



**GREEN
CLIMATE
FUND**



Implemented by:

KFW

**Government of the People's Republic of Bangladesh
Local Government Engineering Department (LGED)**

Climate Resilient Infrastructure Mainstreaming (CRIM) Project
incorporating
Climate Change-Adapted Urban Development Programme (CCAUD)
Satkhira Component, Phase I

**Consulting Services for Project Implementation Support
(Design, Management and Supervision)**

Contract Package No: LGED/CRIM/DSM-1
- Component 3 -

Building of High-Priority Climate Resilient Urban Infrastructure in Satkhira,
City Drainage, Flood Protection, Water Supply,
Sanitation and Transport

Green Climate Fund
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**Assessment Report Road Package RD-01
December 2025**

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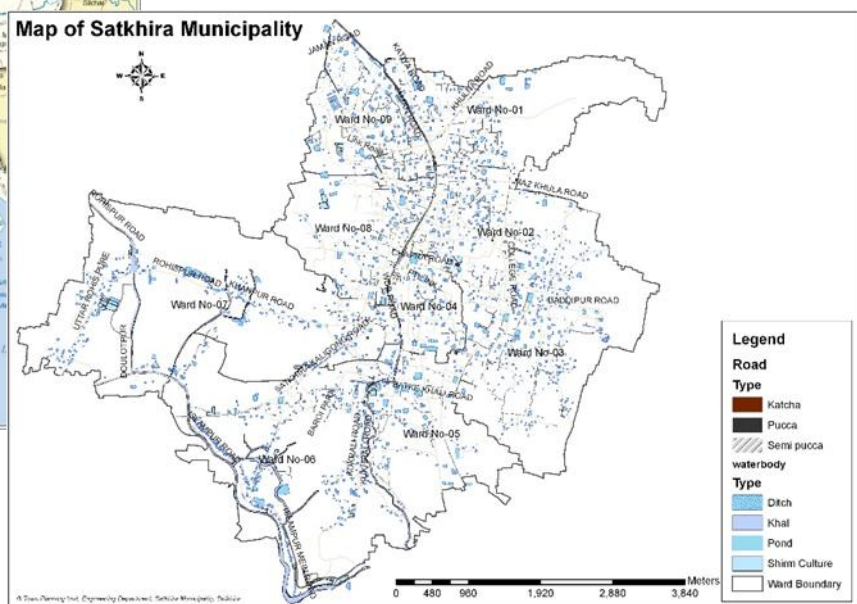
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ABBREVIATIONS AND ACRONYMS

CCAUD	Climate Change-Adapted Urban Development
CRIM	Climate Resilient Infrastructure Mainstreaming
CS	Cyclone Shelter
GCF	Green Climate Fund
GOB	Government of Bangladesh
GPS	Government Primary School
HBB	Herringbone Brick path and surfaced pavement (layout)
KfW	Kreditanstalt für Wiederaufbau / German Development Bank
LGED	Local Government Engineering Department
MDSP	Multipurpose Disaster Shelter Project



Figure 1: Project Area – Infrastructure in Satkhira Town



1. EXECUTIVE SUMMARY

The present Report provide a physical assessment of all the road and road side drains under Road Package 01 to show the progress of implementation, possible rectifications by the contractor and requirements of additional measures need to fulfill the objectives of the infrastructure improvement.

A delegation from KfW carried out a progress review of the CRIM – Project from 22nd to 27th November, 2025. The mission team comprised of the following members:

1. Mrs. Carla Berke (Head of Division)
2. Mr. Johannes Hengst (Senior Portfolio Manager)
3. Mr. Peter Rooney (Principal Technical Expert) and
4. Mr. SK. Towhidur Rahaman (Portfolio Coordinator – Urban Development)

The mission included site-visits to Satkhira town (Pilot urban infrastructure, Component 3) on 22 to 24 November, 2025 as well as management discussions on all three components (including Component 1, CReLIC, and Component 2, Pilot rural infrastructure) in Dhaka.

The delegation was received by officials of Satkhira Pourashava and representatives of the CRIM Project During the visit. The team conducted the site visits and reviewed the Implementation progress of Satkhira Component, interacted with Pourashava Officials and project beneficiaries and discussed the challenges and outcomes related to Climate resilience.

For Physical Assessment of all ongoing roads/drainage under the Road Package – 01, photos were taken every 20 meters with the geolocation and chainage indicated for each photo as per direction of the Mission. Necessary actions (rectifications by the contractor, additional measures, design change etc.) were listed for individual measure.

This report shows the following Annexes:

Annex – 01 : Table – 01, List of Package RD – 01.

Annex – 02: A location maps

Annex – 03: Photos with geolocation and chainage of Road ID 103

Annex – 04: Photos with geolocation and chainage of Road ID 201

Annex – 05: Photos with geolocation and chainage of Road ID 210

Annex – 06: Photos with geolocation and chainage of Road ID 801.1

Annex – 07: Photos with geolocation and chainage of Road ID 803

Annex – 08: Photos with geolocation and chainage of Road ID 805

Annex – 09: Photos with geolocation and chainage of Road ID 901

Annex – 10: Photos with geolocation and chainage of Road ID 902

2. INTRODUCTION

2.1 Project Background

The German Development Corporation has supported Bangladesh with a primary emphasis on “Climate Change-Adapted Urban Development” (“CCAUD”), in particular through investments in climate change-adapted urban infrastructure, capacity development at Satkhira Poursava as well as with mainstreaming of climate change in all relevant processes, such as urban development planning, project audits, and strategy development.

The key infrastructure investments in the Satkhira Poursava include :

v) Urban roads, drainage, water supply , sanitation, solid waste management and slum improvements.

The Project Executing Agency is the Local Government Engineering Department (LGED) under the Ministry of Local Government, Rural Development and Cooperatives of the Government of Bangladesh.

3. Scope of the Report

The key objective of this report is to provide a physical assessment of all the road and road side drains under Road Package 01 to show the progress of implementation, possible rectifications by the contractor and requirements of additional measures and design change if require.

This report, therefore, provides the details of observations and requirements with photos, investigation, and associated progress of works for each of the eight (8) roads to be improved under this package and the drains 2T01 (Link-2) and another drain 8T01 and 8T01 1A (Link) located along the side of the road ID 201 and 805 respectively.

4. Location of Roads under Package-01

Package 1 roads are located in four (4) northernmost Wards (1, 2, 8 and 9) of SatkhiraPorashava.

A location maps is included in **Annex 2**.

The selected roads are mainly local roads in predominantly residential areas, some are described as “collector streets”. In principle, design is focused on addressing the following deficiencies:

- Absenceorseveredeteriorationofthestormwaterdrainagealongtheproposedroads;
- Deteriorated pavement;
- Low-lying vertical road profile.

This is effectively achieved by the following improvements:

- Increasing the road profile elevation wherever this is practically achievable, considering the current built environment;
- Construction of climate-resilient pavements; Construction of concrete pavement surfacing that is less susceptible to the effects of flooding;
- Addition, replacement and cleaning of the longitudinal and cross-drainage structures.
- Construction of Bituminous carpeting (BC) roads where the areas are not prone to flooding.

Traffic counts were conducted in both directions on one day from 6:00am to6:00pm at selected stations on each road section in February 2022.

The traffic growth rate for CRIM-CCAUD projections for Satkhira is assumed to be 3%.

The design life of 20 years was considered for the RCC pavement and that of 10 years for the Bituminous pavement (BC) roads.

SHORT DESCRIPTION

A short description on the present progress of construction, requirements of additional measures/rectification measures etc. for each particular road under the Package RD – 1 is given in separate files as per Road ID.

4.1.Road ID-103(Bou Bazar to Khulna-Satkhira Main Road)

Road ID 103 is situated in the northernmost Ward 1 of the Satkhira Purashava District, starting from Bou Bazar and ending at Khulna-Satkhira Main road (R760), totalling to 1069.84 m in length. In addition, at chainage 0+150m an additional road link in the length of 144.59m connects to this road. The road can be described as the local street situated in a residential area.

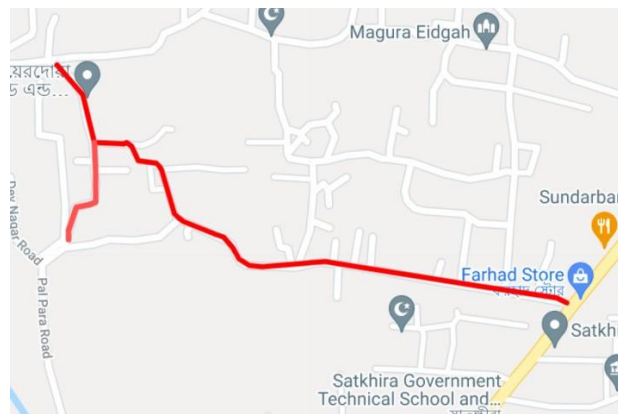


Figure 1: Road Location (ID – 103)

Traffic on this road is comprised of pedestrian traffic, light non-motorized vehicles (bicycles), light motorized and electrified vehicles (mainly rickshaws and motorbikes) and cars.

The road ID 103, from Ch. 0 to 1069.84, has been designed as Flexible pavement as there is no visible presence of flooding and the Link road by RCC from Ch. 0-144.59m (as an additional climate-proofing measure) as the areas prone to flooding.

Construction of Base course layer for ID 103 is completed and construction of sub-base course for the Link road is in progress. The overall progress is nearly 60%.

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

Photos after every 20m interval along with additional requirements have been shown in the Photogallery.

4.2 Road ID -201 (Katia Tanvir Store to Shofi Laskar mor via Manik Moyra mor (Road ID 201.1) and Manik Moyra mor to Tahar Manjil with Eidgha (Road ID 201))

Road ID 201 stretches from Manik Moyra mor to Tahar Manjil in south-north direction and connects to the Road ID 201.1 stretching from Katia Tanvir Store to Shofi Laskar mor via Manik Mayra mor in ward No.2. The total length accounts for 873 m. In addition, the construction of RCC drains from Katia Tanvir Store to Taher Manjil via Manik Moyra mor (Drain ID 2T01 Link-01) and Manik Moyra mor to Shofi Laskar mor (Drain ID 2T01 Link 02) in Ward No. 02, in total 874 m of drains.



Figure2: Road location(ID-201) along with proposed side Drains

The roads can roughly be described as the local streets, being situated in a residential area. The road mainly accommodates pedestrian and light motorized and non-motorized traffic (bicycles, rickshaws, cars) generated by the adjacent residential properties.

Traffic on this road is comprised of pedestrian traffic, light non-motorized vehicles (bicycles), light motorized and electrified vehicles (mainly rickshaws and motorbikes) and cars.

Road construction:

- (a) Type RCC from Ch. 0 to 567m : (ID201.1) : progress 10% Construction of Guide wall on going
Type BC from Ch. 0 to 306 m : (ID201) : progress 10% Construction of edging completed

Drain

- (b) ID 2 T01 Link 01 progress 50% ,500m bottom slab and side walls completed
ID 2 T01 Link 02 work not started.

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

Photos after every 20m interval along with additional requirements have been shown in the Photogallery.

4.3 Road ID-210(Academic Mosque Road)

Road ID 210 stretches in the east-west direction from College Road and ends at Thana Road. The length of the road is 1264m, with the average carriageway width being 2.5m.

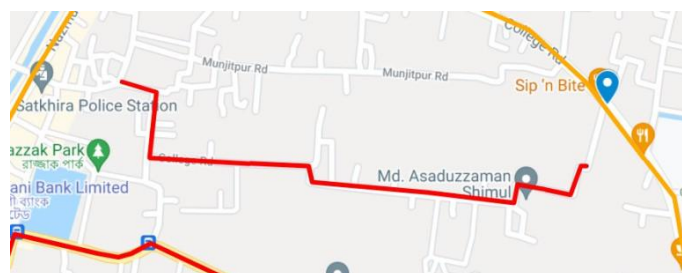


Figure3: Road location(ID-210)

The road can be described as the local street, being situated in a residential area. The road mostly accommodates pedestrian and light motorized and non-motorized traffic (bicycles, rickshaws) generated by the adjacent residential properties or connecting roads. The road is mixed-use, with no

separation of pedestrian and other traffic.

Waterlogging is a common issue due to the absence of drainage. Several waterbodies are present along the roadside. The section between km 0+300 and 1+075 is situated in lowland, with confirmed presence of flooding. The road is in significant length traversing a floodplain.

The vertical alignment has been raised in sections affected by flooding in order to mitigate the associated risks.

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

Type RCC from Ch. 0 to 1264m : (ID210) : progress 50%, Construction of sub-base work completed.

Photos after every 20m interval along with additional requirements have been shown in the Photo gallery.

4.4 RoadID-801.1 (Moddhopara Asad House to Belal House via Notun Masjid)

Road ID 801.1 starts from Moddhopara Asad House and ends at Belal House via Notun Masjid. The length of the proposed road is 365m. Carriageway width varies from 2.44 m to 3 m. This road connects to another road that is linked to the main Zilla road (Z7602) of Satkhira Sadar.

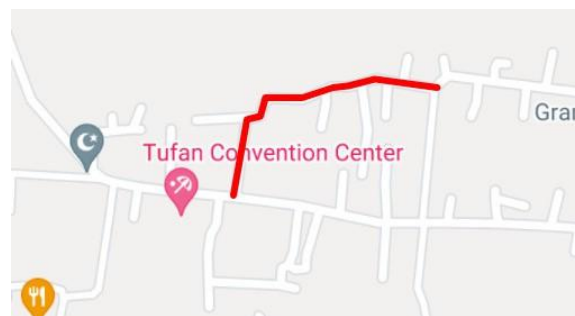


Figure4:Roadlocation(ID-801.1)

The road can be described as the local street, being situated in a residential area. The road primarily accommodates pedestrian and light motorized and non- motorized traffic (bicycles, rickshaws, cars) generated by the adjacent residential properties or connecting roads. The road is mixed-use, with no separation of pedestrian and other traffic.

The composition of traffic on these roads were determined on the basis of traffic counts and visual observation of the ongoing traffic during the visits.

Traffic on this road is comprised of pedestrian traffic, light non-motorized vehicles (bicycles), light motorized and electrified vehicles (mainly richshaws, motorbikes, cars)

The vertical alignment will be raised in most section due to flooding, in order to mitigate the associated risks.

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

RCC type of pavement has been designed for the subject roads.

Progress of Construction is 80%; main pavement completed.

Photos after every 20m interval along with additional requirements have been shown in the Photo-gallery.

4.5 Road ID-803 (Kamal Nagar Antu Enterprise to Dr.Zaman Saheb's House via Asmani School)

Road ID 803 starts from Kamal Nagar Antu Enterprise and ends at Zilla road (27602) Dr. Zaman Saheb's House via Asmani School. The road connects with the Zilla road (27602) of Satkhira Sadar. The length of the road is 455m, with the average carriageway width being 2.5m.

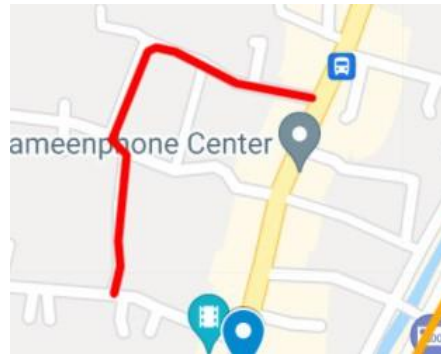


Figure5:RoadLocation(ID-803)

The road can be described as the collector street, being situated in a predominantly business area. The road mainly accommodates pedestrian and light motorized and non-motorized traffic (bicycles, rickshaws) generated by the adjacent properties or connecting roads. The road is mixed-use, with no separation of pedestrian and other traffic.

Traffic on this road is comprised of pedestrian traffic, light non-motorized vehicles (bicycles), light motorized and electrified vehicles (mainly rickshaws and motorbikes).

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

RCC type pavement has been designed for the subject roads.

Progress of Construction is 65%;300m length of main RCC pavement is completed.

Photos after every 20m interval along with additional requirements have been shown in the Photo-gallery.

4.6 Road ID-805(Palash-Pol Nikaripara Mira Enterpriseto Adv.Rabiul Saheber bari& Link road from Nabo jibon polytechnic Institute to Nabo jibonEtimkhana)

Road ID 805 essentially consists of two road links: first stretching in the east-west direction and connecting the Zilla road (Z7602) with the keyarterialroad running along SakthiraKhal;and a second street (Stadium West Corner to Nobo Jibon Etimkhana via Adv. Ali Akbar HouseRoad) stretching north-south, connecting the subject road. The total length of the proposed road is 879.49m including 279.49m link road. Road width varies from 2.13 to 2.5 m. In addition Construction of RCC drain from Palash-Pol Nikari para Mira Enterprise to Adv. Rabiul Saheber bari in Ward No. 08 from Ch. 0-608m(Drain ID 8T01) & Link from Nabo jibon polytechnic Institute to Nabo jibonEtimkhana in Ward No. 08 at Ch.0-313(Drain ID 8T01A) in total 921m of drains.

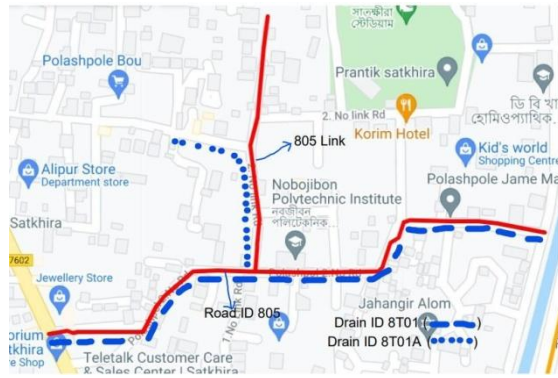


Figure6:Roadlocation(ID-805)alongwithproposedsideDrains

The road can be described as the collector street, being situated in a semi-residential area. The road primarily accommodates the pedestrian and light motorized and non- motorized traffic (bicycles, rickshaws, cars) generated by the adjacent residential properties and small businesses. The link road is a local street, situated in the predominantly residential area.

The composition of traffic on this road were determined on the basis of traffic counts as well as visual observation of the ongoing traffic during the visits.

Traffic on this road is comprised of pedestrian traffic, light non-motorized vehicles (bicycles), light motorized and electrified vehicles (mainly rickshaws and motorbikes) and cars.

RCC types of pavement have been designed for the subject road.

Road construction:

- (a) Road ID 805 (Main road), 10% , End edging completed
- Road ID 805 (Link road), 0%, Not yet started.

Drain construction:

- (b) ID 8 T01, 70%, 600m bottom slab and side walls completed
- ID 8 T01A, 40%, 200m bottom slab and side walls completed.

Photos after every 20m interval along with additional requirements have been shown in the Photogallery.

4.7 RoadID-901 (Khulna Road More (MMCHospital) to Abutaleb Telecom via Nazrul Darjir Bari and Bus Terminal)

The road originates from ch. 175m of the road ID-902, Satkhira-khulna road mor (MMC Hospital) and ends at ch.650 of the same road passing to Abu taleb Telephone via Nazrul Darjirbari. The length of this road is 225m. Road is situated in a heavily built-up area, with width varying from 2.15 m to 3.00m.

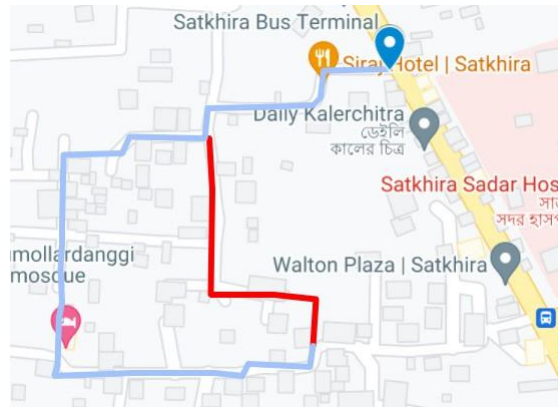


Figure 8: Road location (ID-901)

In functional terms, the road can be described as the local road, being situated in a primarily residential area. The road mainly accommodates pedestrian and non-motorized traffic (bicycles) generated by the adjacent properties or connecting roads. The road is mixed-use, with no separation of pedestrian and other traffic.

The composition of traffic on these roads were determined by traffic counts as well as on the basis of visual observation of the ongoing traffic during the visits. Traffic on this road is comprised of the pedestrian traffic and light non-motorized vehicles (bicycles).

The increase in vertical profile may need minor adjustments to the existing approaches of the adjoining properties.

RCC type of pavement had been designed for the subject road.

Progress of Construction is 30% construction of guide walls ongoing.

Photos after every 20m interval along with additional requirements have been shown in the Photo gallery.

4.8 Road ID-902 (Bus-terminal South-east Cornerto Motso Officer's House via Sumi Villa)

The road starts at Bus terminal South-east corner (Satkhira-Kalaroaroad (R780)), connects to the Road ID-901 (at its start point) and ends at Motso Officer's house via Sumi villa (end of Road ID-901). Road is situated in a heavily built-up area. The alignment of the road is too gig-gag having too many bends. The length of this road is 650m, with a width varying between 1.7m to 2.5 m.

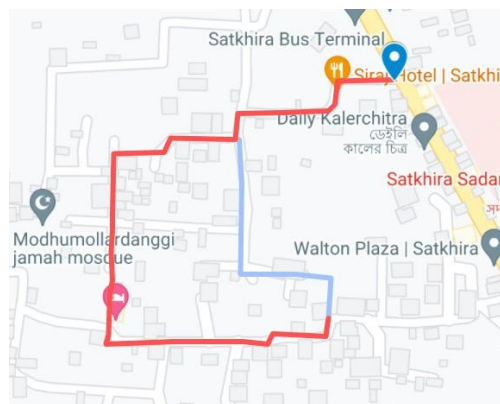


Figure 9: Road location (ID-902)

The road can be described as the local road, connecting residential areas with the main arterial road and businesses. The road mainly accommodates pedestrian and non-motorized traffic (bicycles) generated by the adjacent properties or connecting roads. The road is mixed-use, with no separation

of pedestrian and other traffic.

The composition of traffic on these roads was determined on the basis of traffic counts and visual observation of the ongoing traffic during the visits. Traffic on this road is comprised of pedestrian traffic and light non-motorized vehicles (bicycles).

The vertical alignment will be raised to mitigate the risk of flooding. RCC type of pavement had been designed for the road.

The increase in vertical profile will necessitate minor adjustments to the existing approaches of the adjoining properties.

Progress of Construction is 40% construction of Sub-base course completed.

Photos after every 20m interval along with additional requirements have been shown in the Photo-gallery.