male	18	chorshama	borhamgor Educationa	3	None
shadinotac	guatola	Shibchar	Madaripur	Male	70	guatola	Shibchar b; Recreation	0.5	free people from footpath
shadinotac	goatola	Shibchar	Madaripur	Male	62	goatola	Shibchar b; Work Place	0.5	free people from footpath
shadinotac	ditiokhand	Shibchar	Madaripur	Male	54	ditiokhand	DC road Recreation	4	Road condition should be improved
shadinotac	khazatek	Shibchar	Madaripur	Female	18	khazatek	borhamgor Educationa	2	None
shadinotac	khankandi	Shibchar	Madaripur	Male	58	khankandi	pacchar ba Business R	8	Road condition should be improved
shadinotac	sutarkandi	Shibchar	Madaripur	Male	30	sutarkandi	pacchar ba Business R	12	Road condition should be improved
shadinotac	goatola	Shibchar	Madaripur	Male	32	goatola	shekhpur Home	9	None
shadinotac	mansikadir	Shibchar	Madaripur	Female	25	mansikadir	Shibchar b; Shopping	8	Road condition should be improved
shadinotac	purbomasa	Shibchar	Madaripur	Male	40	purbomasa	ditiokhand Work Place	3	None
shadinotac	Madaripur	Madaripur	Madaripur	Male	28	Madaripur	Shibchar b; Business R	39	Bus reminal is recently needed
shadinotac	Nolgora	Shibchar	Madaripur	Male	42	Nolgora	jailkhana r Work Place	2	None
shadinotac	guatola	Shibchar	Madaripur	Male	24	guatola	pacchar ba Work Place	9	None
shadinotac	ditiokhand	Shibchar	Madaripur	Male	18	ditiokhand	shadinotac Educationa	2	None
shadinotac	chanderch;	Shibchar	Madaripur	Female	17	chanderch;	college mo Educationa	9	None
shadinotac	dengamarra	Shibchar	Madaripur	Female	27	dengamarra	shekhpur Home	13	None
shadinotac	Khthalbar	Shibchar	Madaripur	Female	30	Khthalbar	Shibchar b; Shopping	8	Road condition should be improved
shadinotac	shaheber h	Shibchar	Madaripur	Female	37	shaheber h	guatola Home	9	None
shadinotac	boeratola	Shibchar	Madaripur	Male	28	boeratola	Shibchar b; Recreation	5	None
shadinotac	paccchar ba	Shibchar	Madaripur	Male	35	paccchar ba	71 Cottor Business R	8	Road condition should be improved
shadinotac	nolgora	Shibchar	Madaripur	Female	30	nolgora	madaripur Hospital	38	Every bus stopage in several place
shadinotac	DC road	Shibchar	Madaripur	Male	18	DC road	borhamgor Educationa	1.5	None
shadinotac	shekhpur	Shibchar	Madaripur	Female	50	shekhpur	guatola Home	12	Road weddening
shadinotac	Keranibat	Shibchar	Madaripur	Male	42	Keranibat	71 Cottor Work Place	3	Road weddening is urgently needed
shadinotac	guatola	Shibchar	Madaripur	Male	46	guatola	Keranibat Work Place	1.5	Road condition should be improved
shadinotac	bahertola	Shibchar	Madaripur	Male	35	bahertola	pawrashav Work Place	6	Road condition should be improved
shadinotac	ditiakhanda	Shibchar	Madaripur	Male	37	ditiakhanda	pacchar ba Business R	1	Road condition should be improved
shadinotac	surjokandi	Shibchar	Madaripur	Male	35	surjokandi	Shibchar b; Work Place	70	Road condition should be improved
shadinotac	guatola	Shibchar	Madaripur	Male	28	guatola	Shibchar b; Business R	0.5	None
shadinotac	guatola	Shibchar	Madaripur	Male	32	guatola	Shibchar b; Business R	9	None
shadinotac	guatola	Shibchar	Madaripur	Female	20	guatola	chanderch; Educationa	10	Road condition should be improved
shadinotac	guatola	Shibchar	Madaripur	Male	50	guatola	matborcha Business R	14	None
shadinotac	kazikandi	Shibchar	Madaripur	Male	46	kazikandi	arialkha bri Business R	1	waste materials managment
shadinotac	keranibat	Shibchar	Madaripur	Male	47	keranibat	college mo Business R		

shadinotac Nolgora	Shibchar	Madaripur Male	70 Nolgora	kawrakand Work Place	10 None
shadinotac Charsamile	Shibchar	Madaripur Female	22 Charsamile	baily bridge Home	14 None
shadinotac Charsamile	Shibchar	Madaripur Male	32 charsamile	kawrakand Work Place	14 water in road side
shadinotac surjokandi	Shibchar	Madaripur Female	21 surjokandi	pacchar ba Educationa	10 cause of little bit rain roads are overflooded
shadinotac mardakanc	Shibchar	Madaripur Male	24 mardakanc	pacchar ba Work Place	9 Road weddening
shadinotac nolgora	Shibchar	Madaripur Male	28 nolgora	college mo Work Place	1.5 Road condition should be improved
shadinotac guatola	Shibchar	Madaripur Male	50 nolgora	college mo Work Place	1.5 Road condition should be improved
shadinotac ditiahand:	Shibchar	Madaripur Male	35 guatola	college mo Work Place	1 Road condition should be improved
shadinotac jaduachar	Shibchar	Madaripur Female	23 ditiahand:	college mo Business Re	1.5 Road condition should be improved
shadinotac utrail	Shibchar	Madaripur Male	70 ditiahand:	71 Cottor Business Re	1.5 None
shadinotac shibrakand	Shibchar	Madaripur Male	42 utrail	mohsin clu Business Re	4 None
shadinotac Chanderch:	Shibchar	Madaripur Female	24 shibrakand	pacchar ba Business Re	9 None
shadinotac Shaheber	Shibchar	Madaripur Female	19 Chanderch	college mo Educationa	10 None
			25 Shaheber	h college mo Educationa	6 None