### 4.2.1 Background

Mymensingh is one of the oldest district town in Bangladesh. Like other town of the country, Mymensingh has also the economic and physical linkage at local, regional and national level. So this linkage has the impact of town's transportation system and infrastructure.

The town has few national attraction factor like, Bangladesh Agriculture University, Mymensingh Medical College, Mymensingh Cadet College, Mymensingh Engineering College, Mymensingh Cantonment etc. which influence national mobility towards Mymensingh. Beside this, Govt. NGO and private sector offered job and service has the national influences of Mymensingh transportation system. this attraction is meet up through Road and Rail transportation system. Same time Mymensingh supply resources at national level, Mymensingh is well connected to Dhaka, the capital of the country. Dhaka-Mymensingh highway was became the first four lane highway. And it is predicated that Dhaka's economic influences will merge Dhaka and Mymensingh to a single economic zone (Dhaka-Mymensingh) through industrialization process beside the highway.

The regional attraction factor of Mymensingh is Anondomohon College, Mymensingh Medical college Hospital, Mymensingh Poly technique institute, Mymensingh Nursing institute etc which pool people and goods to mymensingh. Mymensingh serve this services to its hinterland like Mymensingh's upazilla and nearby district like Tangail, Netrokona, Sherpur, Jamalpur etc.

Like other town, Mymensingh has also offered it basic services and facilitates to its local surroundings which meet the local level demand.

Methodology:

To understanding the transportation system which meet this complex character of both economic and physical linkage with national, regional and local level we make the study into different parts. For understanding the national and regional influence we conducted the survey of traffic **in-out** to Mymensingh town at 4 (entry and exit) points. After that, to understand the local impact of the town's transportation, 4 important **intersection** traffic volume count survey was conducted. For understanding the traffic generation and their modal choice behavior Household Origin Destination (OD) survey will conducted at socio-economic survey time.

we appointed sufficient no of supervisor to tackle the situation. We also planned to conduct the Road side OD by stopping bus and track. But it was not possible because the highway was very busy and people are not willing to answer. After first day we deploy just double manpower because 14 hours continuous traffic count was absurd for single person.

### 4.2.2 Team Formation

Considering the technical capabilities, student of politechnique institute were selected for transportation survey. 50 no of students from polytechnique institute and 20 local honors & masters students are deployed.

**Training:**

A day long training program was arranged for transport survey, tally system was used for counting the vehicle. After the training, few sample was tests were done to judge their understanding.

**Mobilization:**

At 7:00 Am survey team was mobilized with a supervisor to the intersection junction. Each intersection point two no of supervisors were monitoring the survey work and provided the necessary requirements.

**Surveying:**

Total Traffic Volume count survey was divided into two section a) Traffic in & out to/from town area and b) important intersection where Traffic congestion are sever

**a) Traffic In & Out to/from Town Area:**

There are 4 points from where regional and national traffic in and out to Mymensingh town. The points are a. Dhaka bypass junction, b. Shombugonj bridge road, c. Fulbaria and bypass junction and d. Engineering college junction. The survey was conducted two days 7:00 AM to 9:00 PM 14 hours without any break. The main traffic at those points was Bus and Track. Without some local problem the survey was finished rightly. Road side manual traffic count was difficult because lot of dust particle and fuel gas and noise of the traffic created problem for the enumerator and after evening the shortage of light was the main problem. As there was no street light sometimes it was difficult to understand the transport type and mark them on log sheet. We bought charger light to support them. Beside these, Security became the main concern in highway at night time. Few local muscle man created problem and many road side curious pedestrians annoyed them about their activity. To overcome these situation supervisors were helping them.

**b) Important intersection**

The main traffic conjestions intersection was 1) Ganjginar par intersection, 2) Sombhugonj Bridge intersection 3) Charpara intersection and 4) Town hall intersection. Beside these Notun bazar intersection also surveyed one day for understanding the traffic conjestion. But these intersection are not that much important and these traffic were counted at Gangnir par and charpara intersection, So Notun bazaar intersection was not surveyed further. 70 no of surveyors and 10 no of supervisor were surveyed these intersection from 7:30 AM to 7:00 PM continuously. A short break after 2: 00 PM to 2:30 was taken at lunch time. The main traffic of all those intersection were Ricksha and Bettery driven auto rickshaw. The roads were very narrow and the geometry was not designed. There were no traffic stoppage stand, moreover traffic were stopped haphazardly. These created the traffic jam mostly.

**OD Survey:**

Two Types of OD Survey was conducted. Road Side and household OD Survey. We took the initiative for carryout Road side OD Survey but it was very difficult to get their cooperation. That's why Few road side OD Survey were conducted. 1500 household OD Survey will be conducted during Socio-economic Survey.

### 4.2.3 Survey Result

#### 4.2.3.1 Ganginar par

Ganginar par intersection is located at hub of the town. This intersection is crowded all the day long by different vehicles. Four roads intersect at the point of ganginar par intersection. Figure 1 displays 65% of total vehicles found rickshaw. Other familiar vehicles move through this intersection are motor cycle, cycle, van, easy bike etc with a percentage of 16%, 7%, 4%, 3% respectively (figure 1).

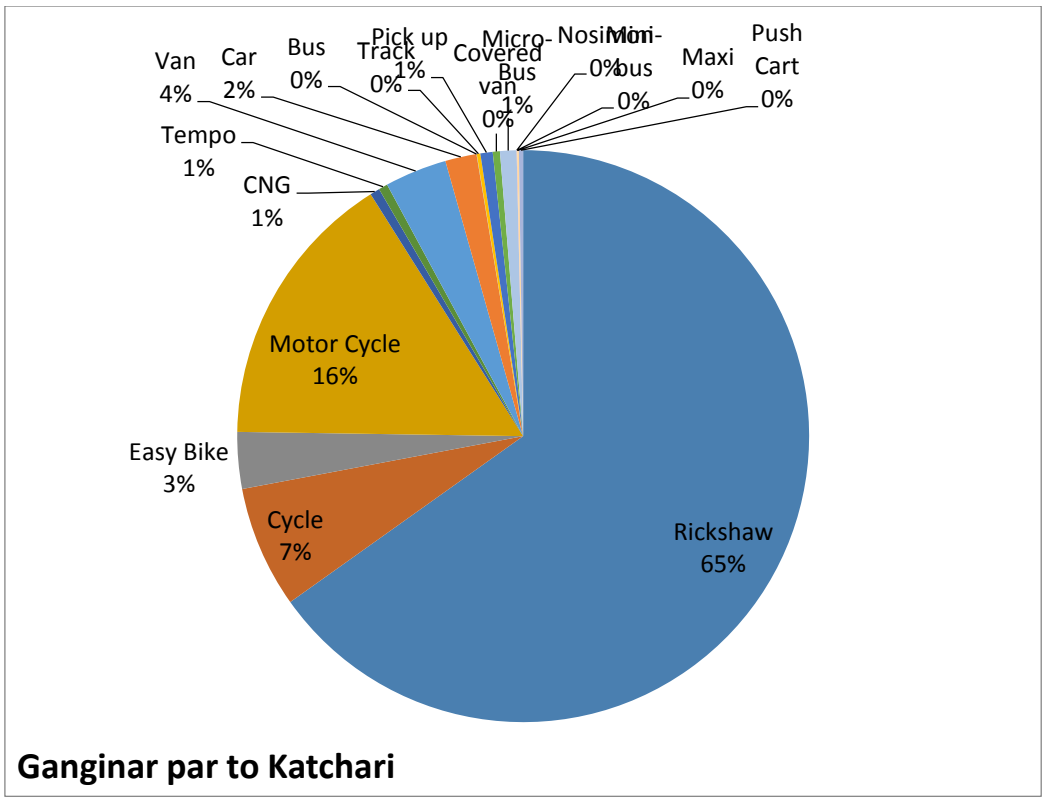


Figure 1: Percentage of traffic flow from Ganginar par to katchari

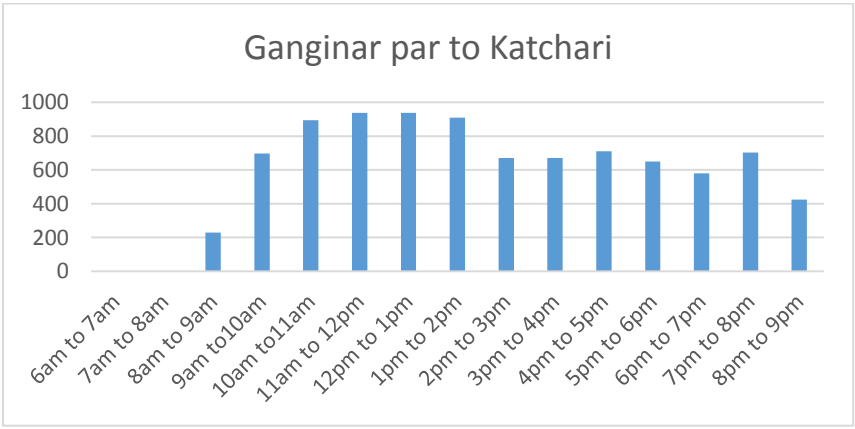


Figure 2: PCE of vehicles at different hours from Ganginar par to katchari

Figure 2 indicates PCE of vehicles at different hour of day. In this route, most of the vehicles move between 10 am to 2 pm. At 8 am to 9 am and 8 pm to 9 pm a few number of vehicles move from ganginar par to hatchari direction of ganginar par intersection (figure 2).

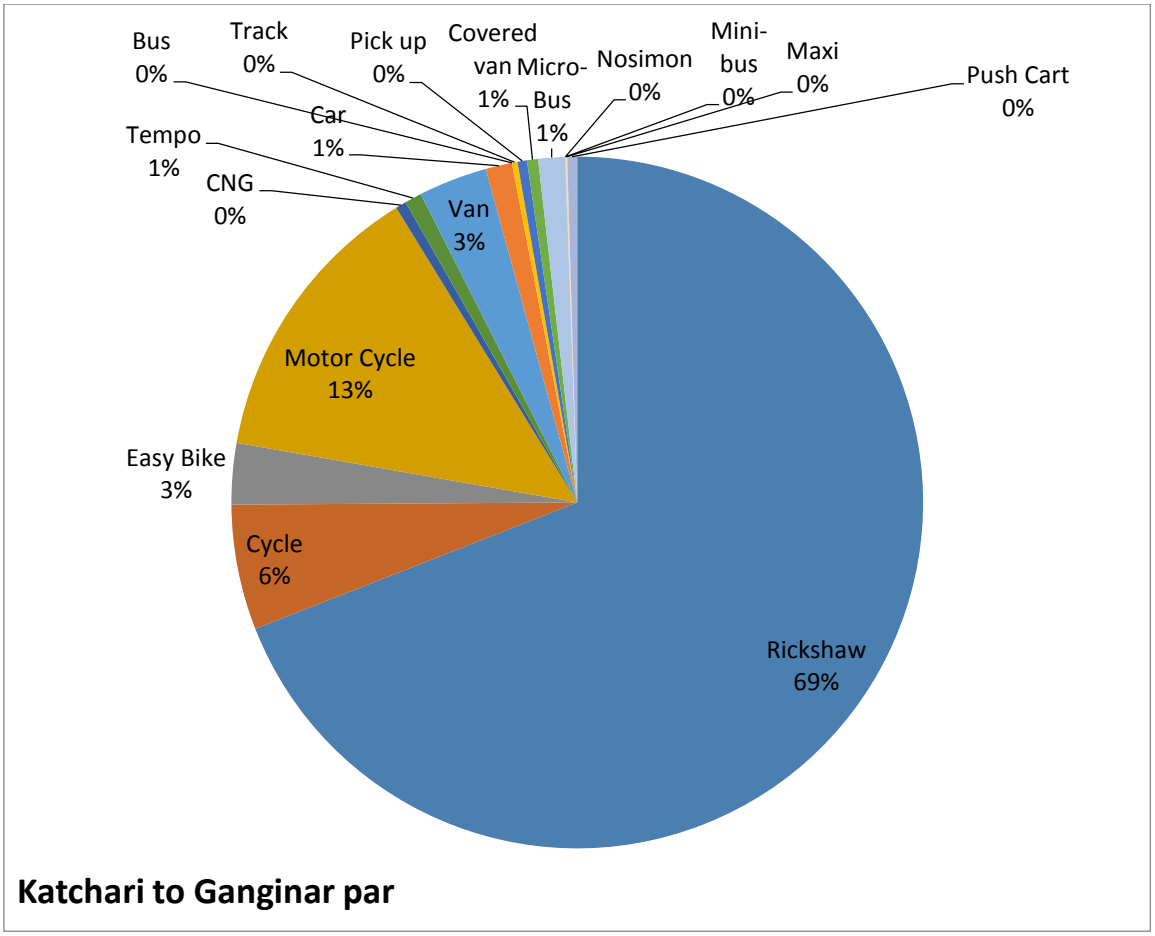


Figure 3:Percentage of traffic flow from katchari to Ganginar par

In ganginar par intersection, from katchari to ganginar par direction 69% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle, van and easy bike with percentage of 13%, 6%, and 3% respectively.

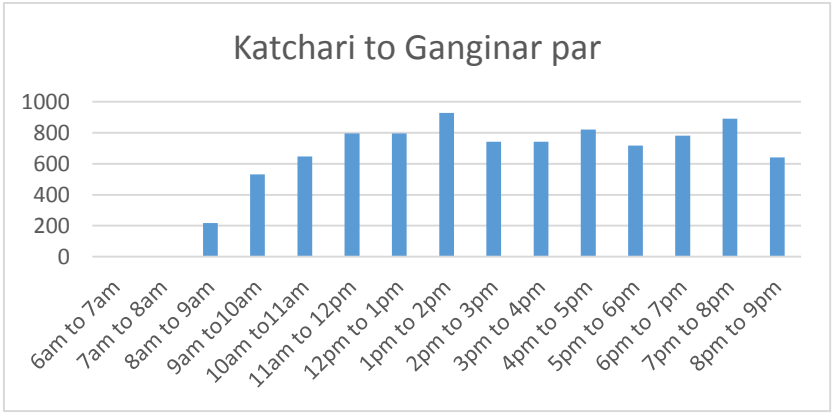


Figure 4: PCE of vehicles at different hours from katchari to Ganginar par

During 1 pm to 2 pm PCE is highest at this direction. At 7 pm to 8 pm, PCE is found also in significant number. On other time of day PCE is almost similar in number. PCE is lowest during 8 am to 9 am.

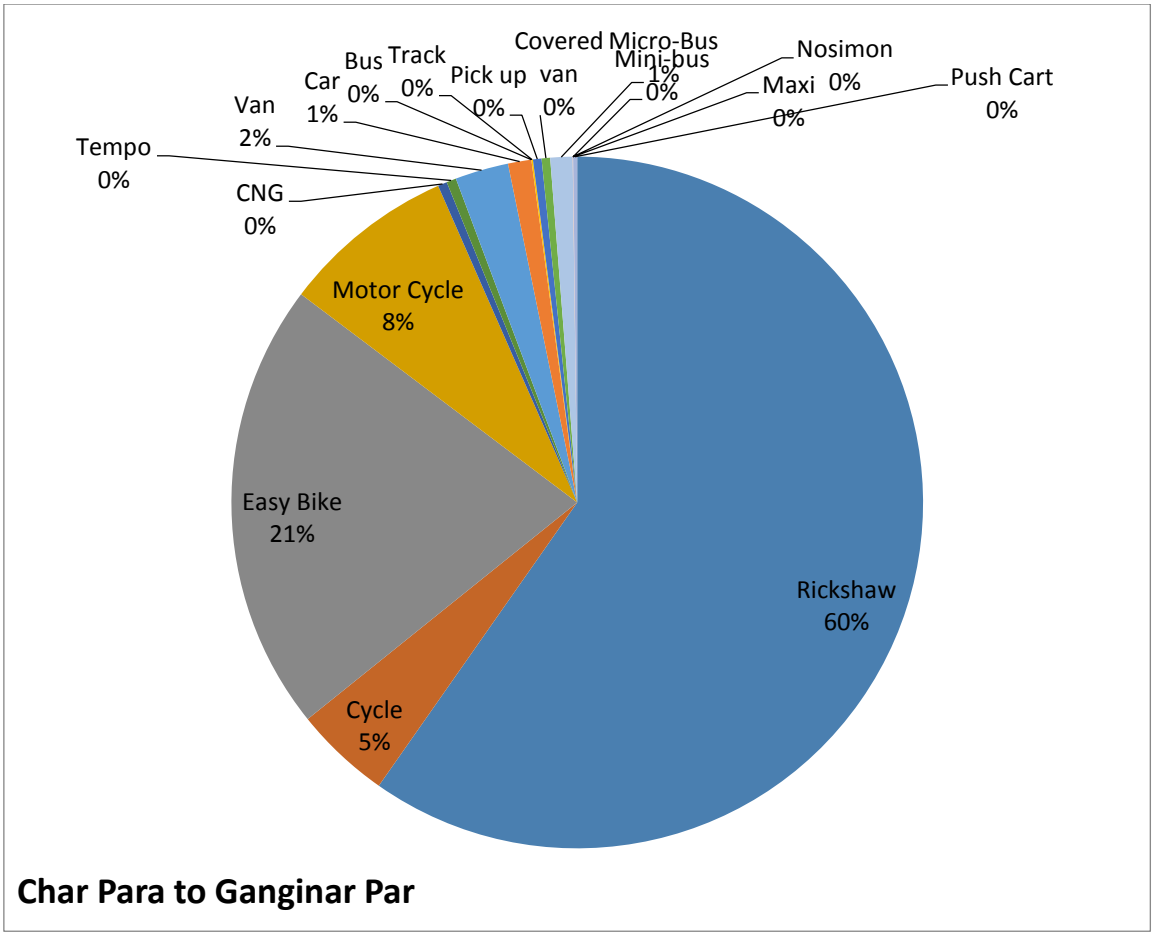


Figure 5: Percentage of traffic flow from Charpara to Ganginar par

In ganginar par intersection, from char para to ganginar par direction 60% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 8%, 5%, and 21% respectively.

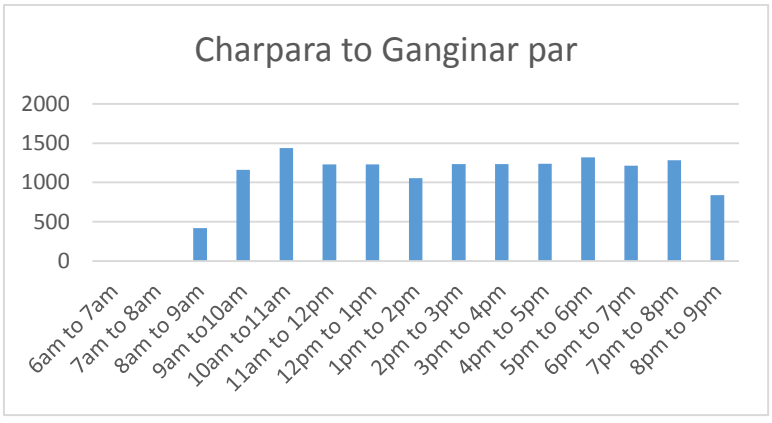


Figure 6: PCE of vehicles at different hours from Charpara to Ganginar par

During 10 am to 11 am PCE is highest at this direction. At 2 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

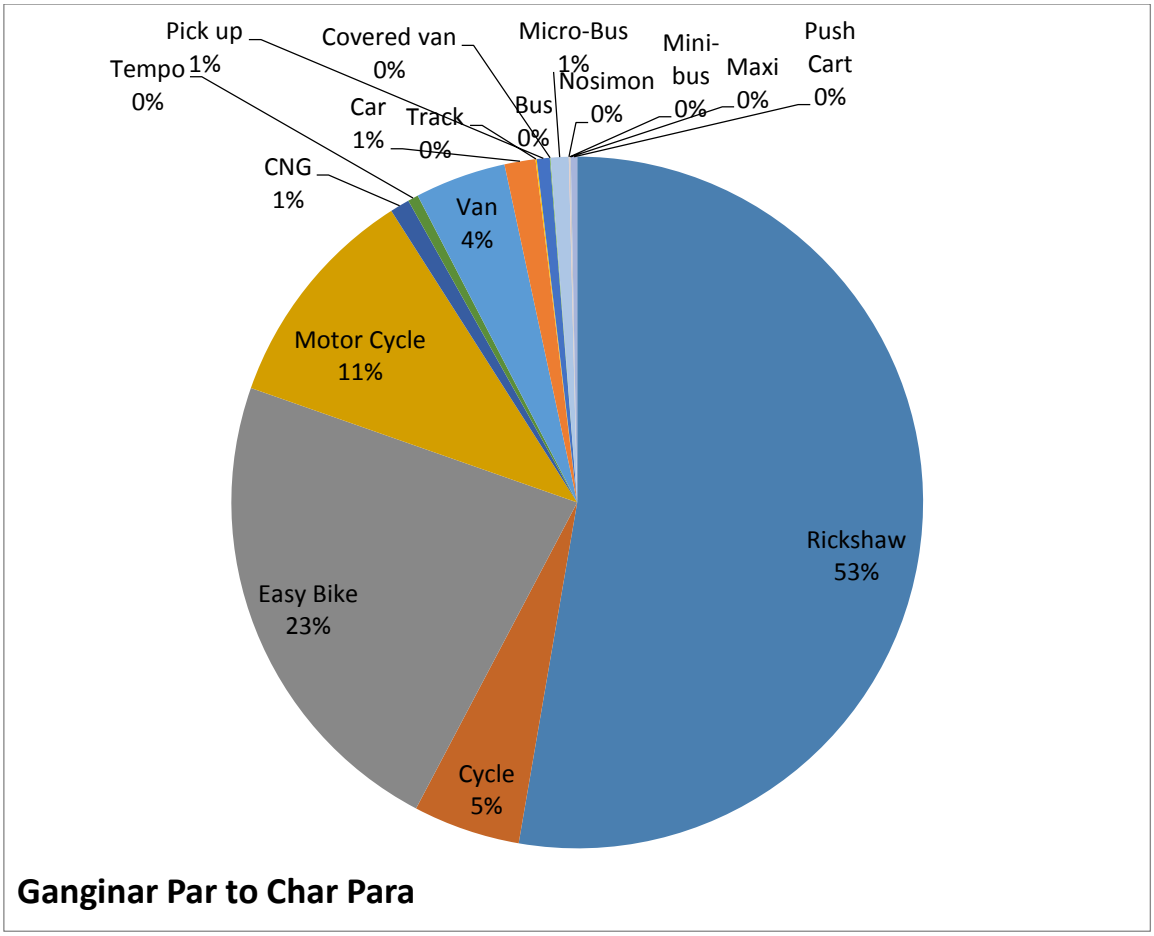


Figure 7: Percentage of traffic flow from Ganginar par to Charpara

From ganginar par to char para direction 53% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle, easy bike and van with percentage of 11%, 5%, 23% and 4% of total vehicles respectively.

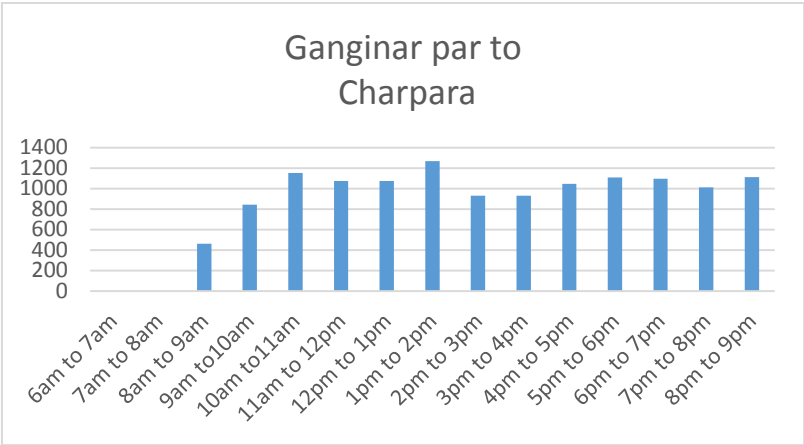


Figure 8: PCE of vehicles at different hours from Charpara to Ganginar par

During 1 pm to 2 pm PCE is highest at this direction. At 10 am to 11 am and 8 pm to 9 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

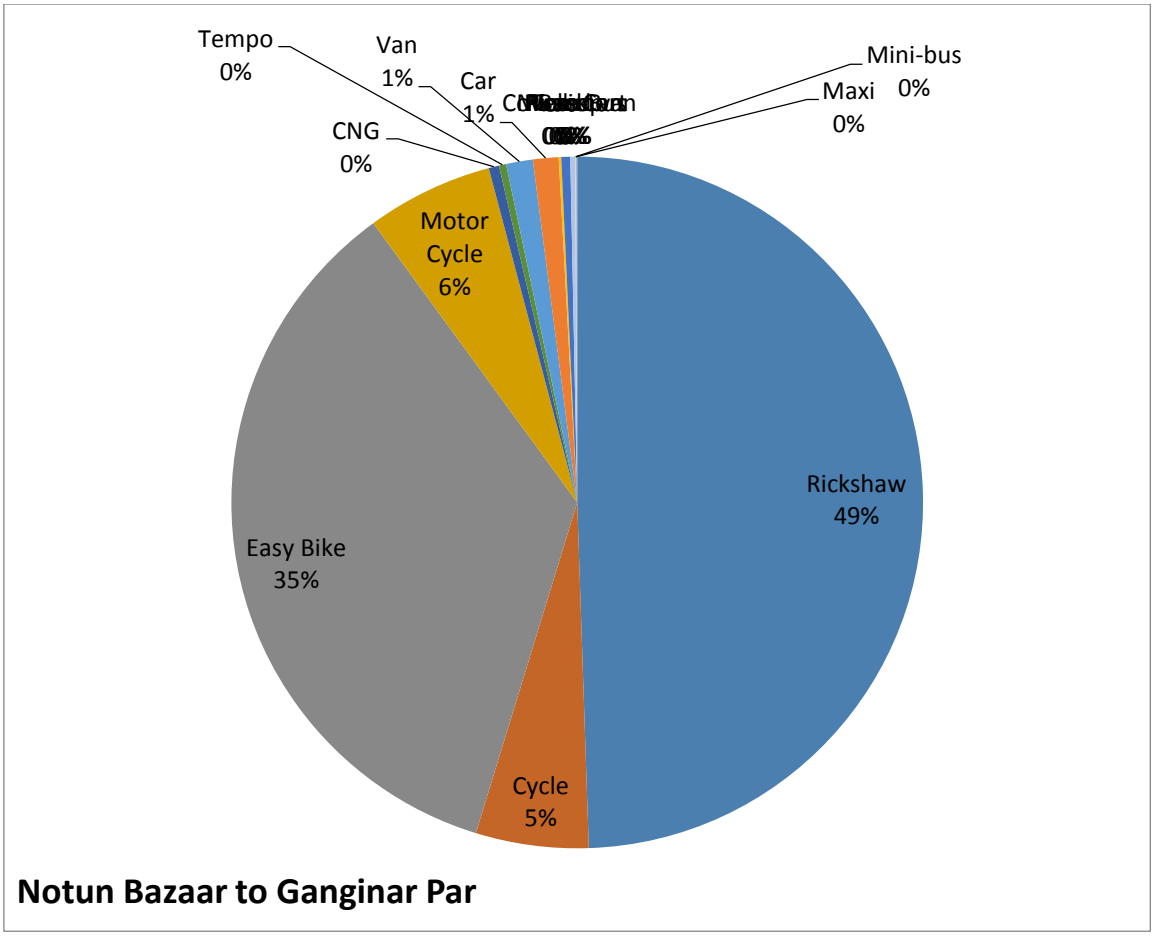


Figure 9: Percentage of traffic flow from Notun bazar to Ganginar par

From Notun Bazar to Ganginar par direction, 49% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 6%, 5% and 35% of total vehicles respectively.

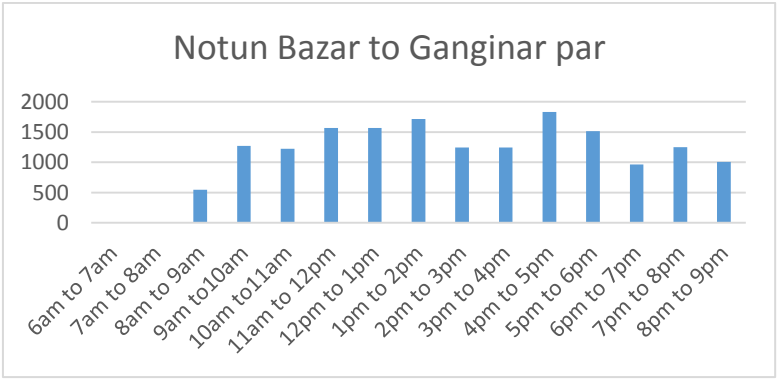


Figure 10: PCE of vehicles at different hours from Notun bazar to Ganginar par

During 4 pm to 5 pm PCE is highest at this direction. At 11 am to 2 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

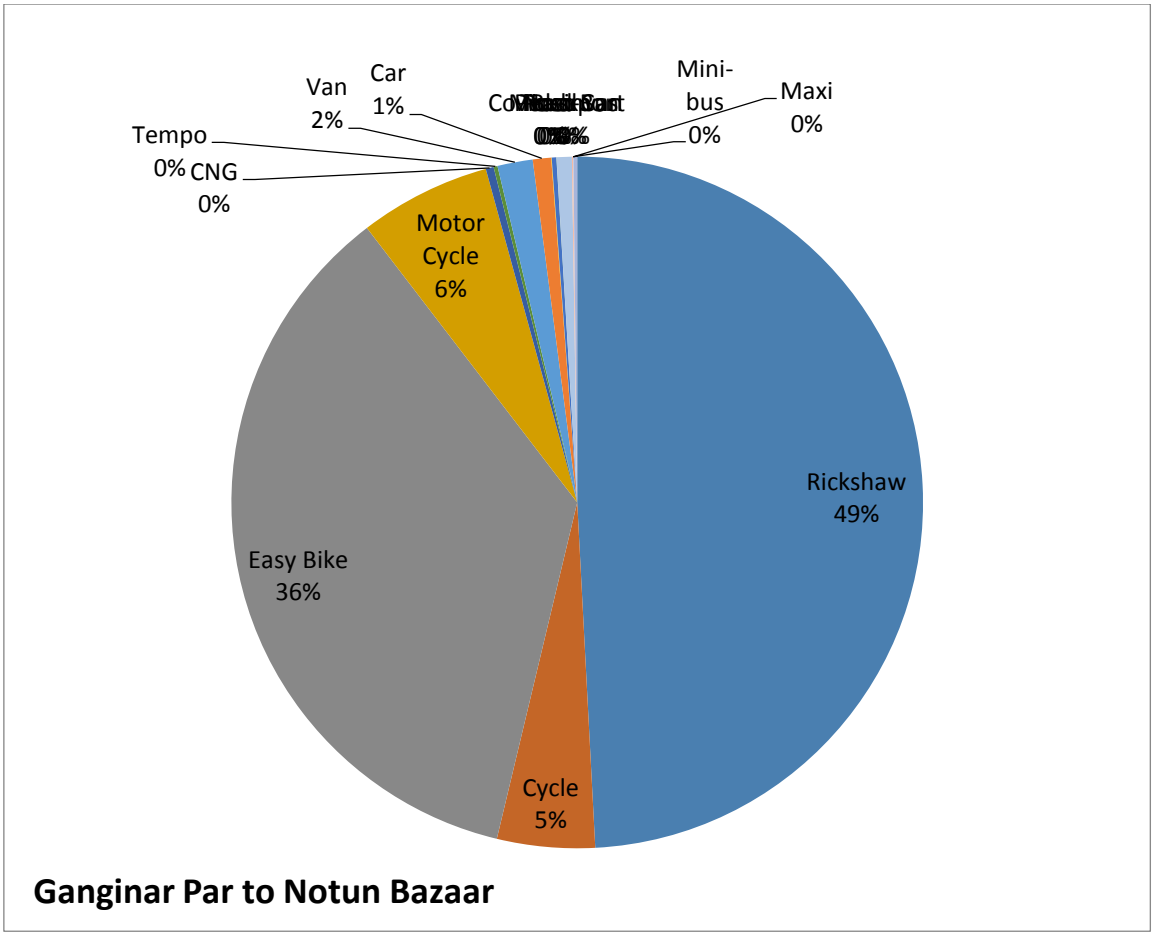


Figure 11: Percentage of traffic flow from Ganginar par to Notun bazar

From Ganginar par to Notun Bazar direction, 49% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 6%, 5% and 35% of total vehicles respectively.

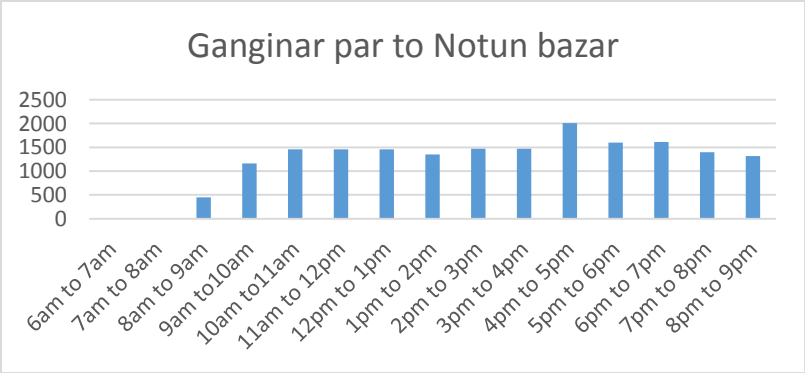


Figure 12: PCE of vehicles at different hours from Ganginar par to Notun bazar

During 4 pm to 5 pm PCE is highest at this direction. At 5 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

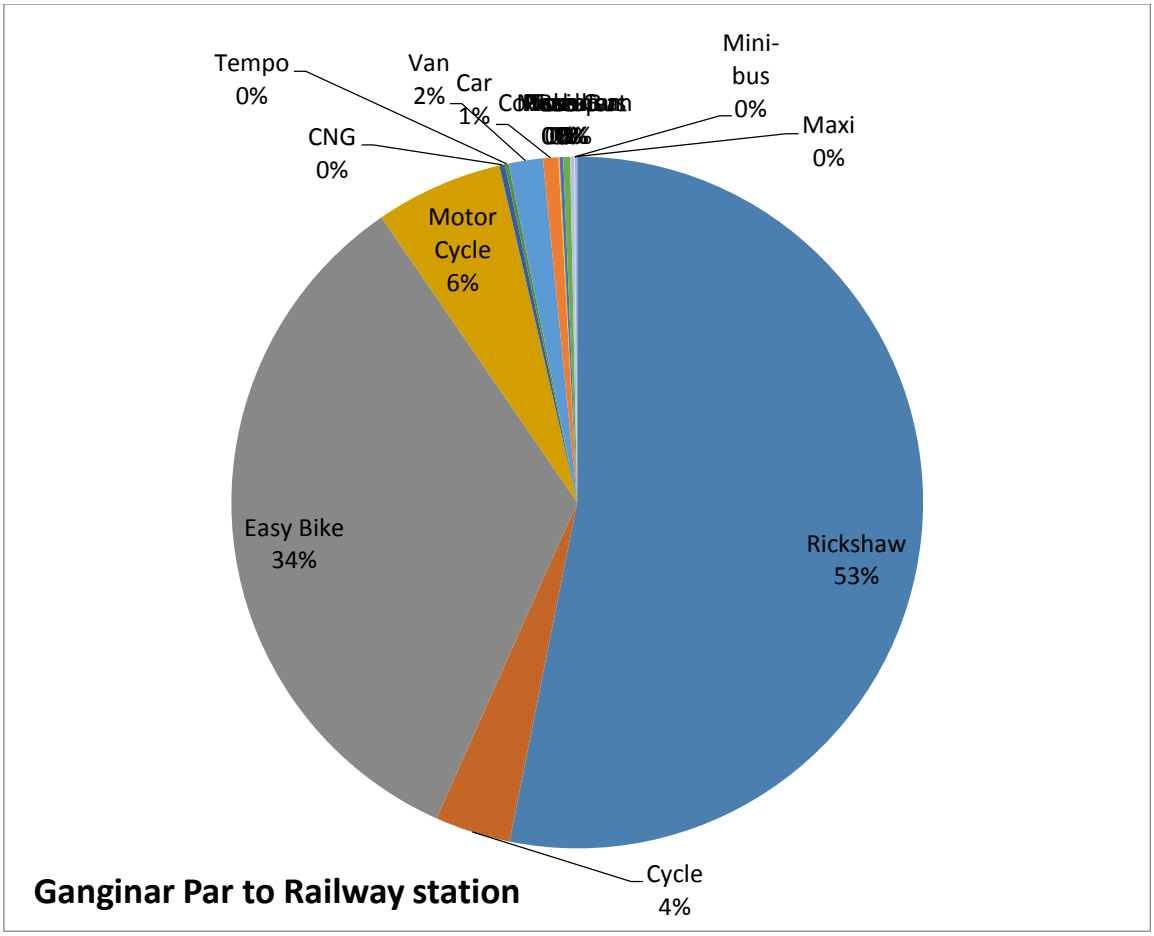


Figure 13: Percentage of traffic flow from Ganginar par to railway station

From Ganginar par to Railway Station direction, 53% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 6%, 4% and 34% of total vehicles respectively.

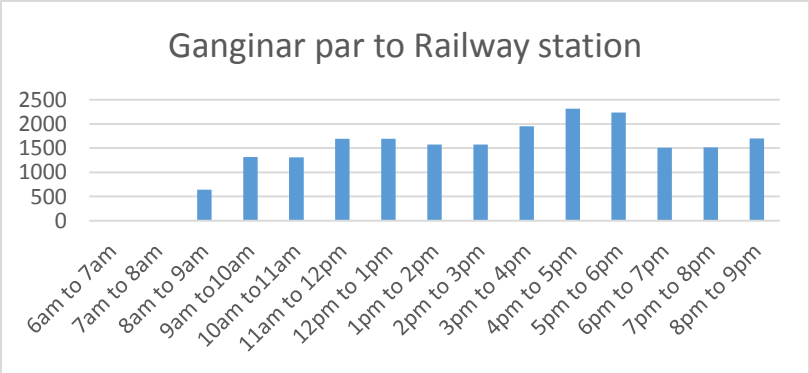


Figure 14: PCE of vehicles at different hours from Ganginar par to railway station

During 4 pm to 5 pm PCE is highest at this direction. At 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

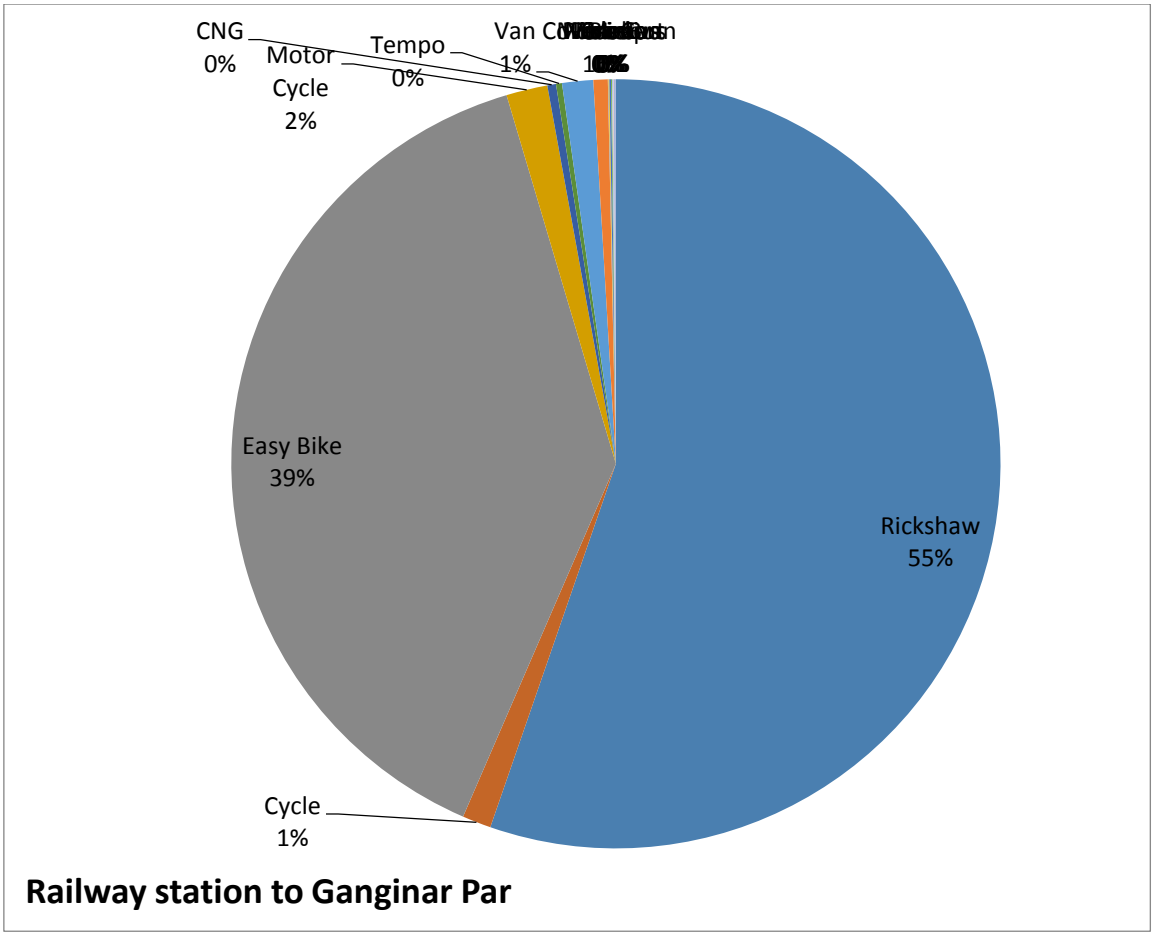


Figure 15: Percentage of traffic flow from Railway station to Ganginar par

From Railway Station to Ganginar par direction, 55% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle, easy bike and van with percentage of 2%, 1% and 39% and 1% of total vehicles respectively.

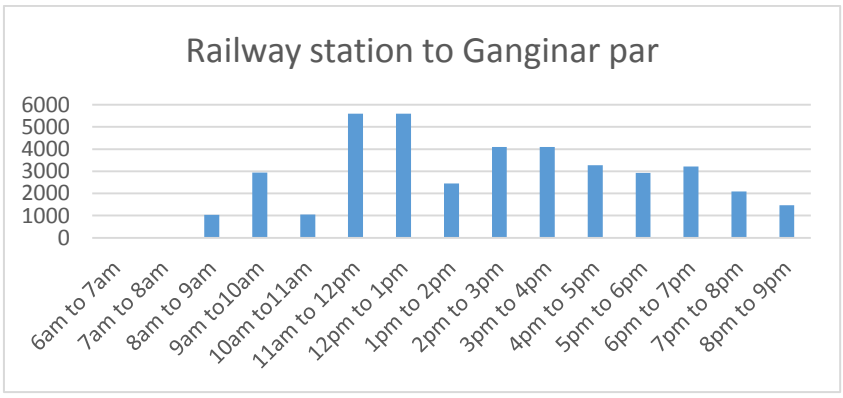


Figure 16: PCE of vehicles at different hours from Railway station to Ganginar par

During 11 am to 12 pm PCE is highest at this direction. At 12 pm to 1 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

#### 4.2.3.2 Bridge Mor

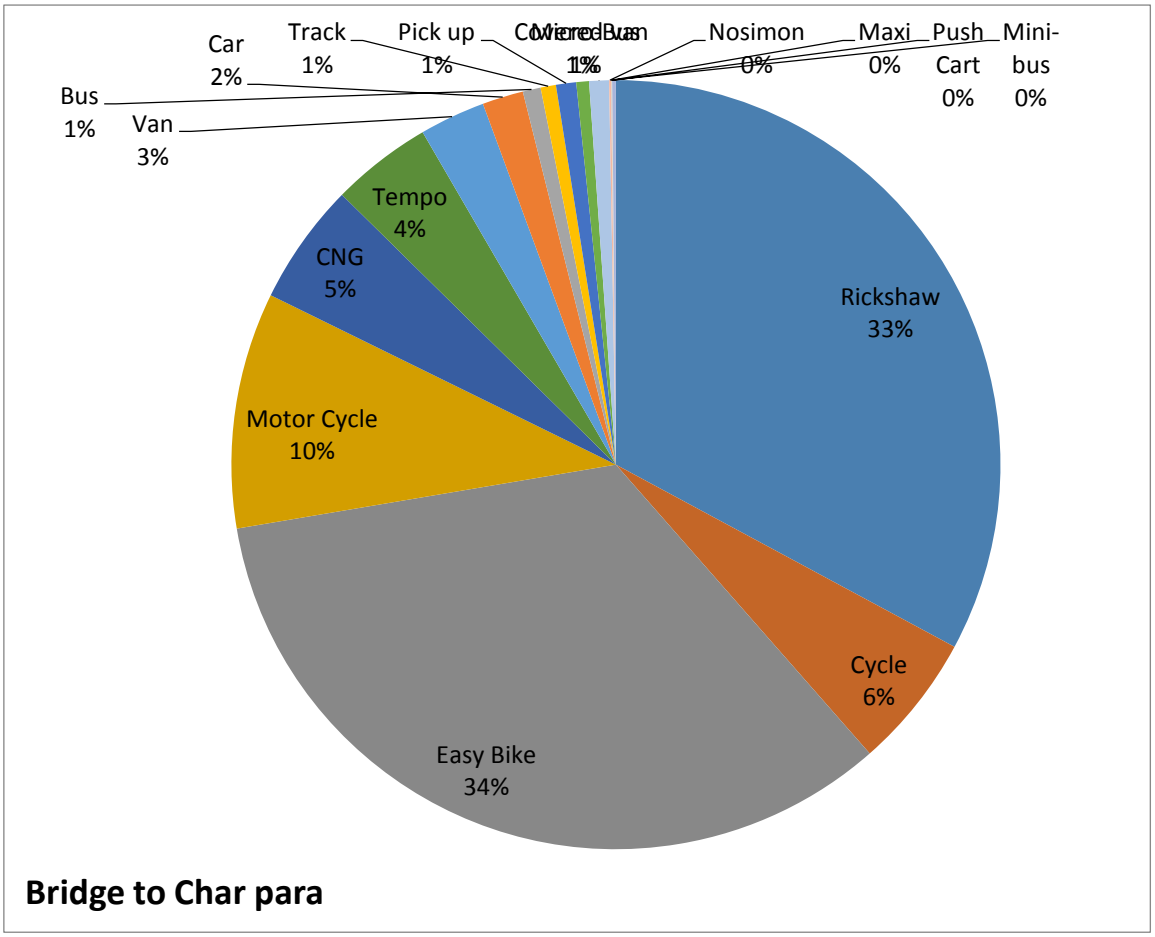


Figure 17: Percentage of traffic flow from Bridge to Charpara

At bridge intersection, from Bridge to Char para direction, 33% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle, easy bike, CNG and Tempo with percentage of 10%, 6%, 34%, 5% and 4% of total vehicles respectively.

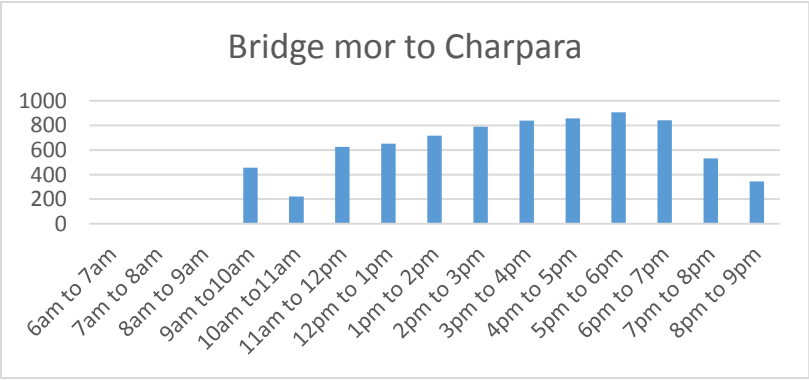


Figure 18: PCE of vehicles at different hours from Bridge to Charpara

During 5 pm to 6 pm PCE is highest at this direction. At 2 pm to 5 pm and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 10 am to 11 am.

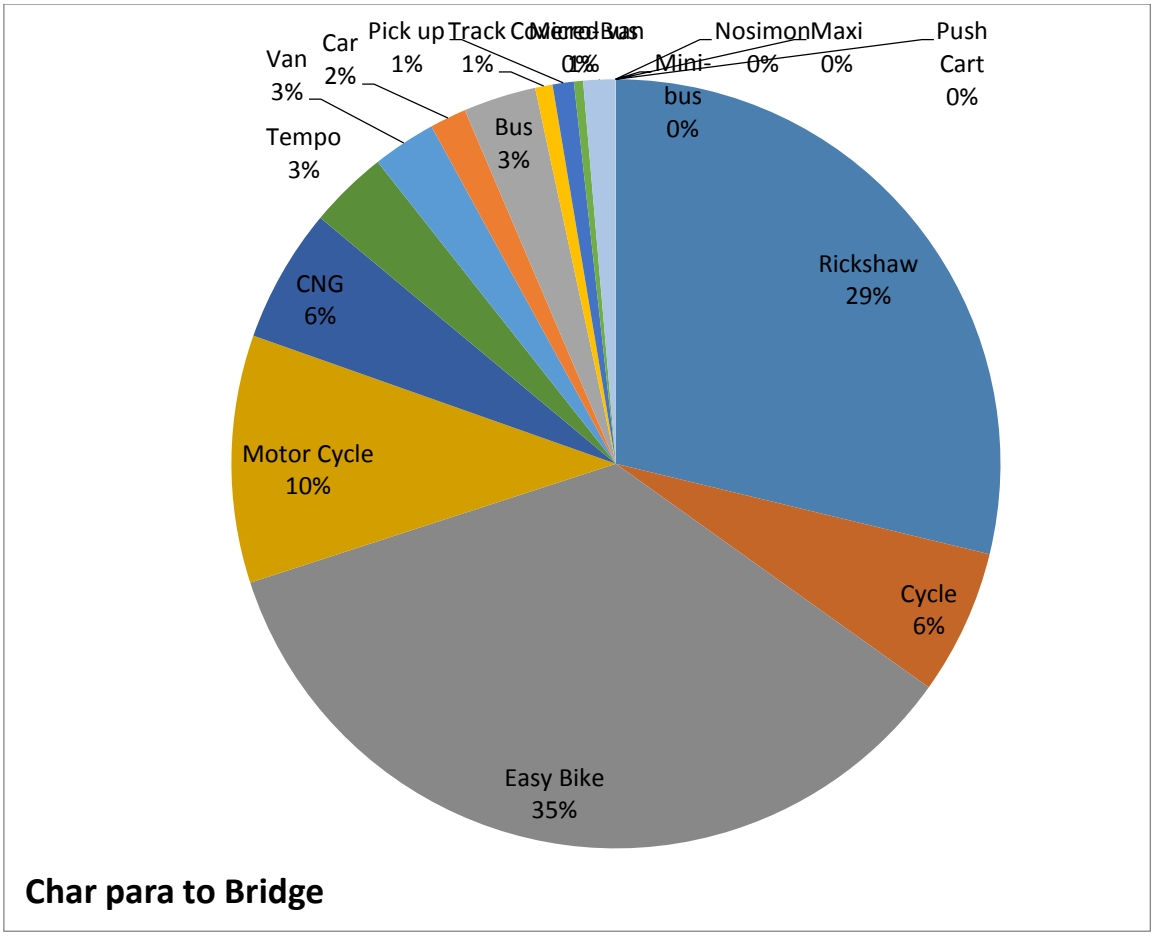


Figure 19: Percentage of traffic flow from Charpara to Bridge

At bridge intersection, from Bridge to Char para direction, 35% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, rickshaw, CNG, bus and Tempo with percentage of 10%, 6%, 29%, 6%, 3% and 3% of total vehicles respectively.

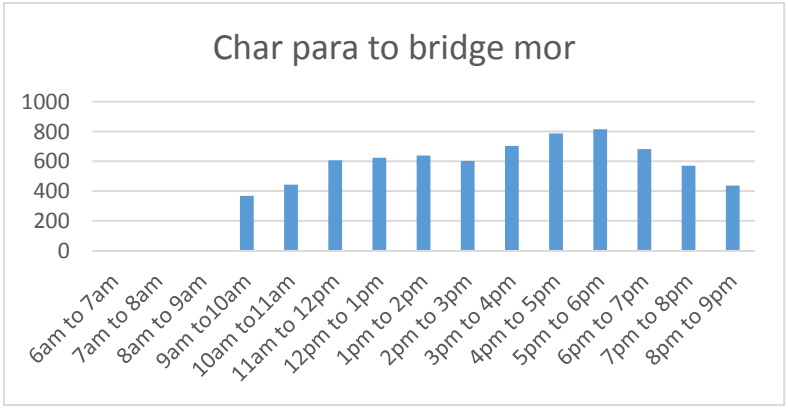


Figure 20: PCE of vehicles at different hours from Charpara to Bridge

During 5 pm to 6 pm PCE is highest at this direction. At 2 pm to 5 pm and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 9 am to 10 am.

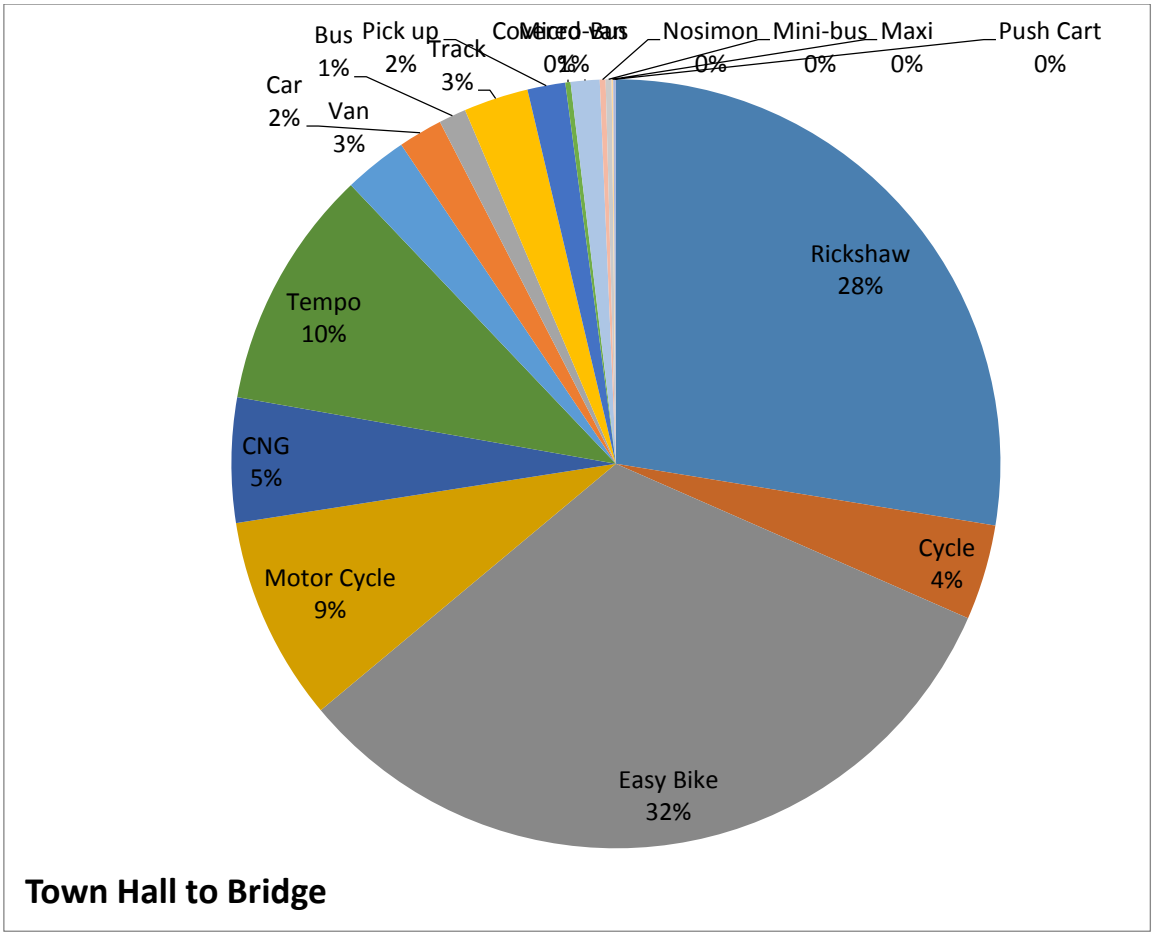


Figure 21: Percentage of traffic flow from Town hall to Bridge

From Town hall to Bridge direction, 32% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, rickshaw, CNG and Tempo with percentage of 9%, 4%, 28%, 5% and 10% of total vehicles respectively.

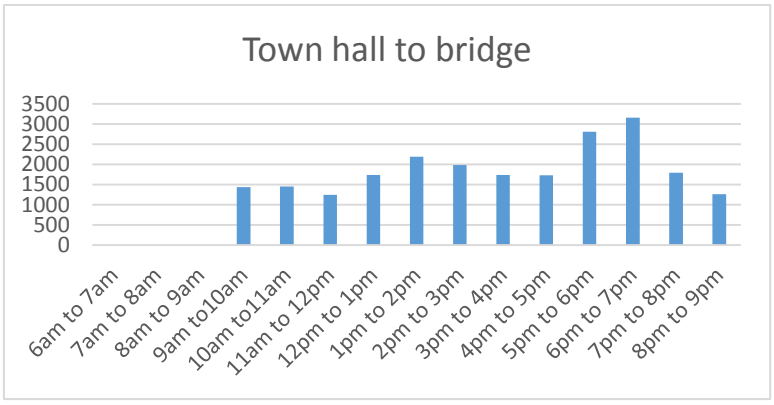


Figure 22: PCE of vehicles at different hours from Town hall to Bridge

During 6 pm to 7 pm PCE is highest at this direction. At 1 pm to 2 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 11 am to 12 am.

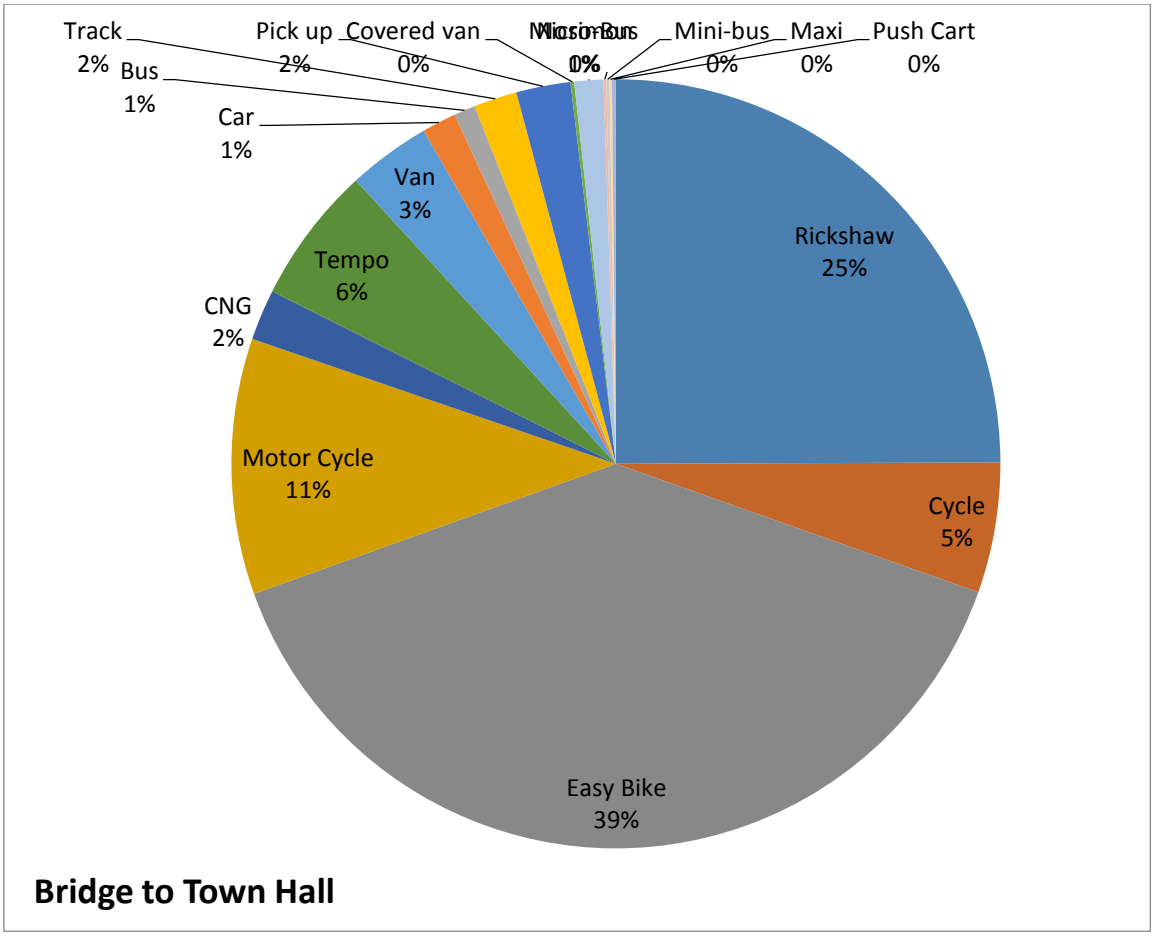


Figure 23: Percentage of traffic flow from Bridge to Town hall

From Bridge to Town hall direction, 39% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, rickshaw, CNG and Tempo with percentage of 11%, 5%, 25%, 2% and 6% of total vehicles respectively.

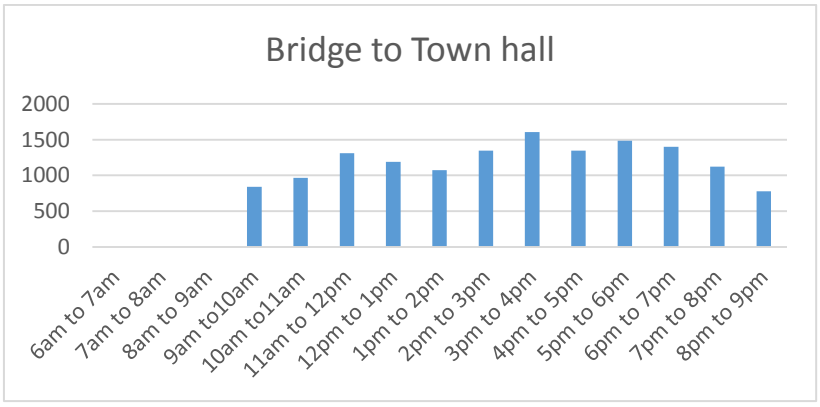


Figure 24: PCE of vehicles at different hours from Bridge to Town hall

During 3 pm to 4 pm PCE is highest at this direction. At 11 am to 2 pm and 5 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

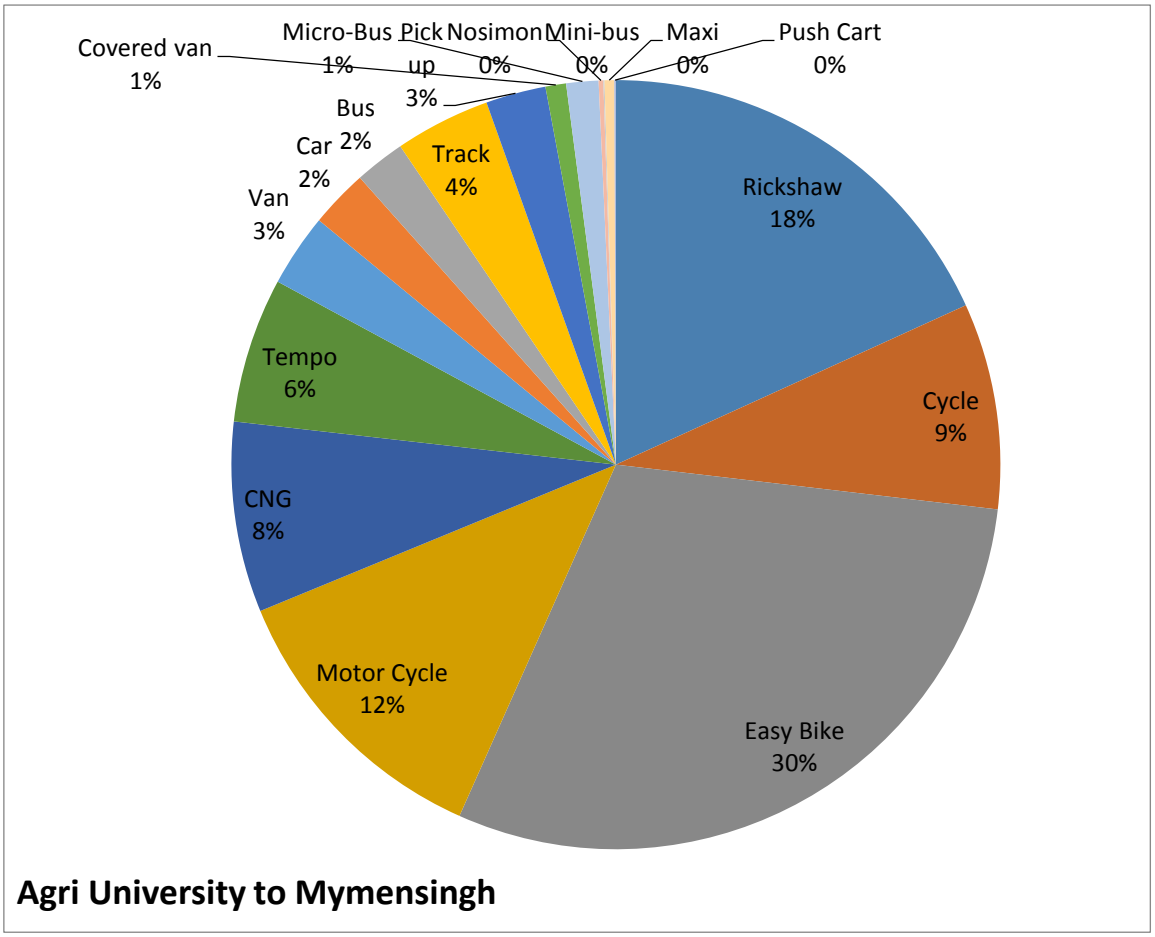


Figure 25: Percentage of traffic flow from Agri university to Mymensingh

From Agri University to Mymensingh direction, 30% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, rickshaw, CNG and Tempo with percentage of 12%, 9%, 18%, 8% and 6% of total vehicles respectively. 3% and 4% of total vehicles are bus and track respectively.

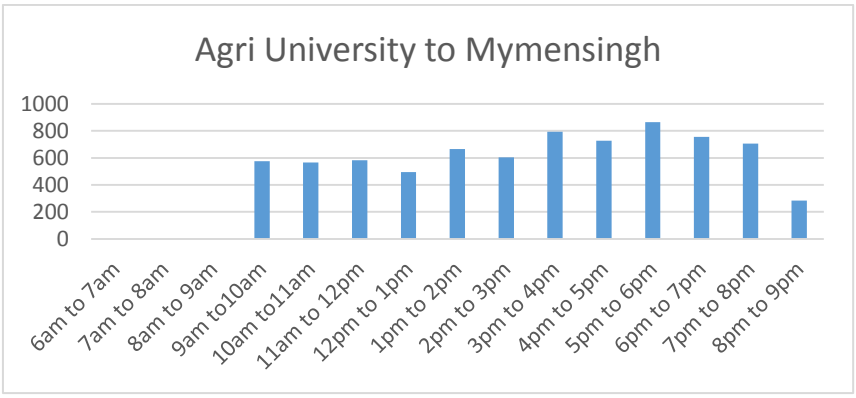


Figure 26: PCE of vehicles at different hours from Agri university to Mymensingh

During 5 pm to 6 pm PCE is highest at this direction. At 3 pm to 4 pm and 6 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

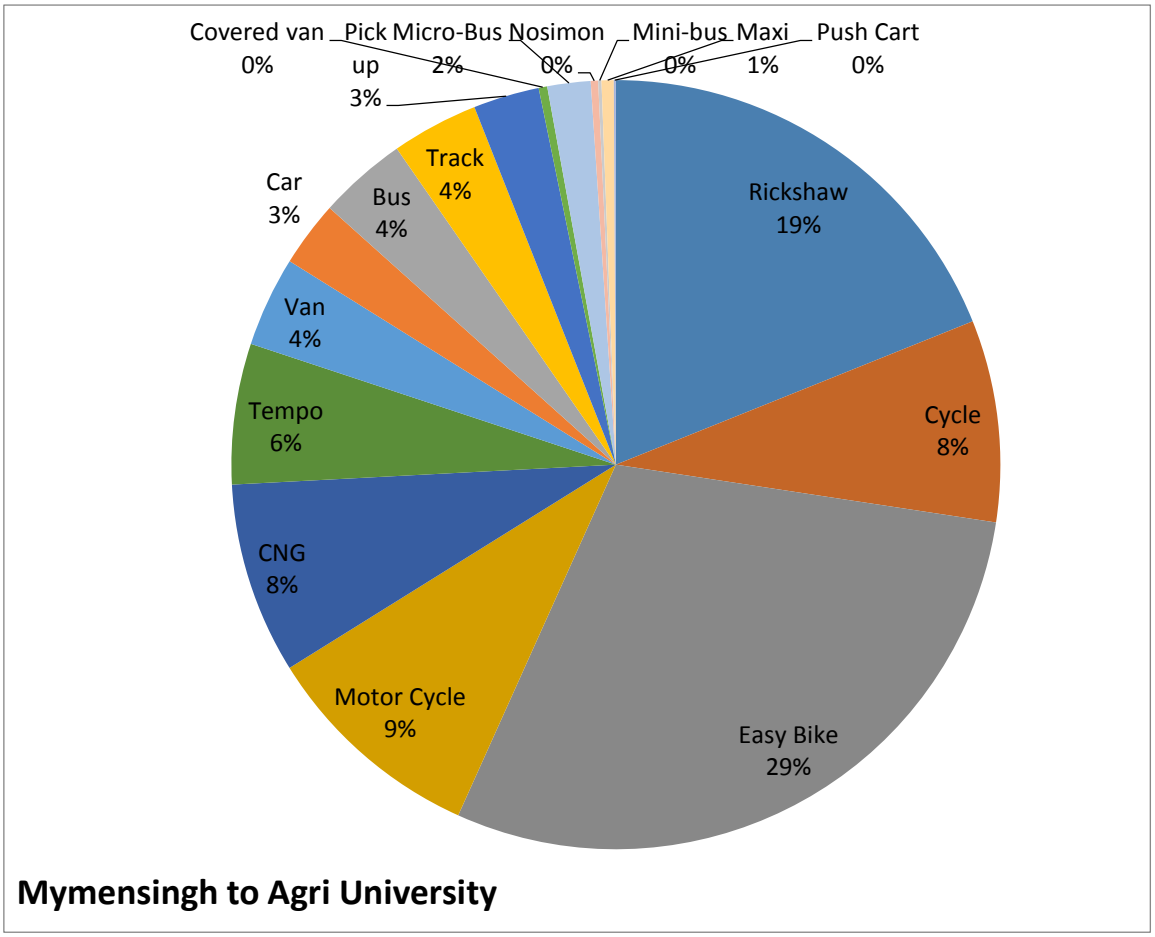


Figure 27:Percentage of traffic flow from Mymensingh to Agri University

From Mymensingh to Agri University direction, 29% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, rickshaw, CNG and Tempo with percentage of 9%, 8%, 19%, 8% and 6% of total vehicles respectively. 4% of total vehicles are bus and track respectively.

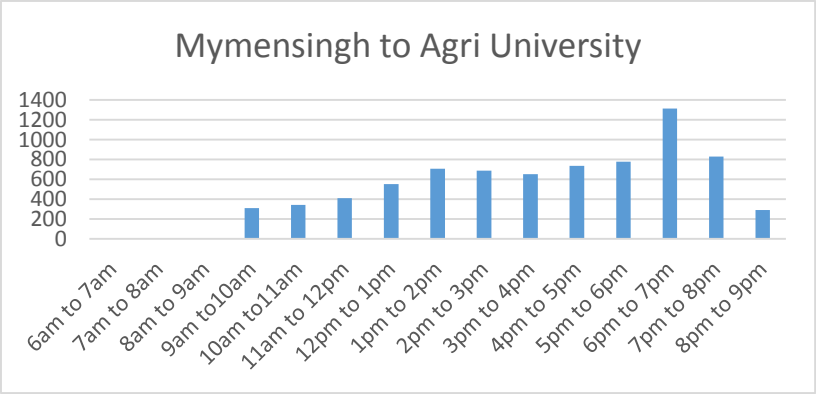


Figure 28: PCE of vehicles at different hours from Mymensingh to Agri University

During 6 pm to 7 pm PCE is highest at this direction. At 1 pm to 6 pm and 7 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

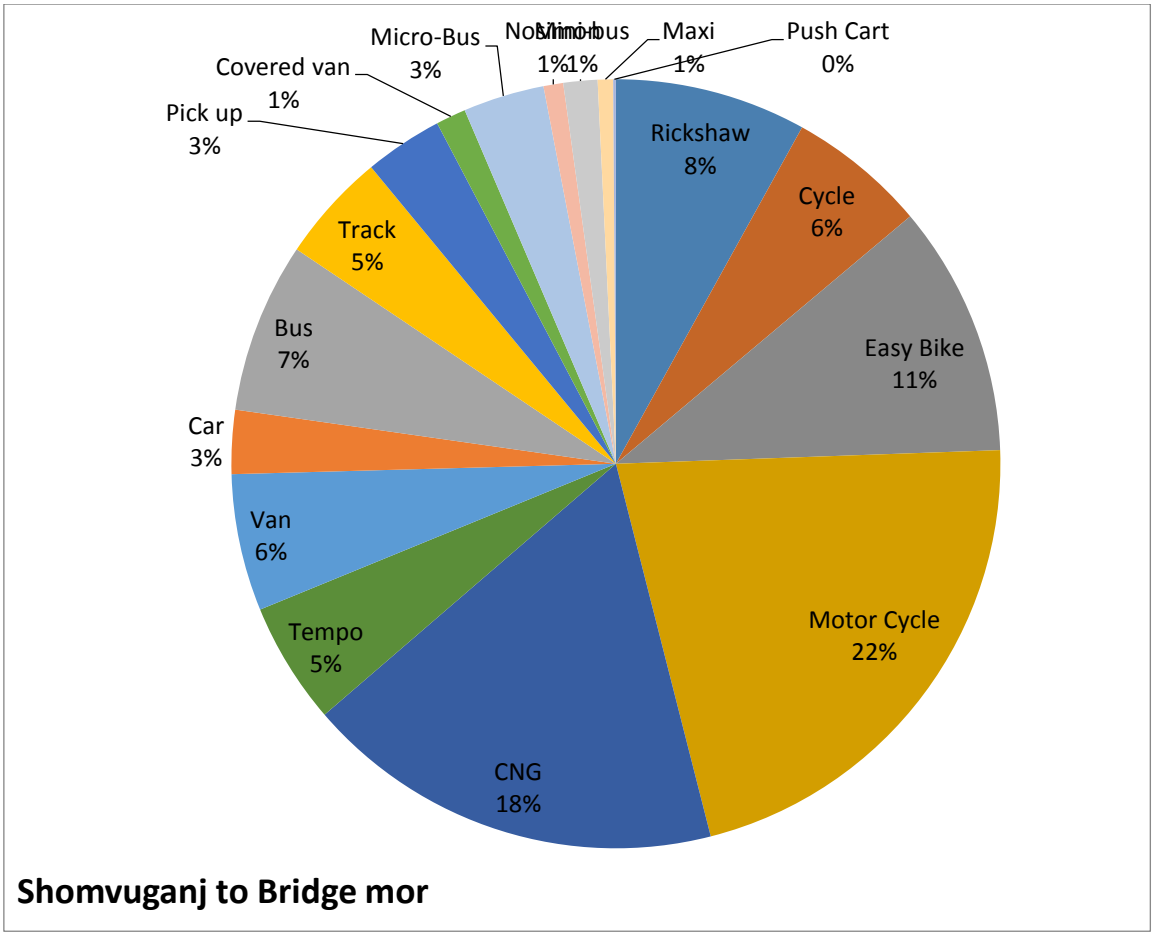


Figure 29: Percentage of traffic flow from Shomvuganj to Bridge mor

From Shamvuganj to Bridge mor direction, 22% of total vehicles are Motor Cycle. Other mostly moving vehicles are easy bike, cycle, rickshaw, CNG and Tempo with percentage of 11%, 6%, 8%,18% and 5% of total vehicles respectively. 7%, 5% and 6% of total vehicles are bus, track and van respectively.

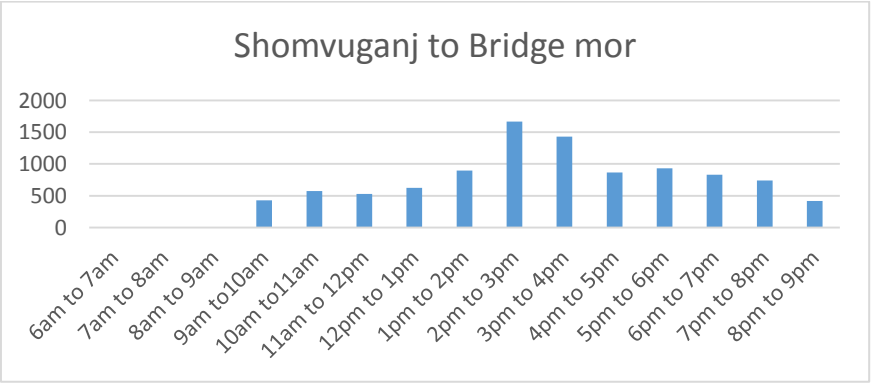


Figure 30: PCE of vehicles at different hours from Shomvuganj to Bridge mor

During 2 pm to 3 pm PCE is highest at this direction. At 3 pm to 4 pm and 4 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

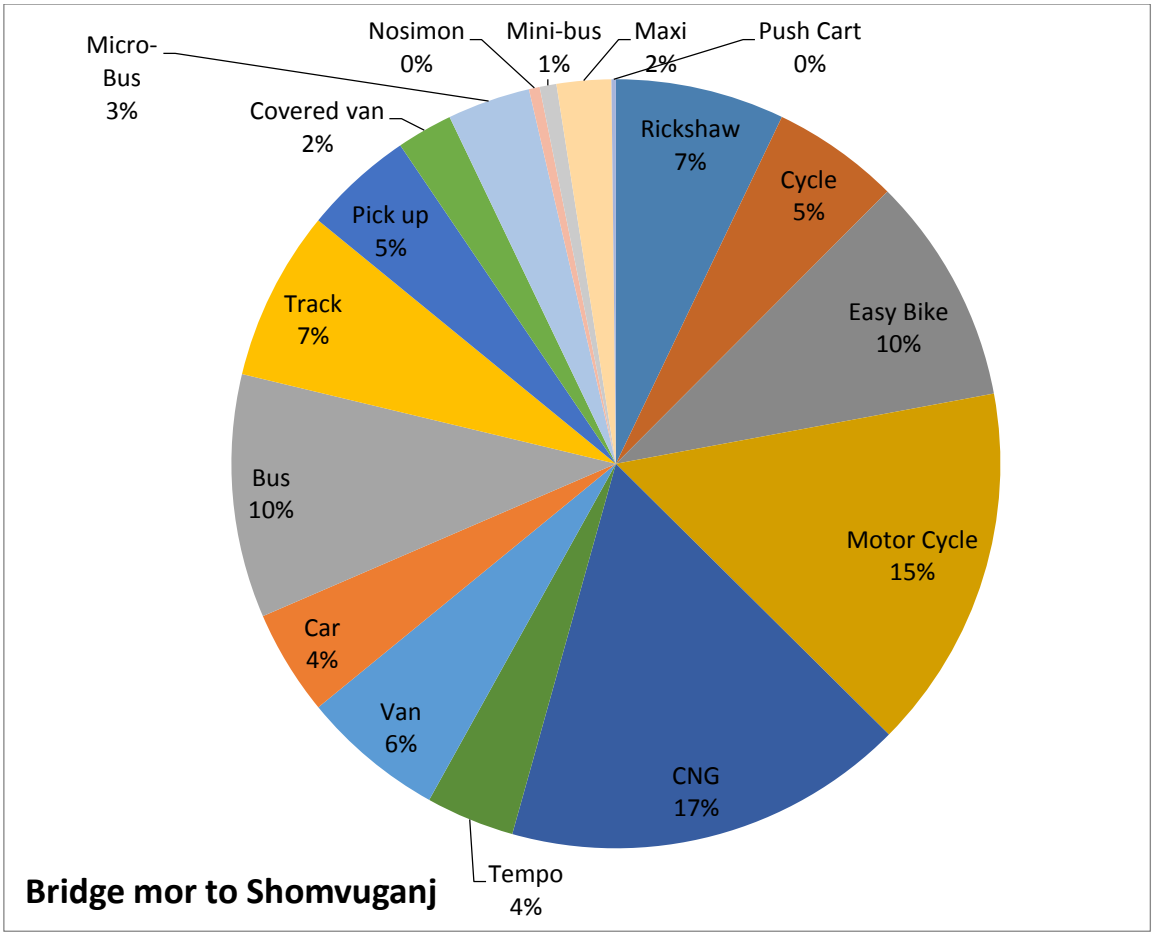


Figure 31: Percentage of traffic flow from Bridge mor to Shomvuganj

From Bridge mor to Shamvuganj direction, 17% of total vehicles are CNG. Other mostly moving vehicles are motor cycle, cycle, rickshaw, easy bike and Pickup with percentage of 15%, 5%, 7%, 10% and 5% of total vehicles respectively. 10%, 7% and 6% of total vehicles are bus, track and van respectively.

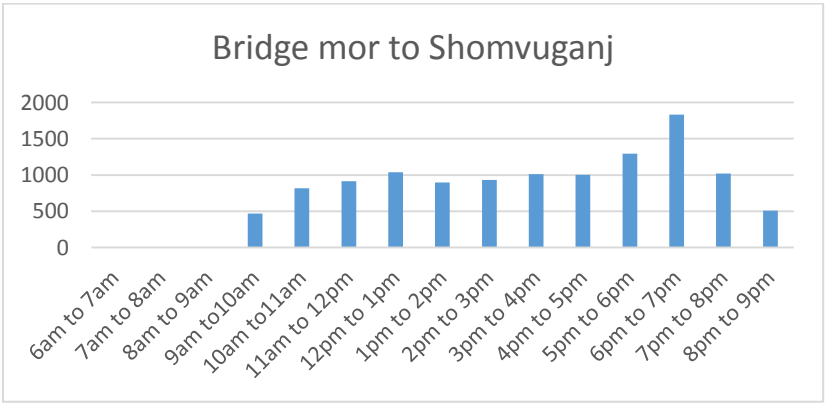


Figure 32: PCE of vehicles at different hours from Bridge mor to Shomvuganj

During 6 pm to 7 pm PCE is highest at this direction. At 12 pm to 6 pm and 7 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 9 am to 10 am.

#### 4.2.3.3 Town hall mor

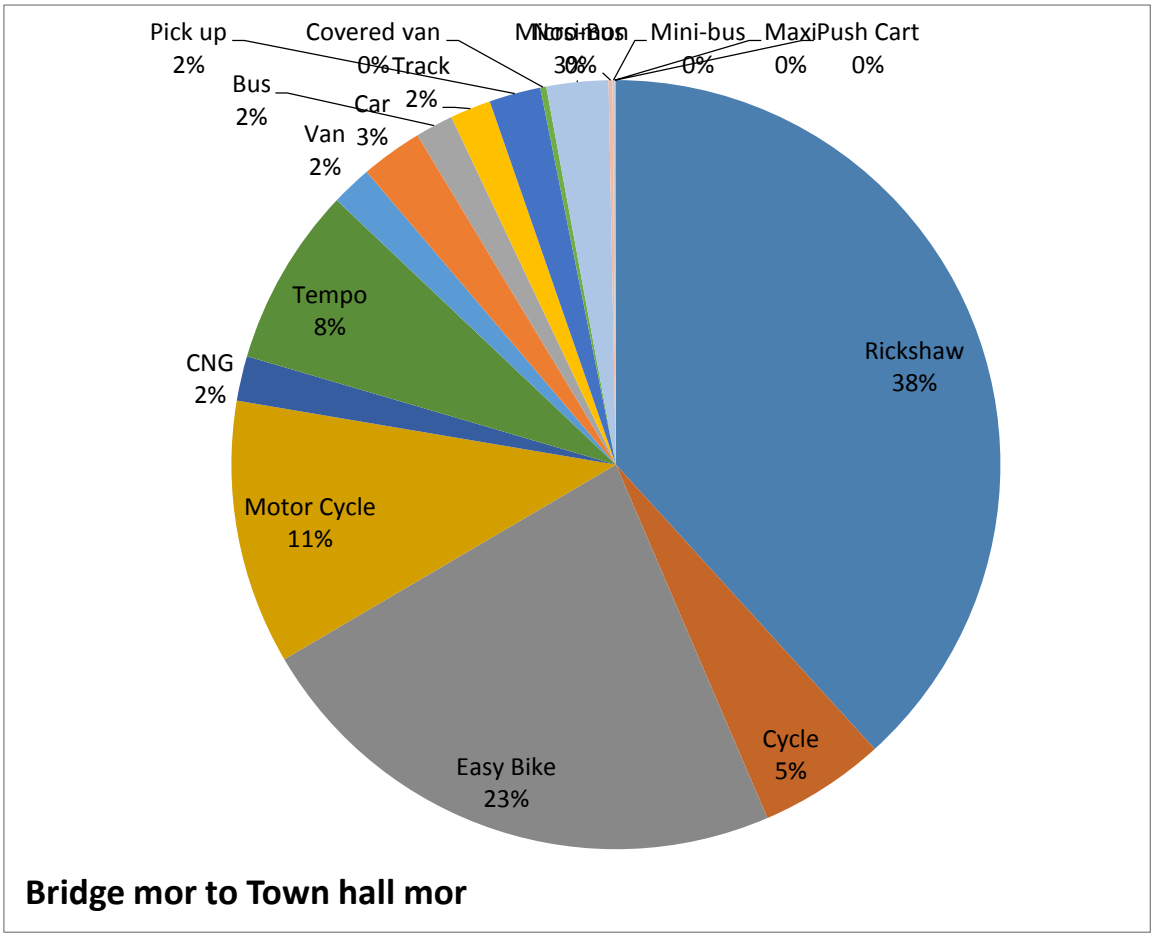


Figure 33: Percentage of traffic flow from Bridge mor to Town hall mor

At Town hall intersection, from Bridge mor to Town hall direction, 38% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 11%, 5%, 2%, 23% and 8% of total vehicles respectively.

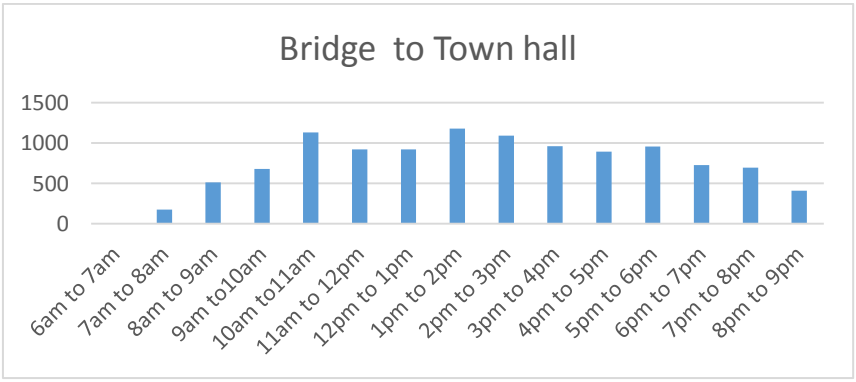


Figure 34: PCE of vehicles at different hours from Bridge mor to Town hall mor

During 1 pm to 2 pm PCE is highest at this direction. At 10 am to 11 am and 2 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

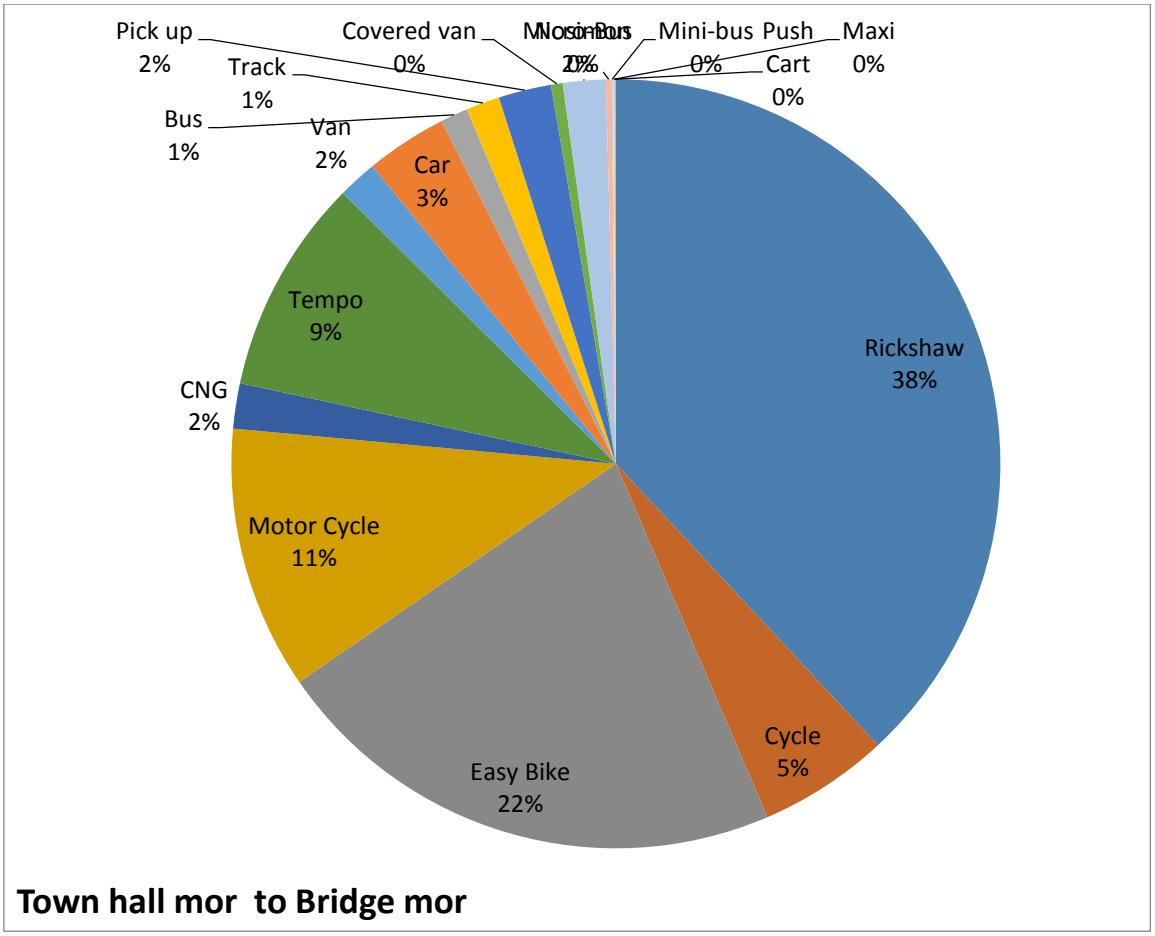


Figure 35: Percentage of traffic flow from Town hall mor to Bridge mor

From Town hall to Bridge mor direction, 38% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 11%, 5%, 2%, 22% and 9% of total vehicles respectively.

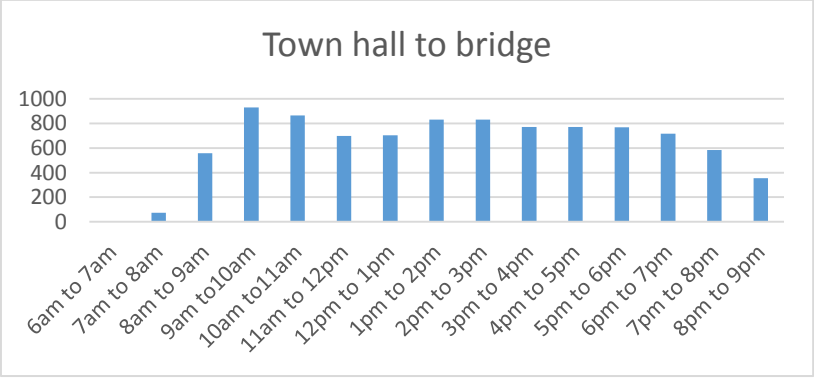


Figure 36: PCE of vehicles at different hours from Town hall mor to Bridge mor

During 9 am to 10 am PCE is highest at this direction. At 10 am to 11 am and 1 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

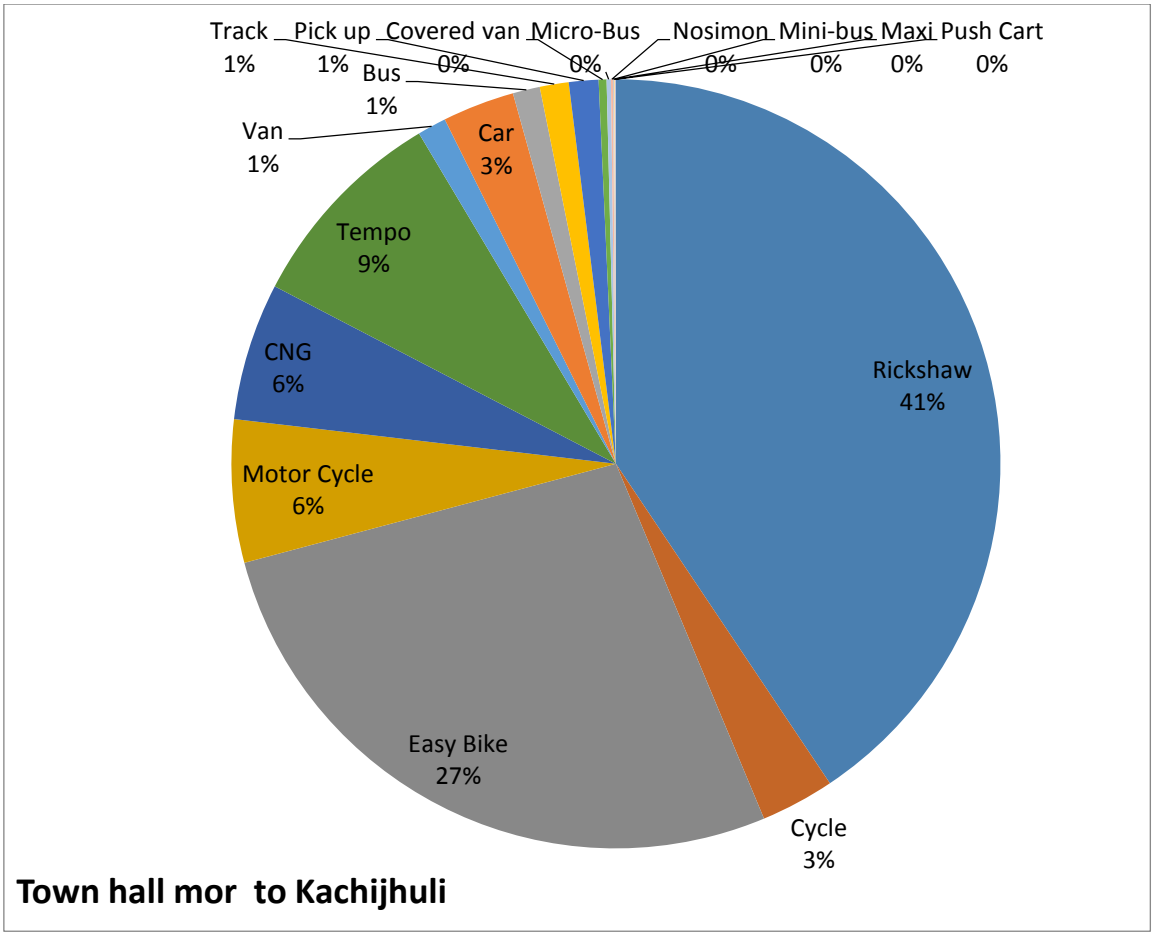


Figure 37: Percentage of traffic flow from Town hall mor to Kachijhuli

From Town hall to kachijhuli direction, 41% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 6%, 3%, 6%, 27% and 9% of total vehicles respectively.

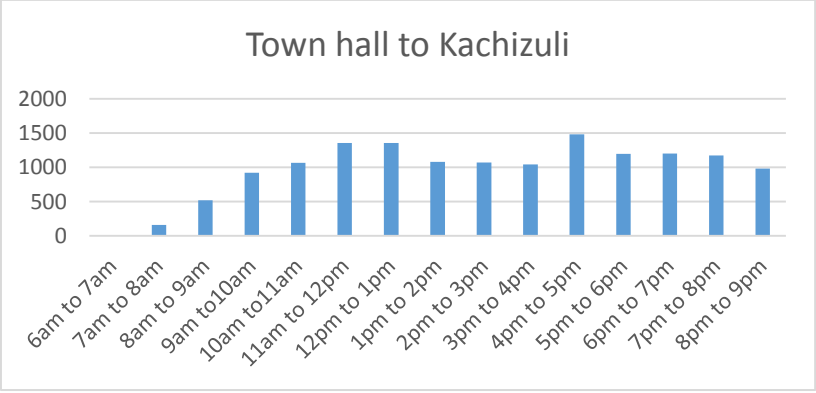


Figure 38: PCE of vehicles at different hours Town hall mor to Kachijhuli

During 4 pm to 5 pm PCE is highest at this direction. At 11 am to 1 pm and 5 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

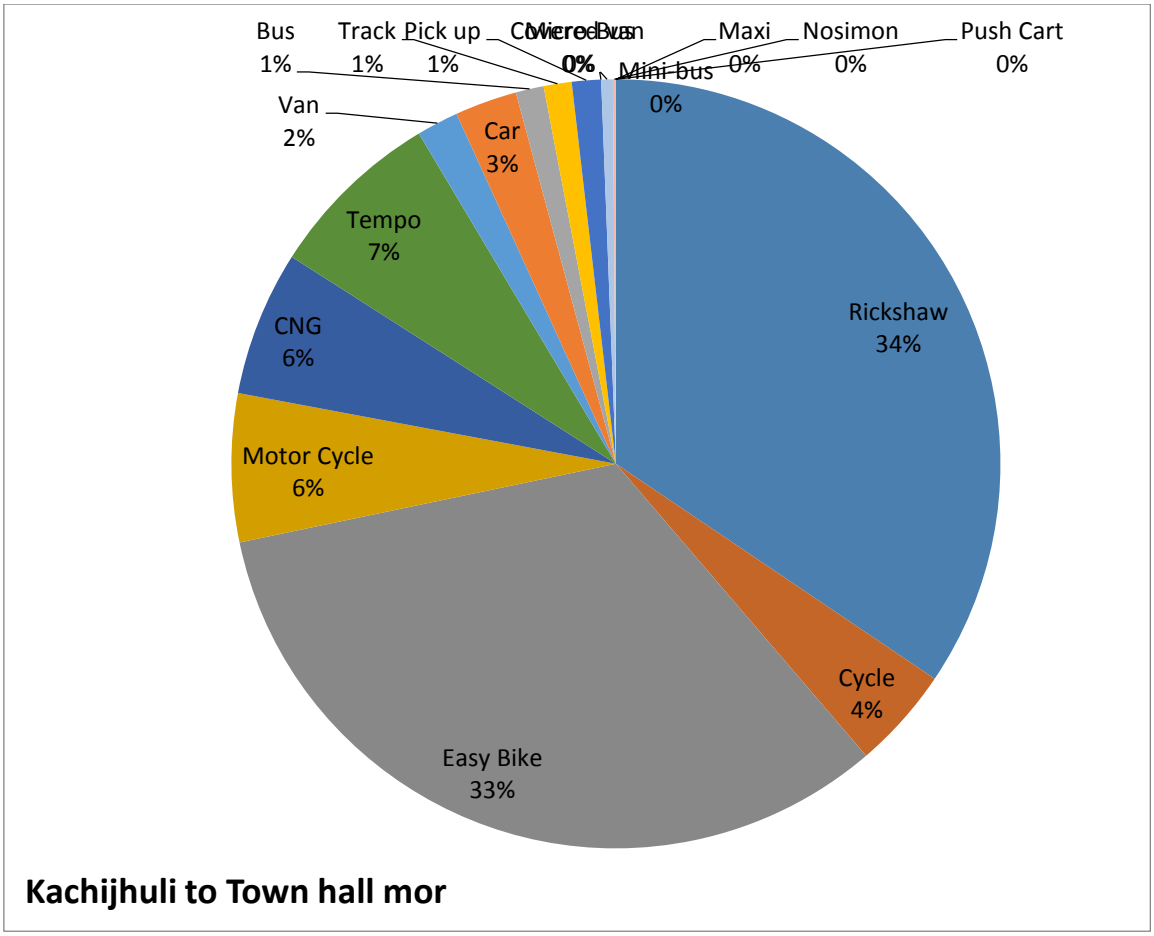


Figure 39: Percentage of traffic flow from Kachijhuli to Town hall mor

From Kachijhuli to Town hall direction, 34% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 6%, 4%, 6%, 33% and 7% of total vehicles respectively.

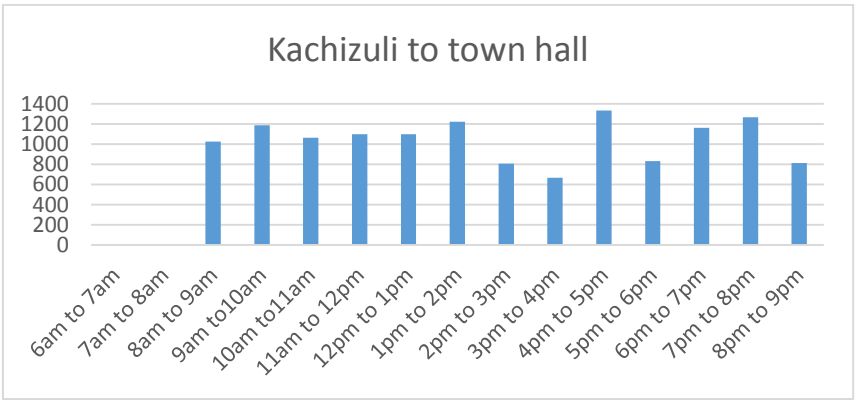


Figure 40: PCE of vehicles at different hours from Kachijhuli to Town hall mor

During 4 pm to 5 pm PCE is highest at this direction. At 9 am to 2 pm and 6 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 3 pm to 4 pm.

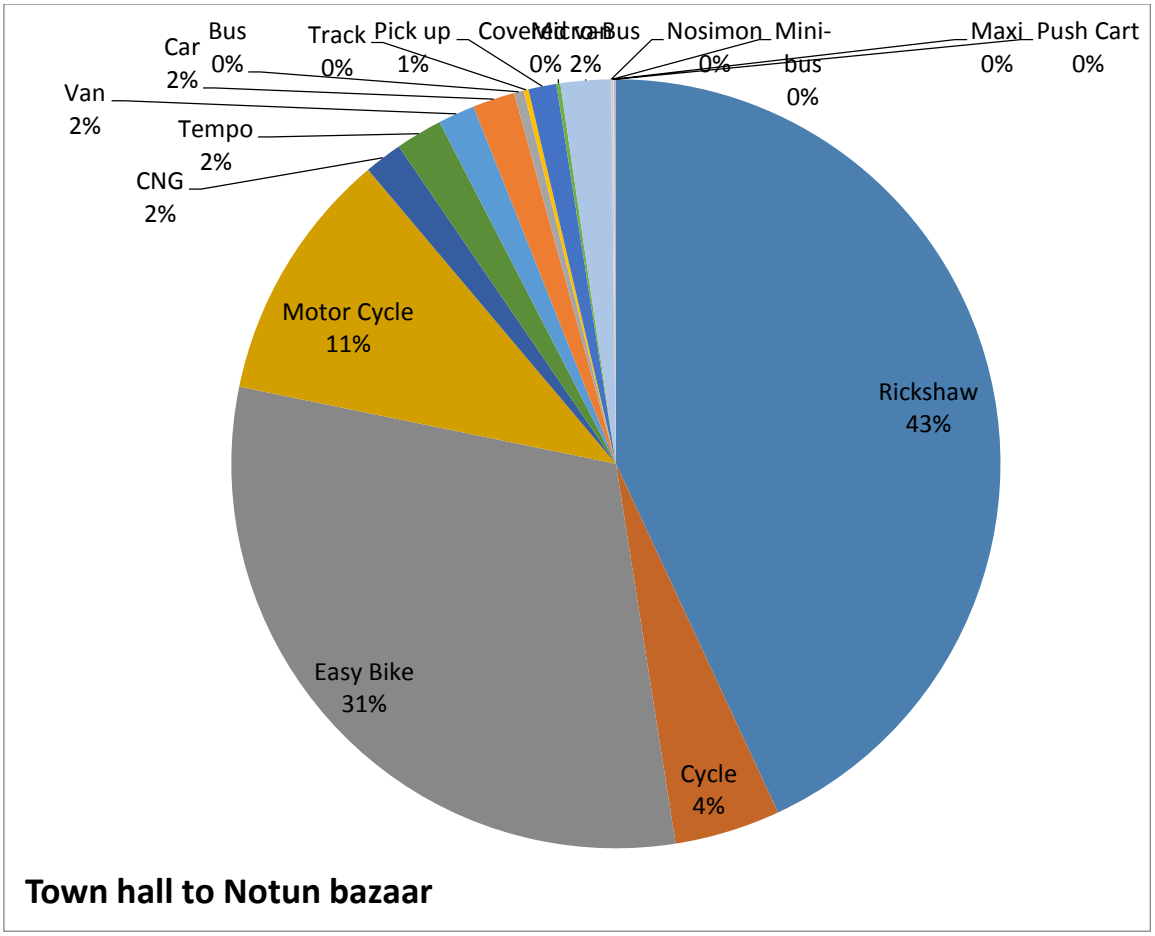


Figure 41: Percentage of traffic flow from Town hall to Notun bazar

From Town hall to Notun Bazar direction, 43% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 11%, 4%, 2%, 31% and 2% of total vehicles respectively.

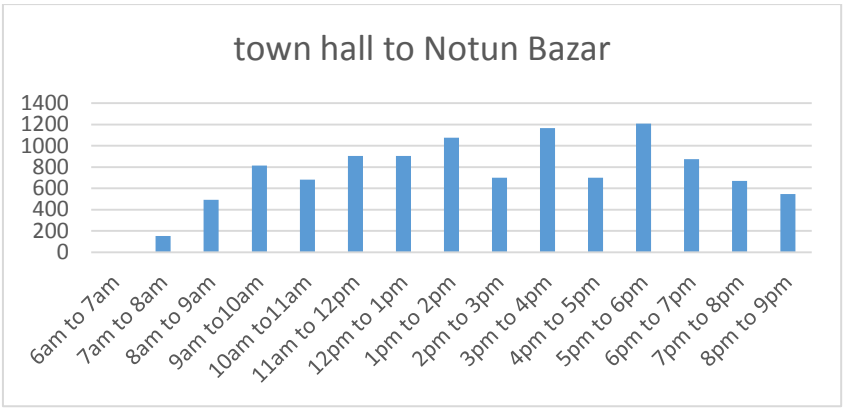


Figure 42: PCE of vehicles at different hours from Town hall to Notun bazar

During 5 pm to 6 pm PCE is highest at this direction. At 11 am to 2 pm and 3 pm to 4 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

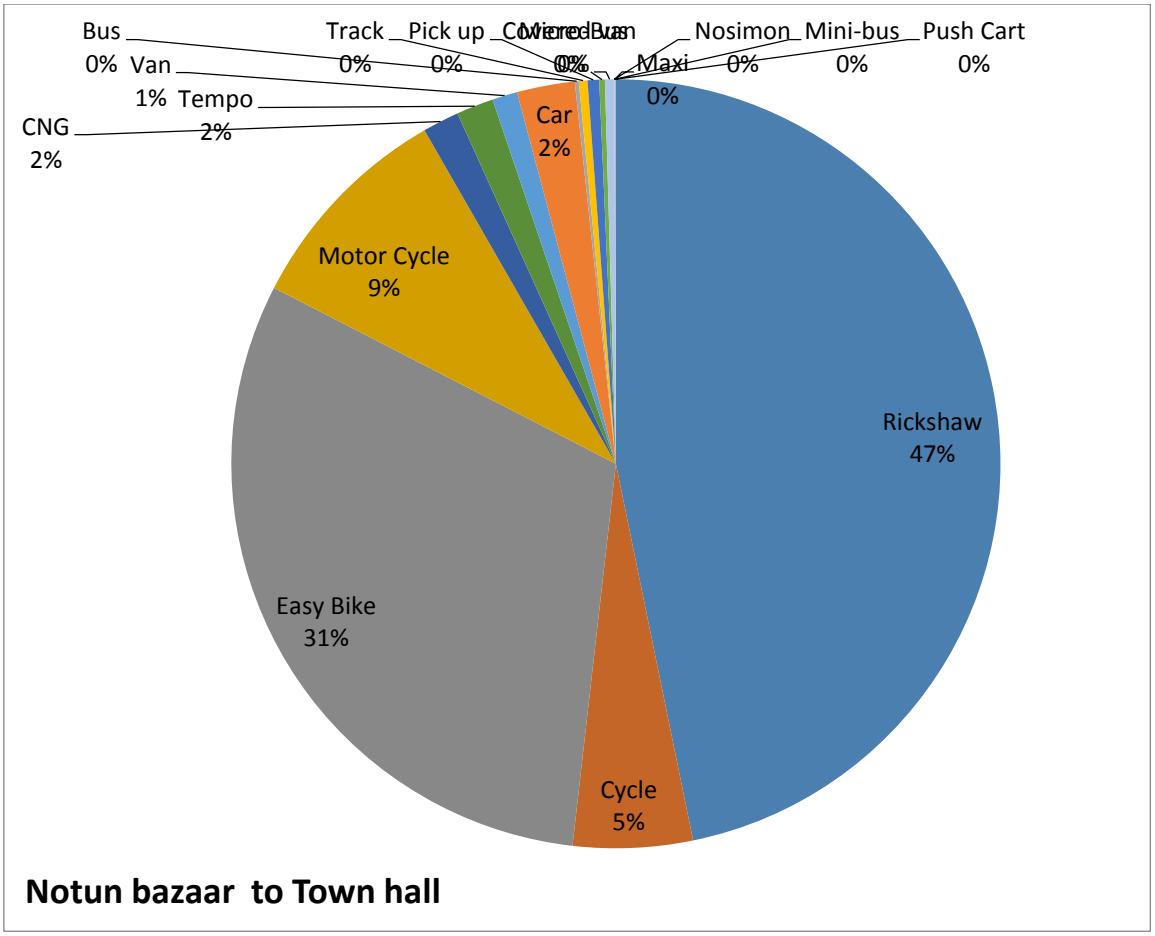


Figure 43: Percentage of traffic flow from Notun bazar to Town hall

From Notun bazar to Town hall direction, 47% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 9%, 5%, 2%, 31% and 2% of total vehicles respectively.

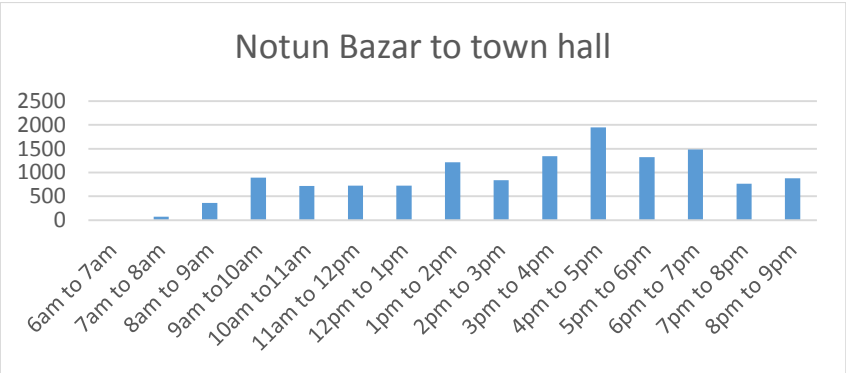


Figure 44: PCE of vehicles at different hours from Notun bazar to Town hall

During 4 pm to 5 pm PCE is highest at this direction. At 3 pm to 4 pm and 5 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

#### 4.2.3.4 Charpara mor

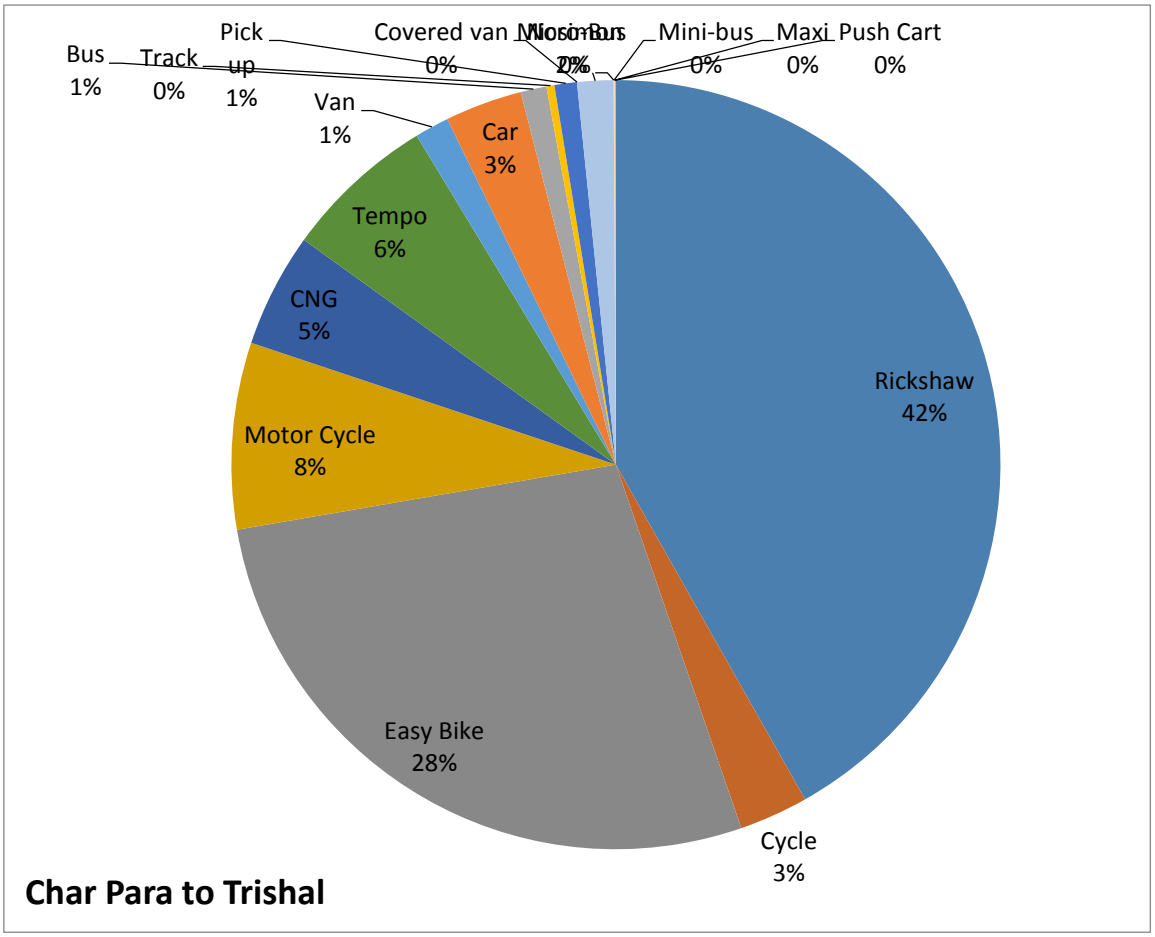


Figure 45: Percentage of traffic flow from Charpara to Trishal

At charpara intersection, from Charpara to Trishall direction, 42% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 8%, 3%, 5%, 28% and 6% of total vehicles respectively. A few cars (3%), pickup (1%) and bus (1%) are also found.

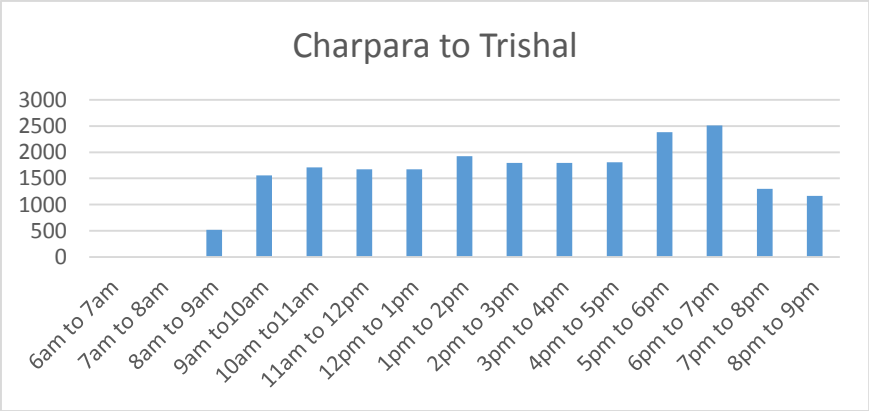


Figure 46: PCE of vehicles at different hours from Charpara to Trishal

During 6 pm to 7 pm PCE is highest at this direction. At 1 pm to 2 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

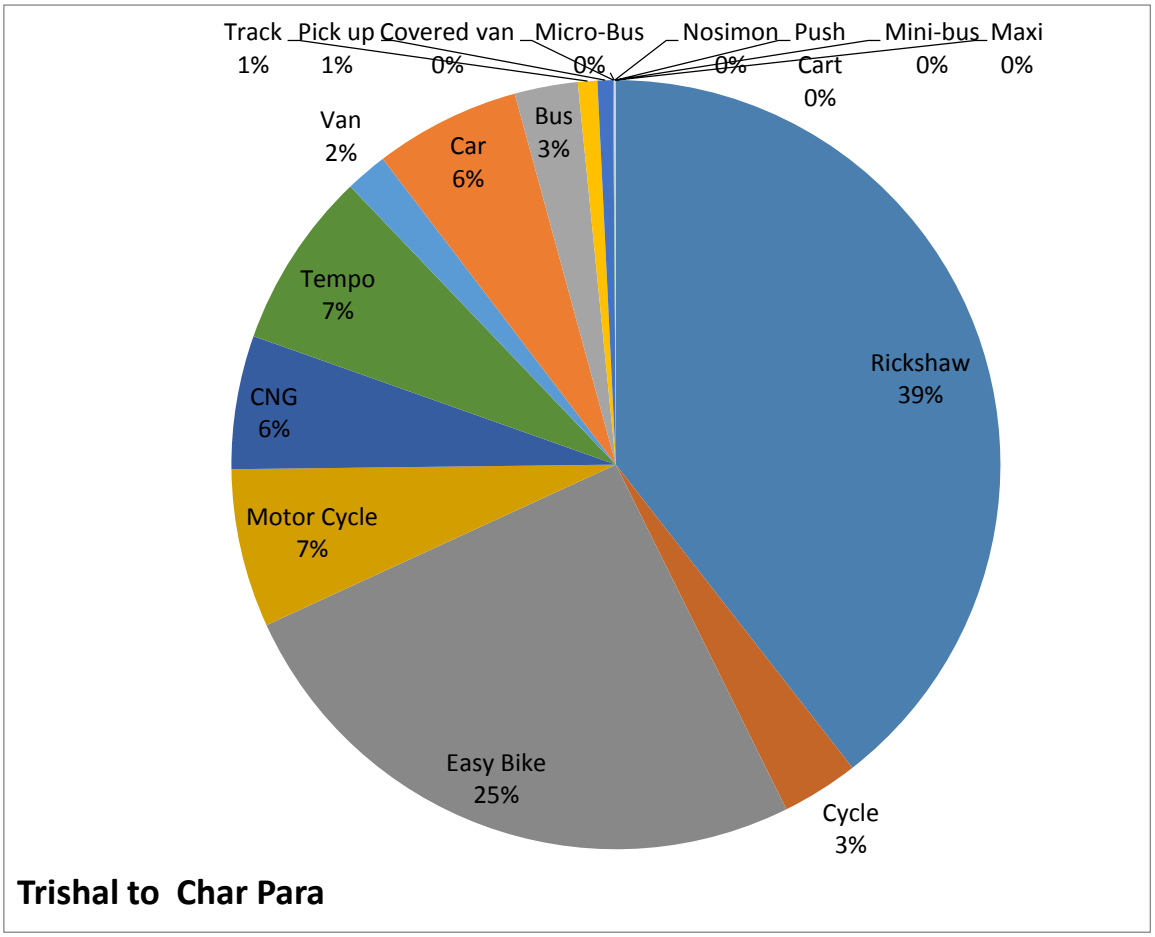


Figure 47: Percentage of traffic flow from Trishal to Charpara

From Trishal to Charpara direction, 39% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 7%, 3%, 6%, 25% and 7% of total vehicles respectively. Cars (6%), pickup (1%) and bus (3%) are also found.

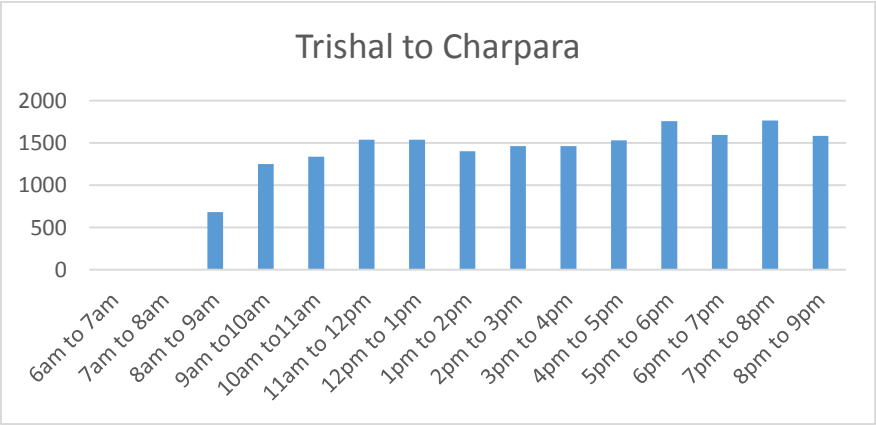


Figure 48: PCE of vehicles at different hours from Trishal to Charpara

During 6 pm to 7 pm PCE is highest at this direction. At 1 pm to 2 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

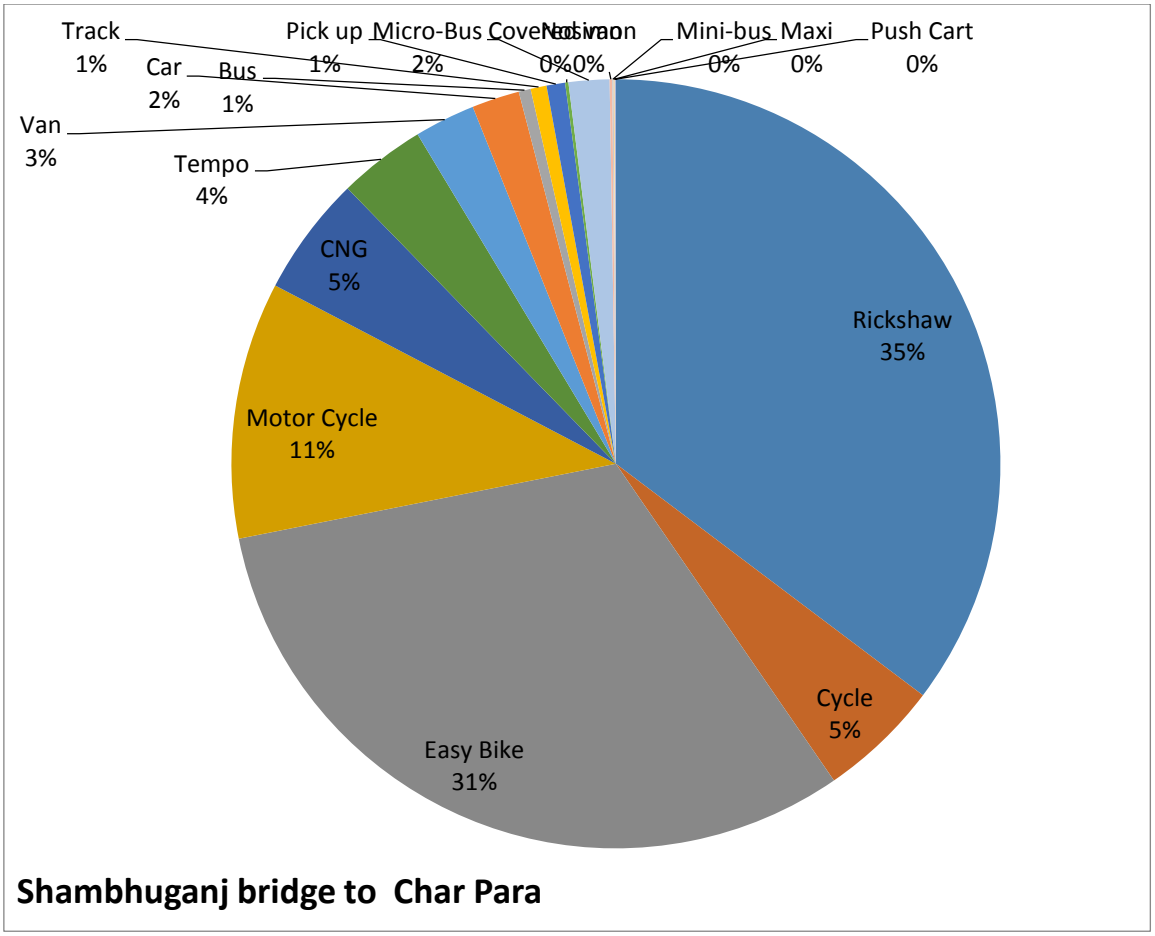


Figure 49: Percentage of traffic flow from Shamvuganj bridge to Charpara

From Shamvuganj to Charpara direction, 35% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 11%, 5%, 5%, 31% and 4% of total vehicles respectively. Cars (2%), pickup (1%) and bus (1%) are also found.

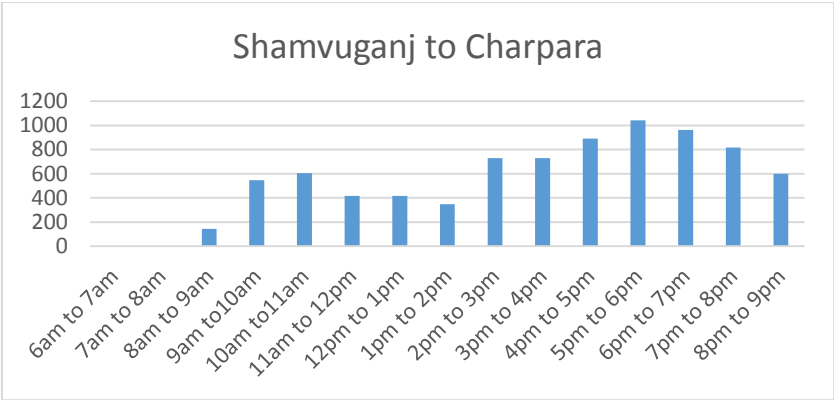


Figure 50: PCE of vehicles at different hours from Shamvuganj bridge to Charpara

During 5 pm to 6 pm PCE is highest at this direction. At 2 pm to 5 pm and 6 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

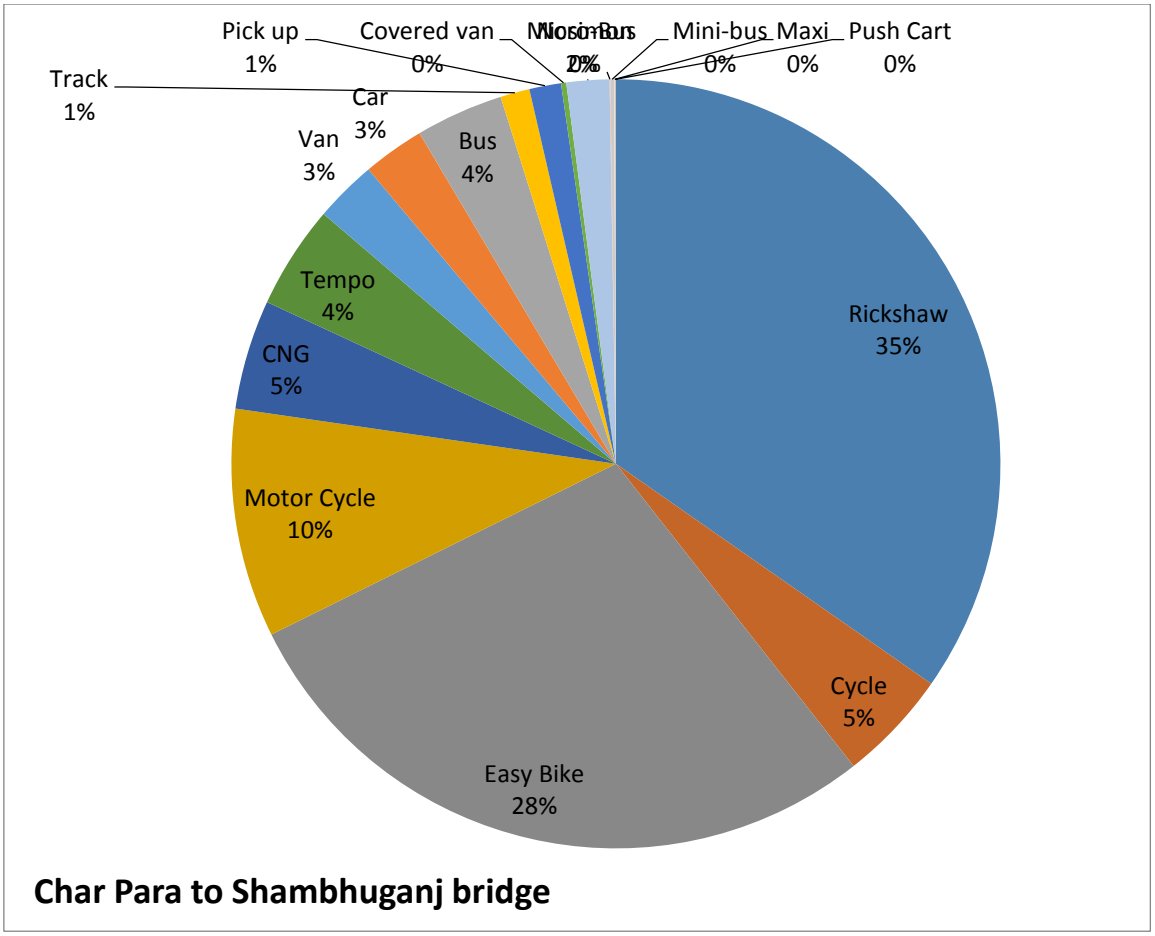


Figure 51: Percentage of traffic flow from Charpara to Shamvuganj Bridge

From Charpara to Shamvuganj direction, 35% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 10%, 5%, 5%, 28% and 4% of total vehicles respectively. Cars (3%), pickup (1%) and bus (4%) are also found.

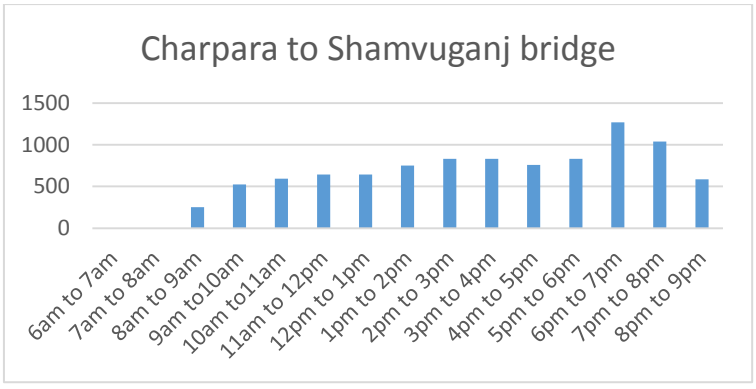


Figure 52: PCE of vehicles at different hours from Charpara to Shamvuganj Bridge

During 6 pm to 7 pm PCE is highest at this direction. At 2 pm to 4 pm and 7 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

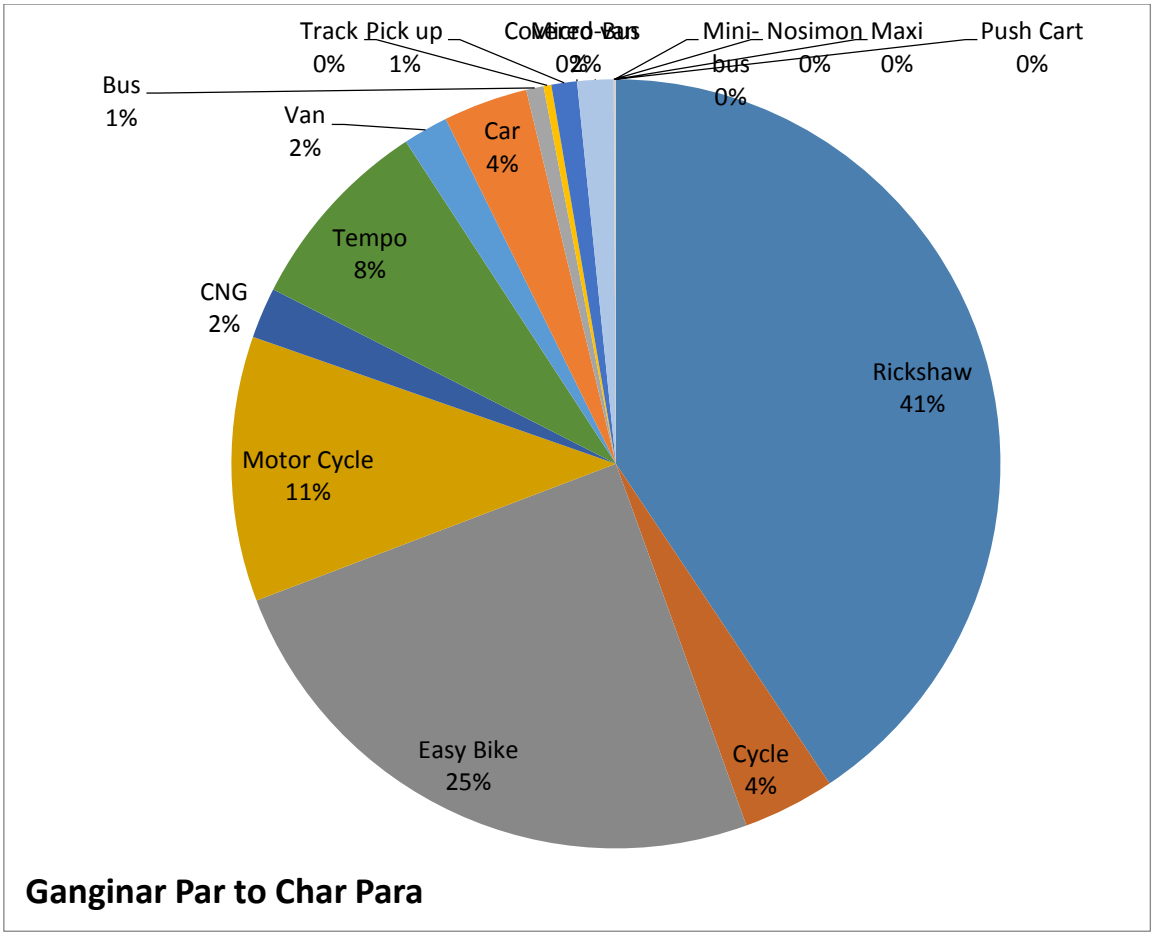


Figure 53: Percentage of traffic flow from Ganginar par to Charpara

From Ganginar par to Charpara direction, 41% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 11%, 4%, 2%, 25% and 8% of total vehicles respectively. Cars (4%), pickup (1%) and van (2%) are also found.

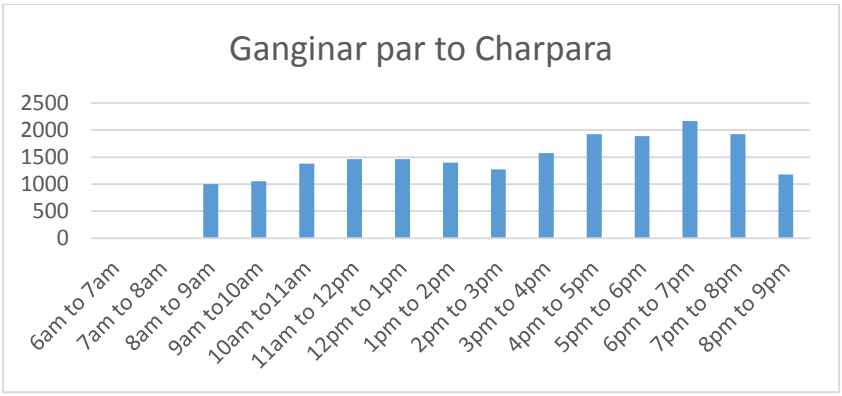


Figure 54: PCE of vehicles at different hours from Ganginar par to Charpara

During 6 pm to 7 pm PCE is highest at this direction. At 3 pm to 6 pm and 7 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

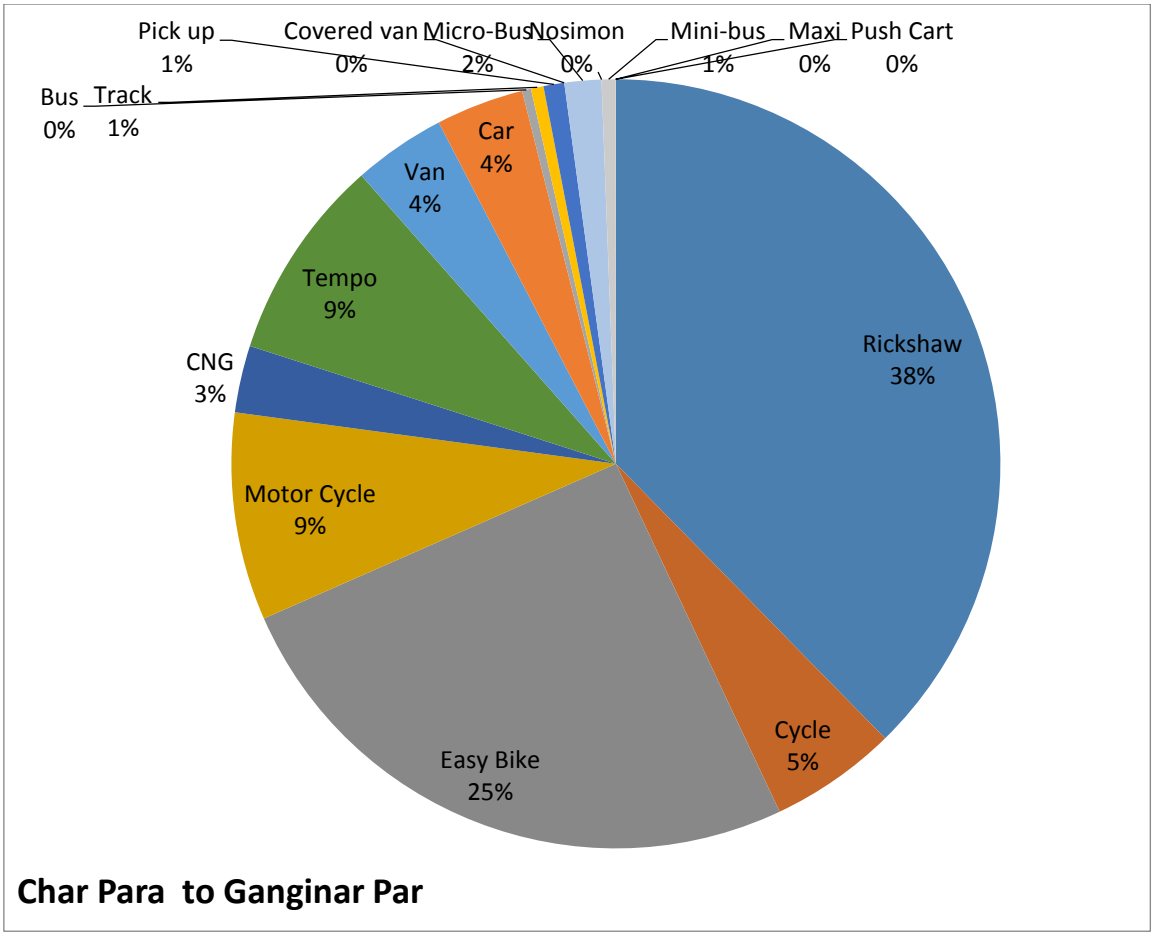


Figure 55: Percentage of traffic flow from Charpara to Ganginar par

From Charpara to Ganginar par direction, 38% of total vehicles are Rickshaw. Other mostly moving vehicles are motor cycle, cycle, CNG, easy bike and tempo with percentage of 9%, 5%, 3%, 25% and 9% of total vehicles respectively. Cars (4%), pickup (1%) and van (4%) are also found.

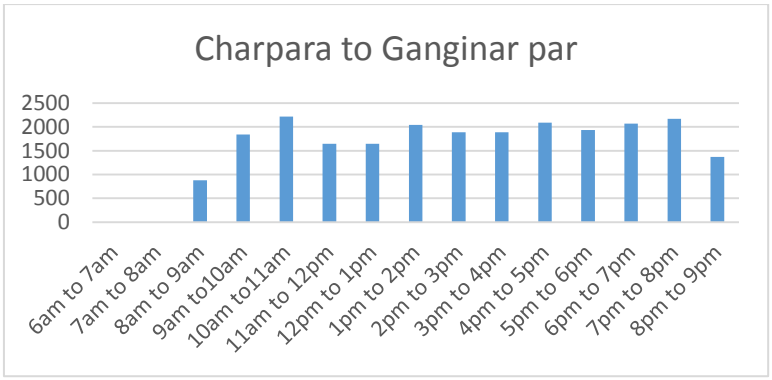


Figure 56: PCE of vehicles at different hours from Charpara to Ganginar par

During 10 am to 11 am PCE is highest at this direction. At 9 am to 10 am and 1 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 am to 9 am.

#### 4.2.3.5 LGD bhabon

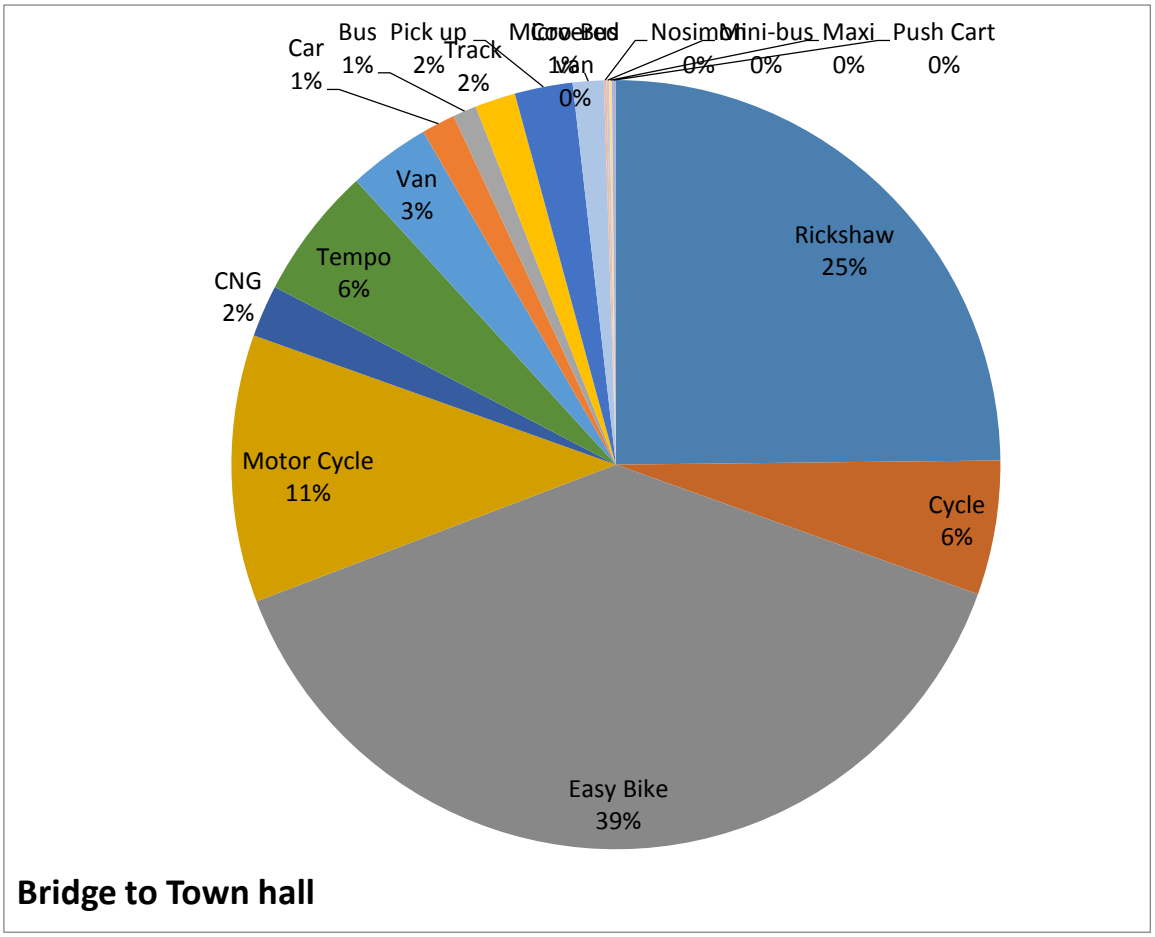


Figure 57: Percentage of traffic flow from Bridge to town hall

From Bridge to Town hall direction, 39% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, CNG, Rickshaw and tempo with percentage of 11%, 6%, 2%, 25% and 6% of total vehicles respectively. Cars (1%), track (2%), pickup (2%) and van (3%) are also found.

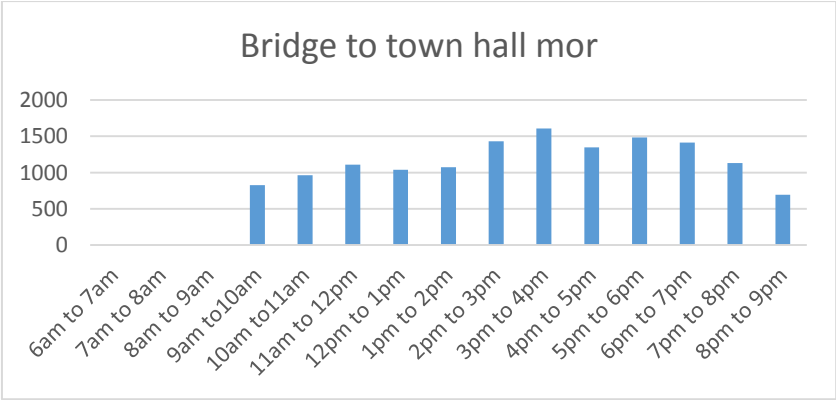


Figure 58: PCE of vehicles at different hours from Bridge to town hall

During 3 pm to 4 pm PCE is highest at this direction. At 2 pm to 3 pm and 4 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

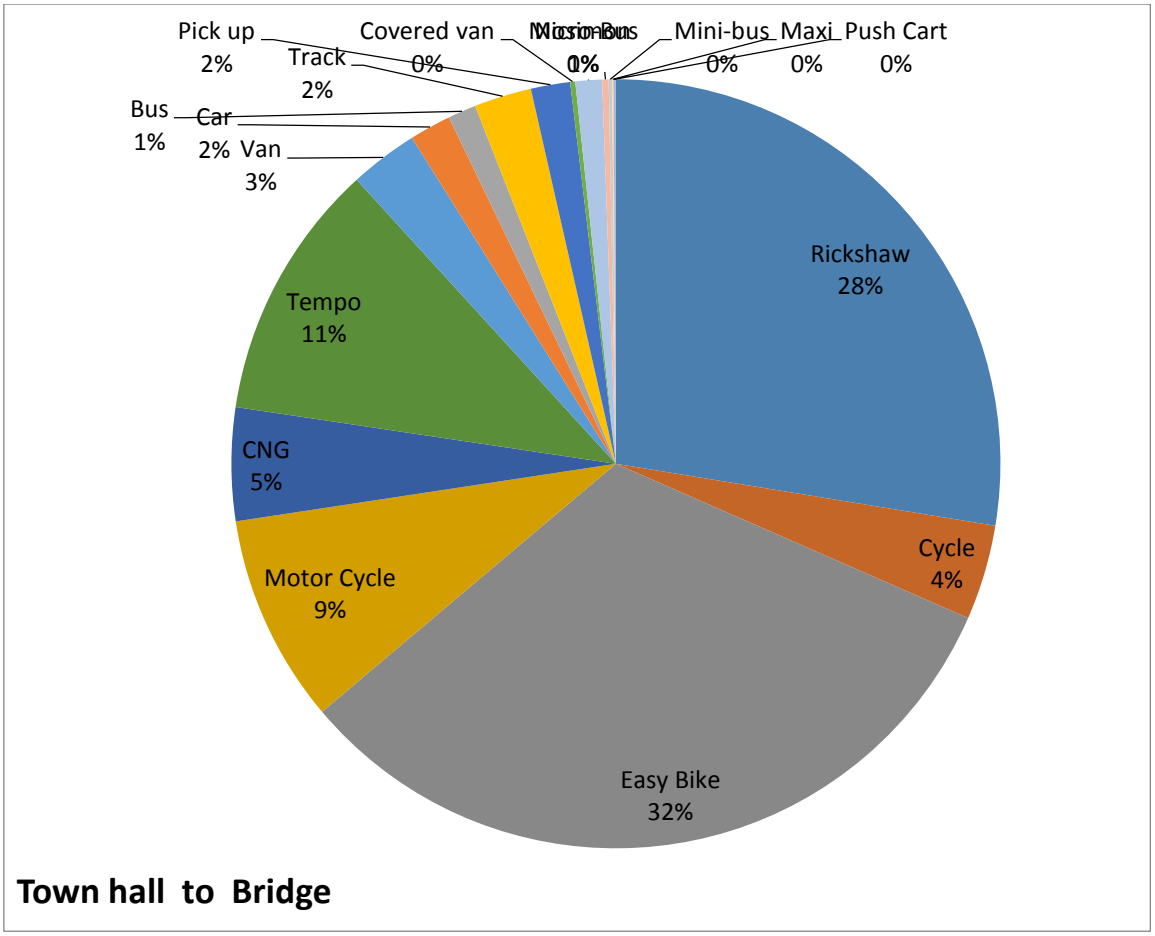


Figure 59: Percentage of traffic flow from town hall to Bridge

From Town Hall to Bridge direction, 32% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, CNG, Rickshaw and tempo with percentage of 9%, 4%, 5%, 28% and 11% of total vehicles respectively. Car (2%), track (2%), pickup (2%) and van (3%) are also found.

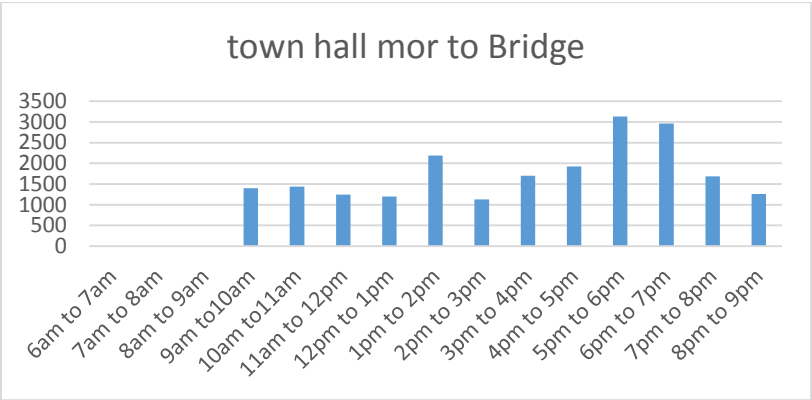


Figure 60: PCE of vehicles at different hours from town hall to Bridge

During 5 pm to 6 pm PCE is highest at this direction. At 1 pm to 2 pm and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

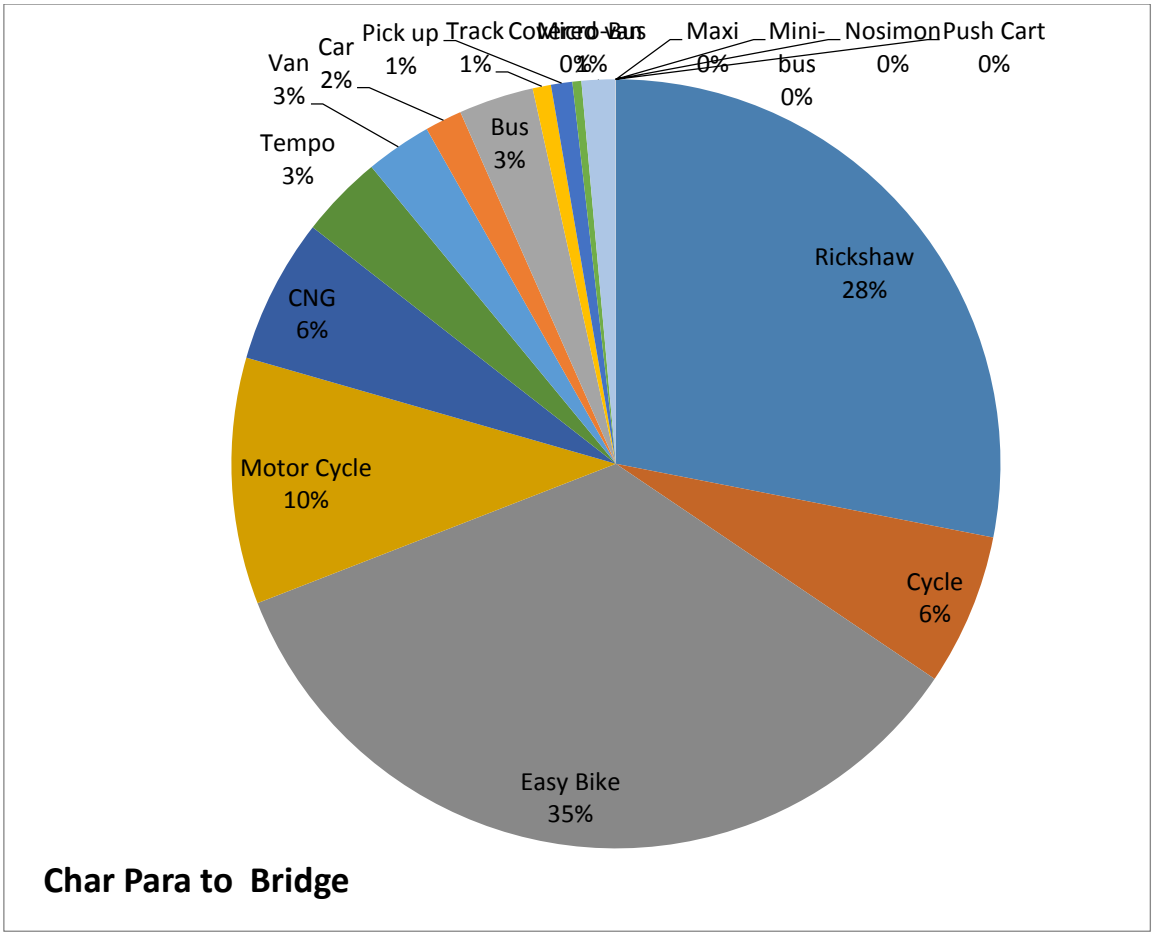


Figure 61: Percentage of traffic flow from Charpara to Bridge

From Charpara to Bridge direction, 35% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, CNG, Rickshaw and tempo with percentage of 10%, 6%, 6%, 28% and 3% of total vehicles respectively. Car (2%), track (1%), pickup (1%) and van (3%) are also found.

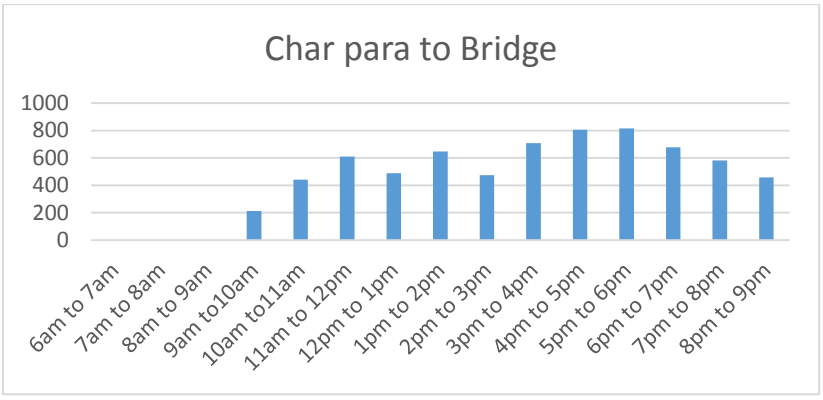


Figure 62: PCE of vehicles at different hours from Charpara to Bridge

During 5 pm to 6 pm PCE is highest at this direction. At 3 pm to 5 pm and 6 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 9 am to 10 am.

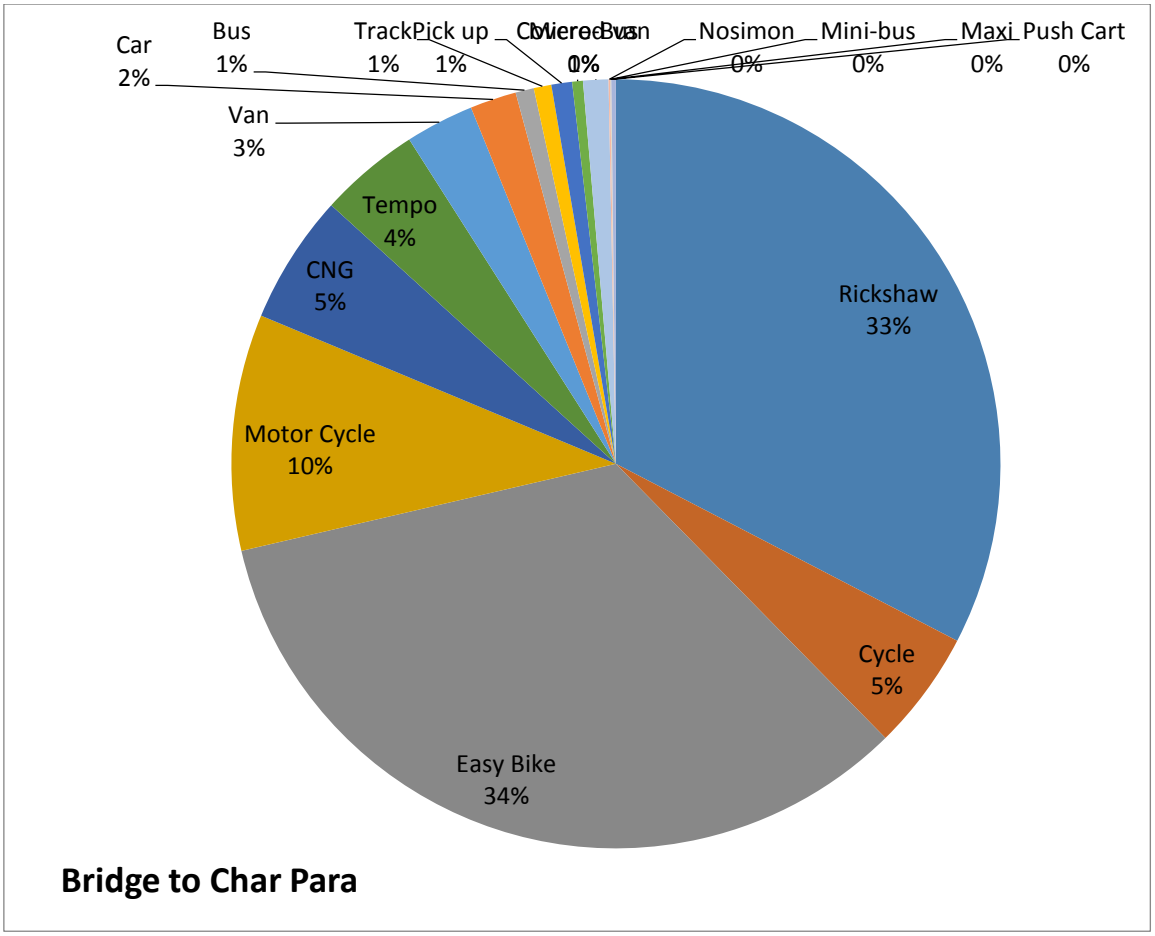


Figure 63: Percentage of traffic flow from Bridge to Charpara

From Bridge to Charpara direction, 34% of total vehicles are easy bike. Other mostly moving vehicles are motor cycle, cycle, CNG, Rickshaw and tempo with percentage of 10%, 5%, 5%, 33% and 4% of total vehicles respectively. Car (2%), track (1%), pickup (1%) and van (3%) are also found.

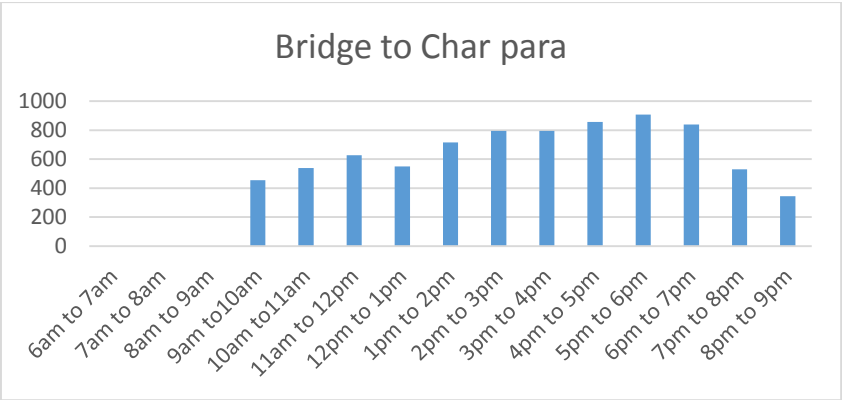


Figure 64: PCE of vehicles at different hours from Bridge to Charpara

During 5 pm to 6 pm PCE is highest at this direction. At 1 pm to 5 pm and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

#### 4.2.3.6 Bypass mor

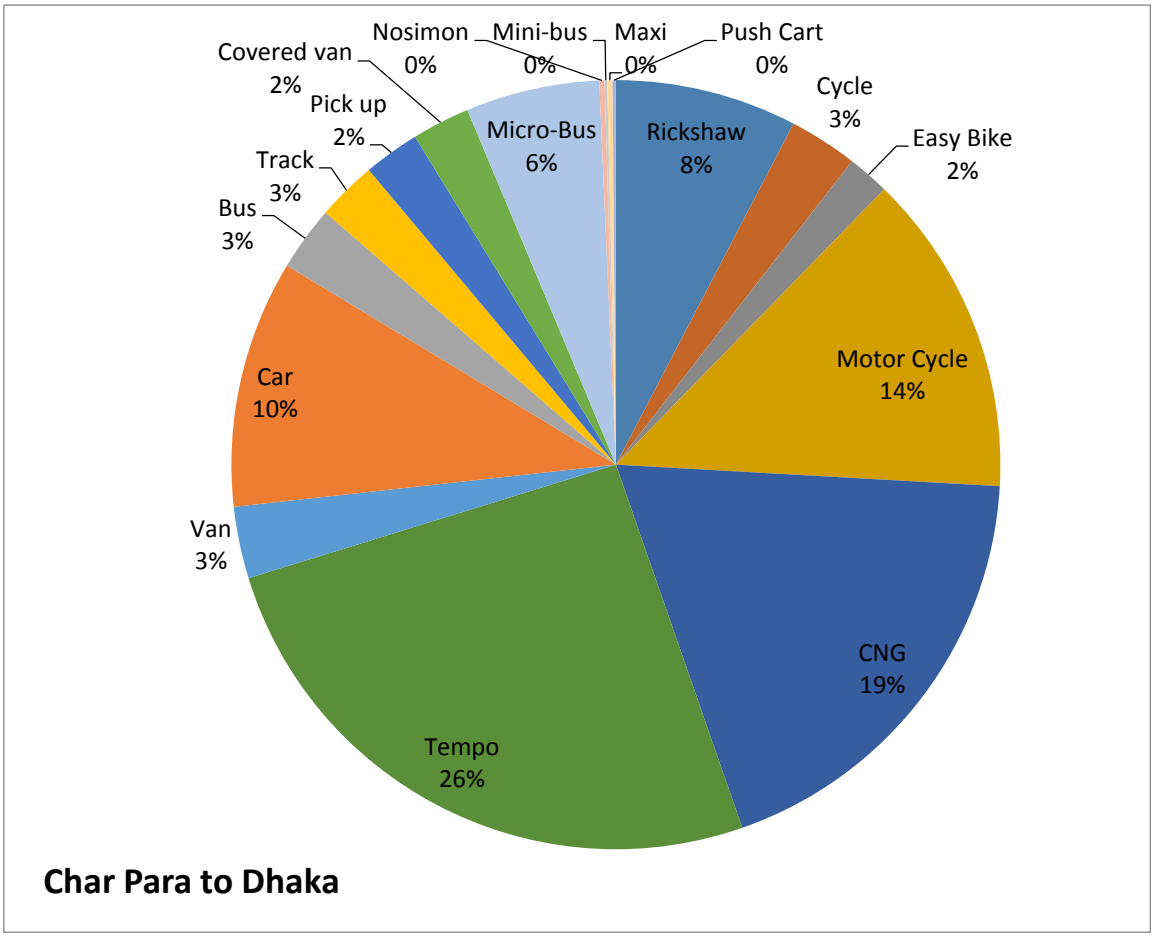


Figure 65: Percentage of traffic flow from Charpara to Dhaka

At bypass mor intersection, from Charpara to Dhaka direction, 26% of total vehicles are tempo. Other mostly moving vehicles are motor cycle, CNG, car, rickshaw and micro bus with percentage of 14%, 19%, 10%, 8% and 6% of total vehicles respectively. Bus (3%), track (3%), pickup (2%) van (3%) cycle (3%) and easy bike (2%) are also found.

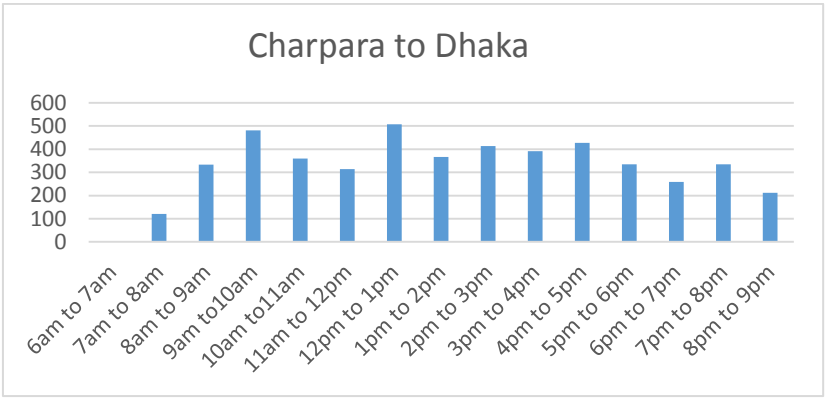


Figure 66: PCE of vehicles at different hours from Charpara to Dhaka

During 12 pm to 1 pm PCE is highest at this direction. At 9 am to 10 am and 2 pm to 5 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

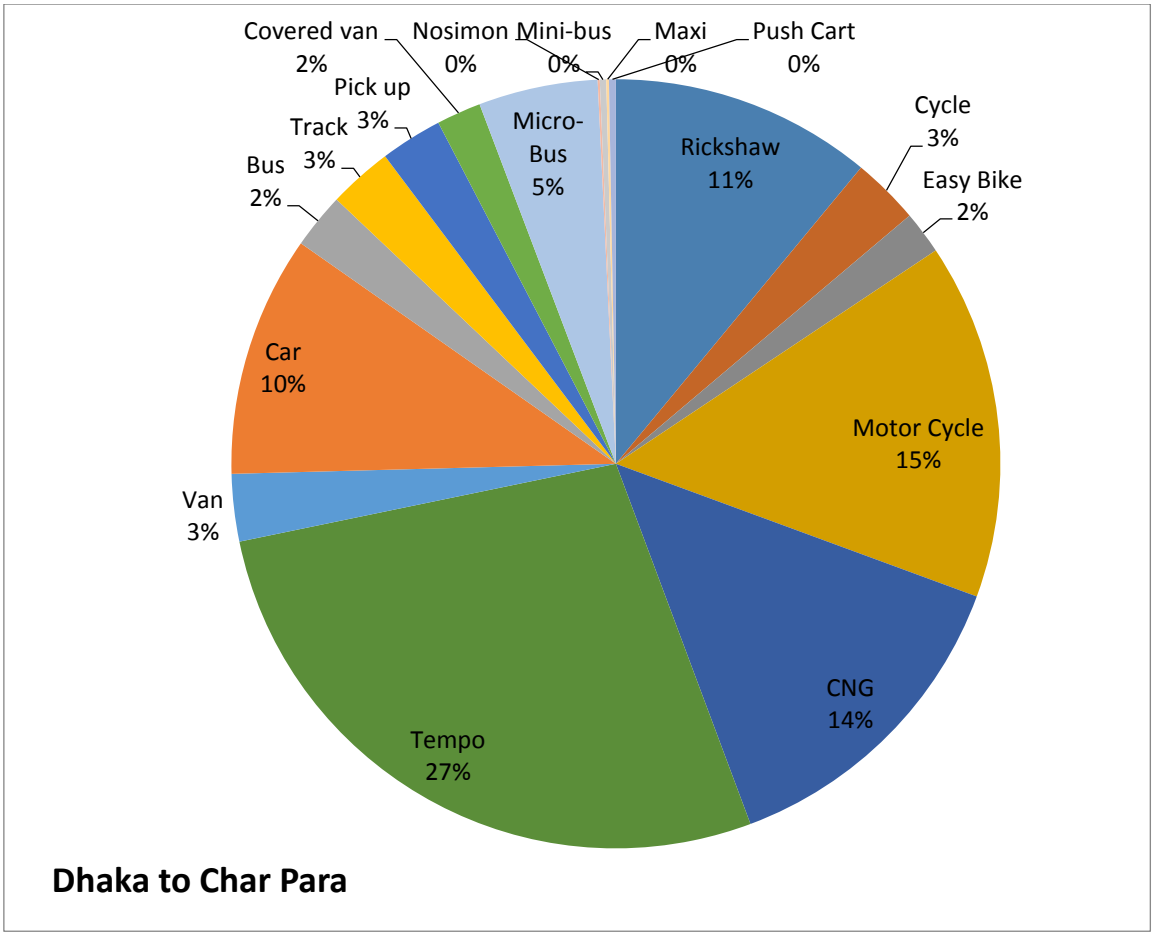


Figure 67: Percentage of traffic flow from Dhaka to Charpara

From Dhaka to Charpara direction, 27% of total vehicles are tempo. Other mostly moving vehicles are motor cycle, CNG, car, rickshaw and micro bus with percentage of 15%, 14%, 10%, 11% and 5% of total vehicles respectively. Bus (2%), track (3%), pickup (3%) van (3%) cycle (3%) and easy bike (2%) are also found.

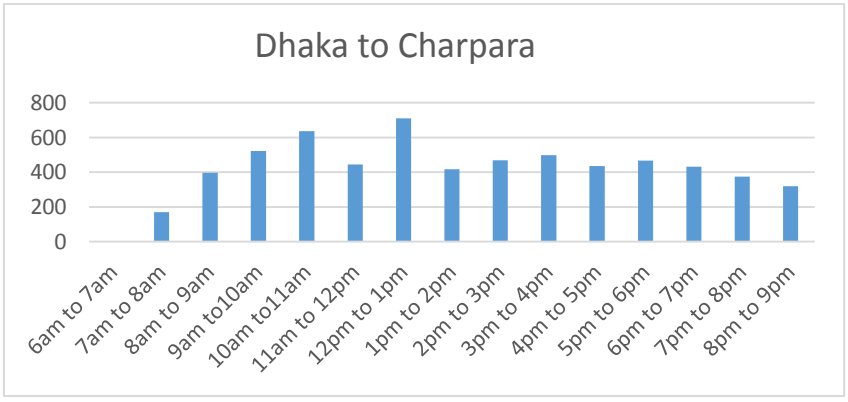


Figure 68: PCE of vehicles at different hours from Dhaka to Charpara

During 12 pm to 1 pm PCE is highest at this direction. At 10 am to 11 am and 2 pm to 4 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

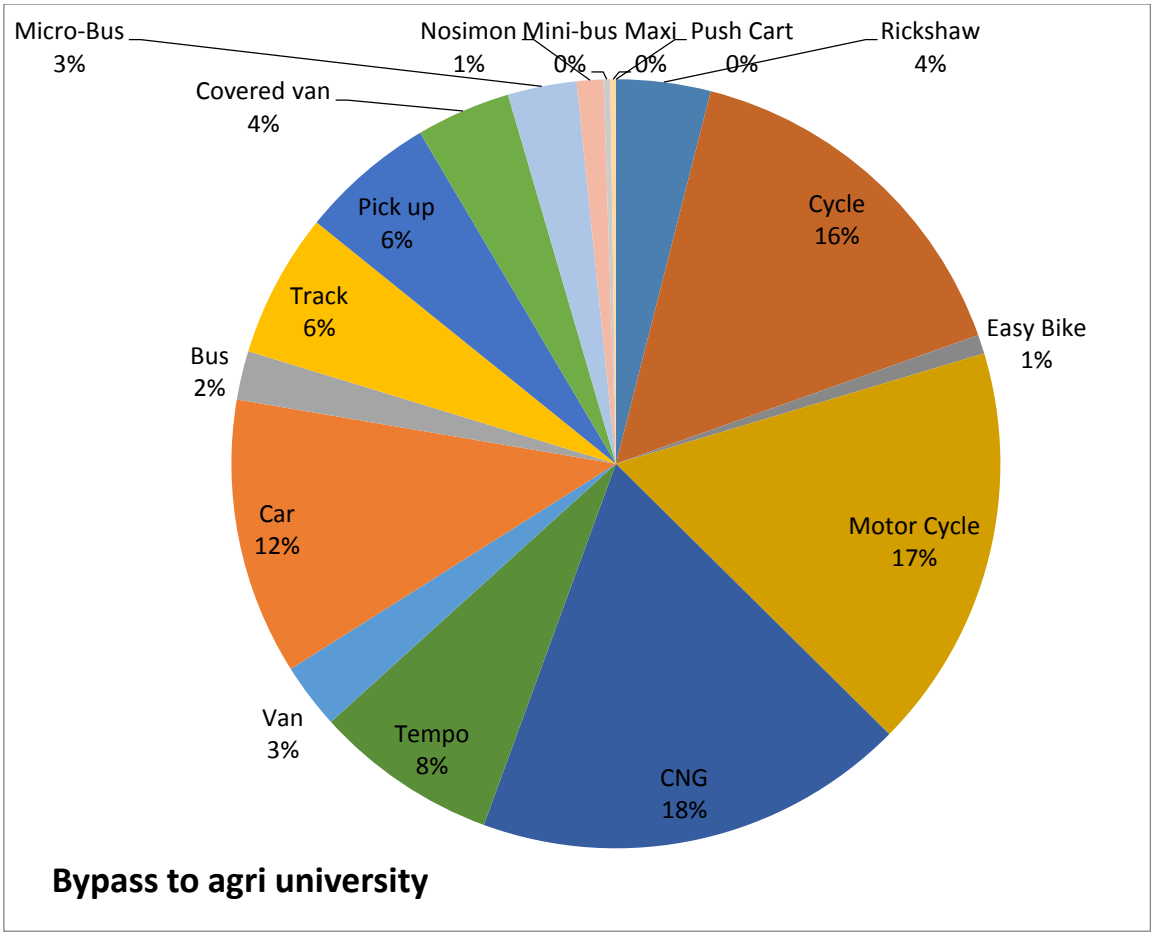


Figure 69: Percentage of traffic flow from Bypass mor to Agri University

From Bypass to Agri University direction, 18% of total vehicles are CNG. Other mostly moving vehicles are motor cycle, tempo, car, rickshaw and micro bus with percentage of 17%, 8%, 12%, 4% and 3% of total vehicles respectively. Bus (2%), track (6%), pickup (6%) van (3%) cycle (16%) and easy bike (1%) are also found.

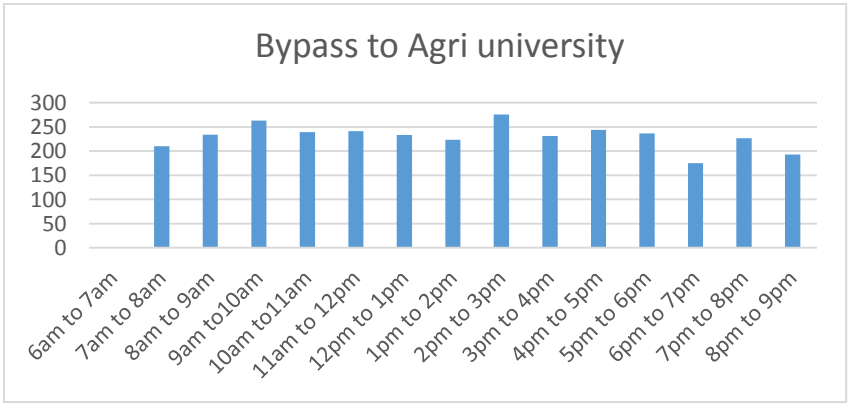


Figure 70: PCE of vehicles at different hours from Bypass mor to Agri University

During 2 pm to 3 pm PCE is highest at this direction. At 7 am to 11 am and 3 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 6 pm to 7 pm.

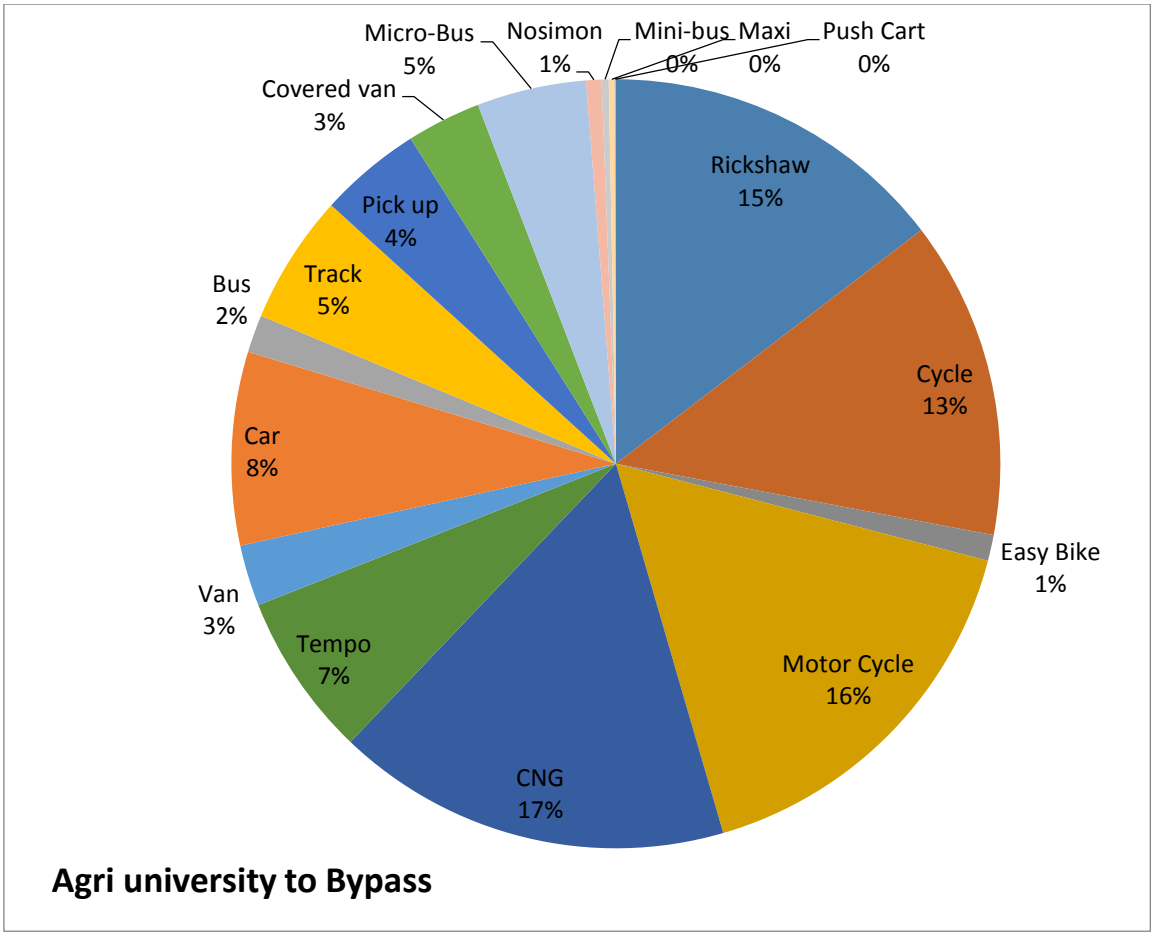


Figure 71: Percentage of traffic flow from Agri University to Bypass mor

From Agri University to Bypass direction, 17% of total vehicles are CNG. Other mostly moving vehicles are motor cycle, tempo, car, rickshaw and micro bus with percentage of 16%, 7%, 8%, 15% and 5% of total vehicles respectively. Bus (2%), track (5%), pickup (4%) van (3%) cycle (13%) and easy bike (1%) are also found.

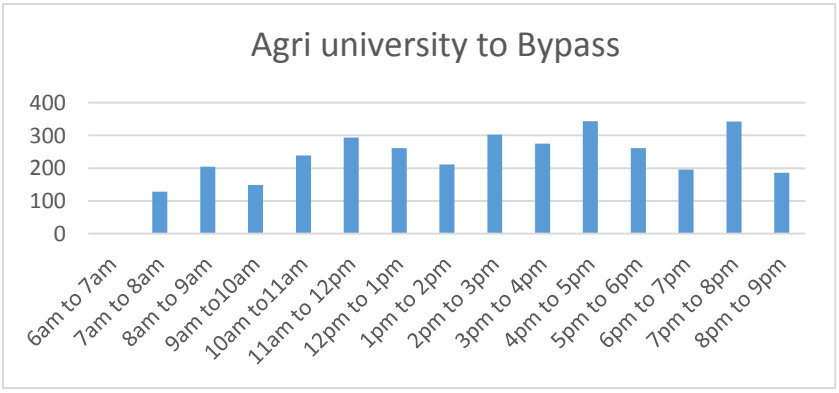


Figure 72: PCE of vehicles at different hours from Agri University to Bypass mor

During 7 pm to 8 pm PCE is highest at this direction. At 11 am to 1 pm and 2 pm to 5 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

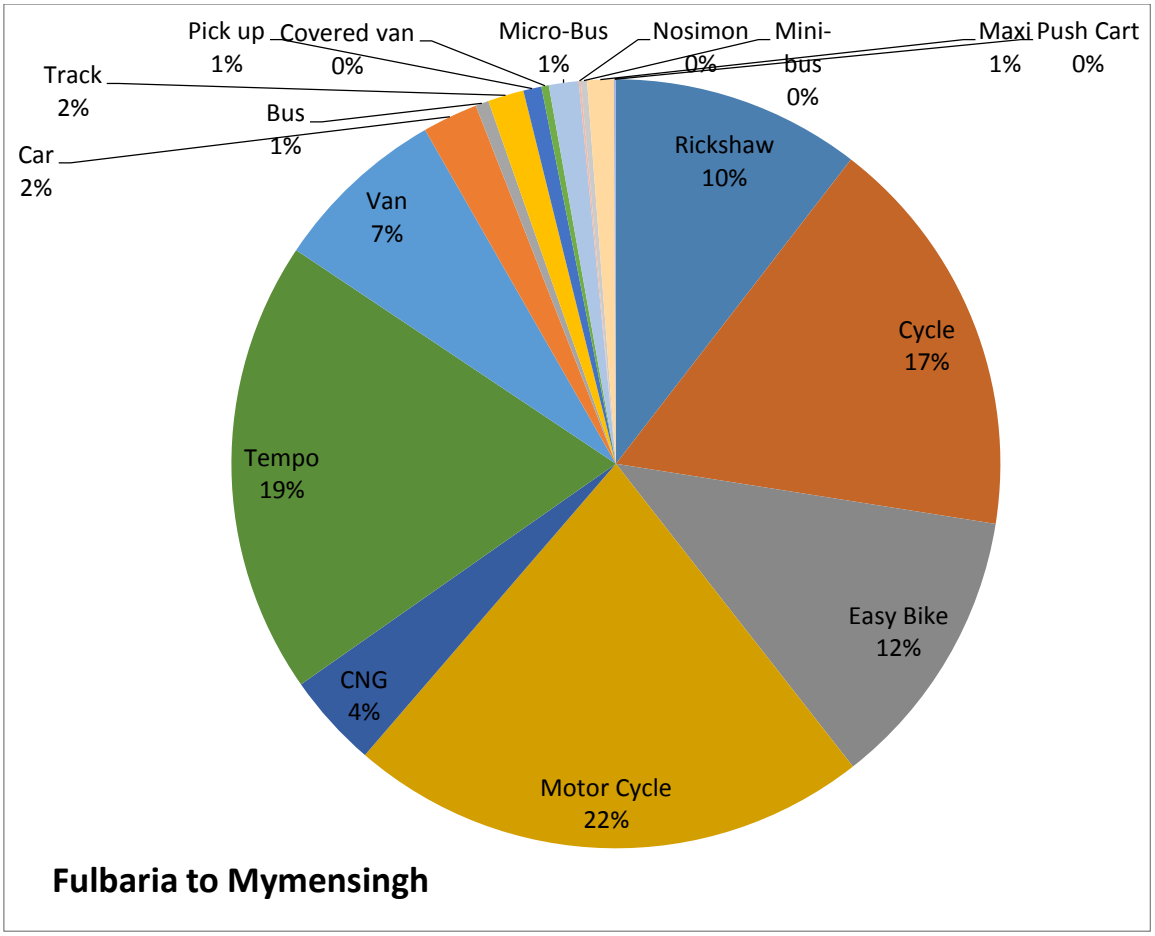


Figure 73: **Percentage of traffic flow from Fulbaria to Mymensingh**

From Fulbaria to Mymensingh direction, 22% of total vehicles are motor cycle. Other mostly moving vehicles are CNG, tempo, car, rickshaw and easy bike with percentage of 4%, 19%, 2%, 10% and 12% of total vehicles respectively. Bus (1%), track (2%), pickup (1%), van (7%) and cycle (17%) are also found.

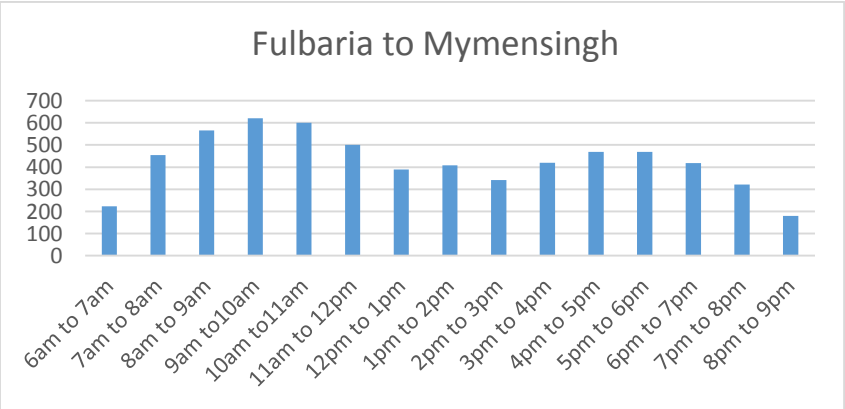


Figure 74: PCE of vehicles at different hours from Fulbaria to Mymensingh

During 9 am to 10 am PCE is highest at this direction. At 7 am to 9 am and 10 am to 12 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

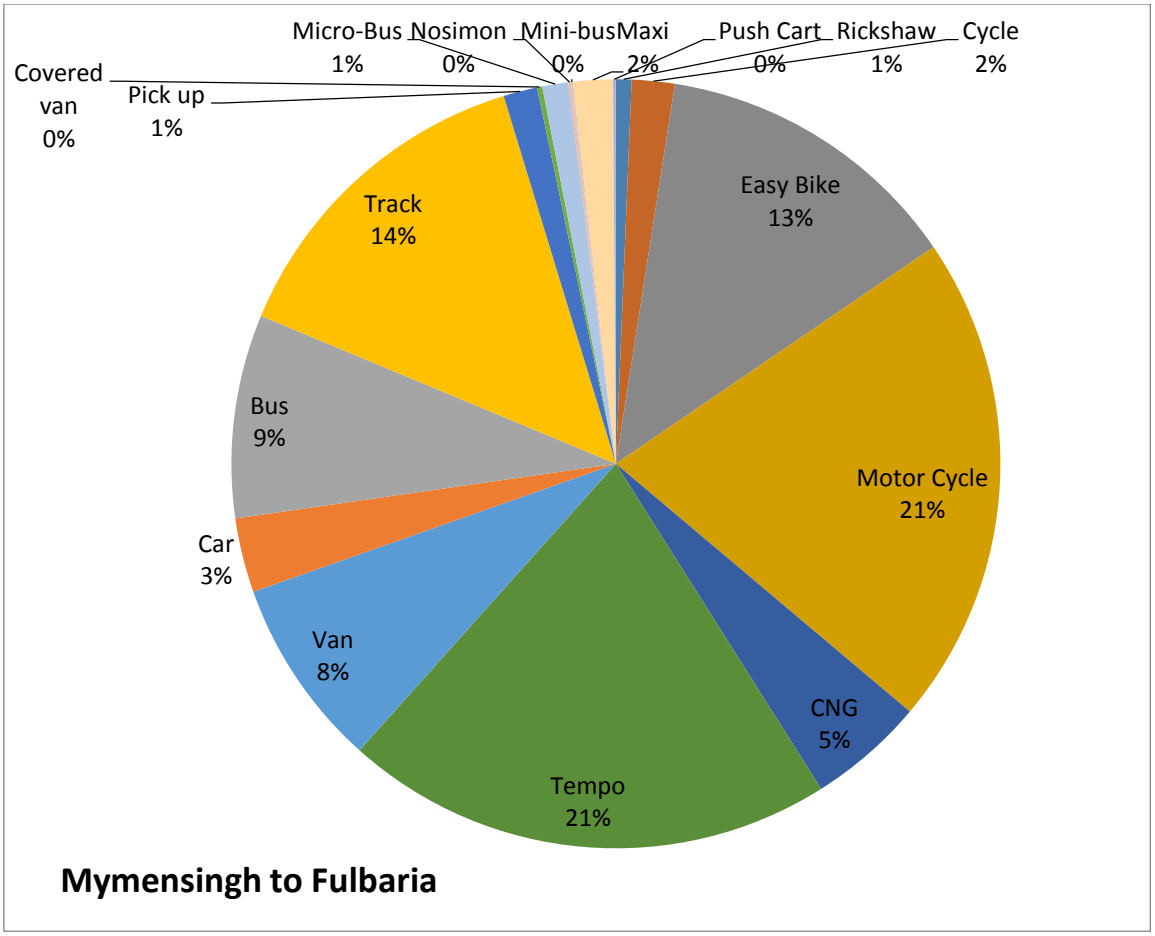


Figure 75: Percentage of traffic flow from Mymensingh to Fulbaria

From Mymensingh to Fulbaria direction, 21% of total vehicles are motor cycle and tempo respectively. Other mostly moving vehicles are CNG, Bus, track and easy bike with percentage of 5%, 9%, 14% and 13% of total vehicles respectively. Car (3%), pickup (1%), van (8%) and cycle (2%) are also found.

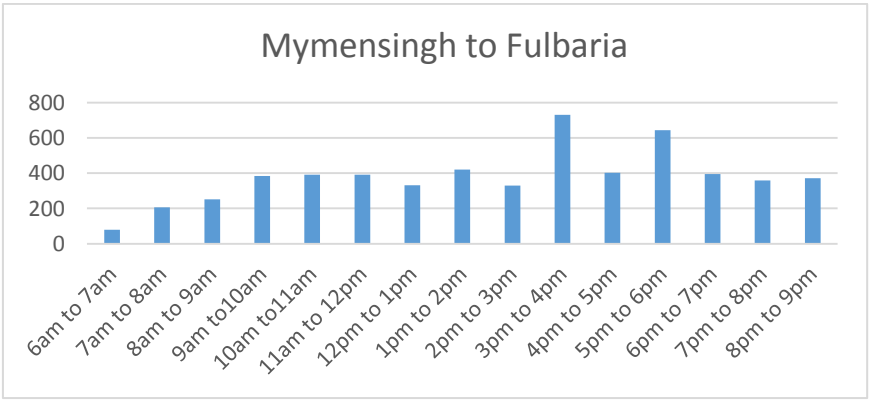


Figure 76: PCE of vehicles at different hours from Mymensingh to Fulbaria

During 3 pm to 4 pm PCE is highest at this direction. At 1 pm to 2 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 6 am to 7 am.

#### 4.2.3.7 Engineering college mor

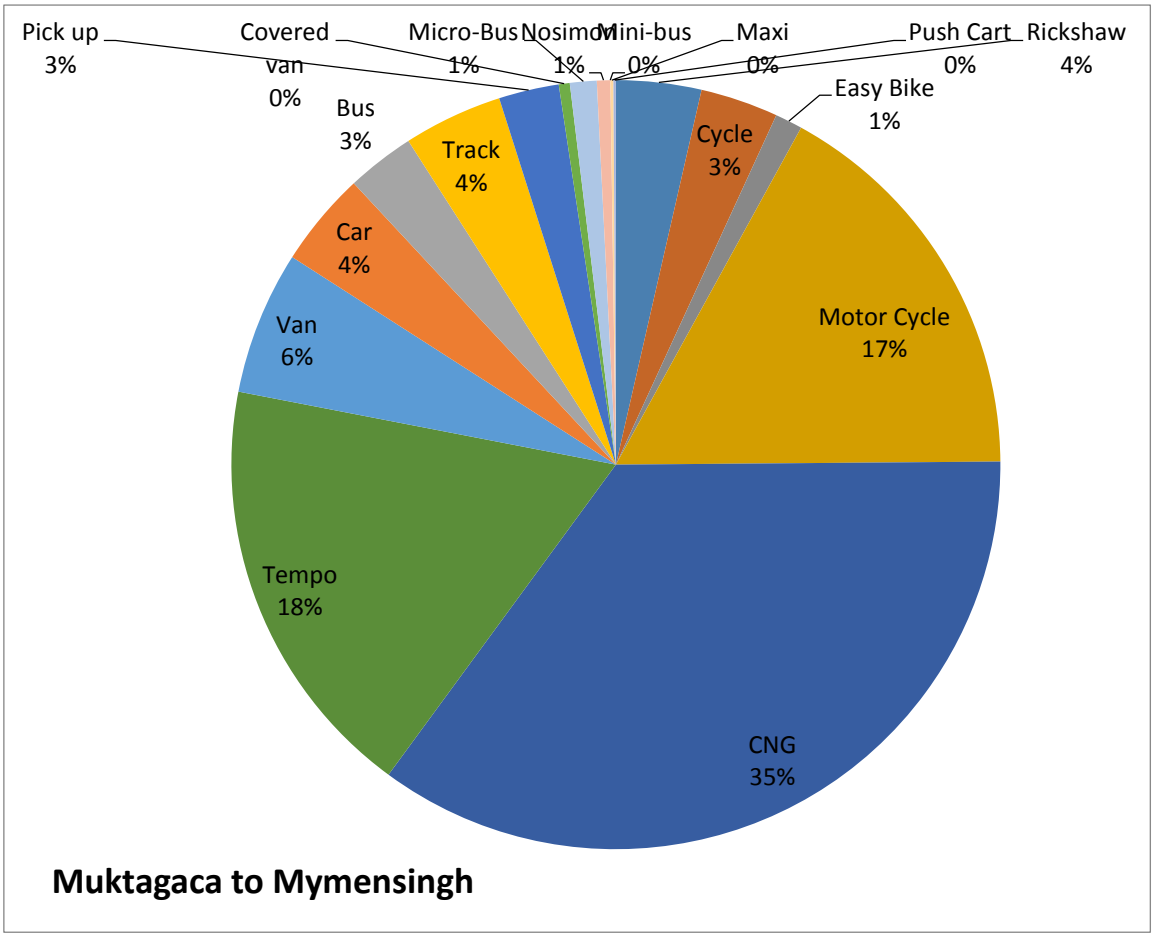


Figure 77: Percentage of traffic flow from Muktagaca to Mymensingh

At Engineering College mor intersection, from Muktagaca to Mymensingh direction, 35% of total vehicles are CNG. Other mostly moving vehicles are motor cycle and tempo with percentage of 17% and 18% of total vehicles respectively. Bus (3%), track (4%), Car (4%), Easy bike (1%), pickup (3%), van (6%) and cycle (3%) are also found.

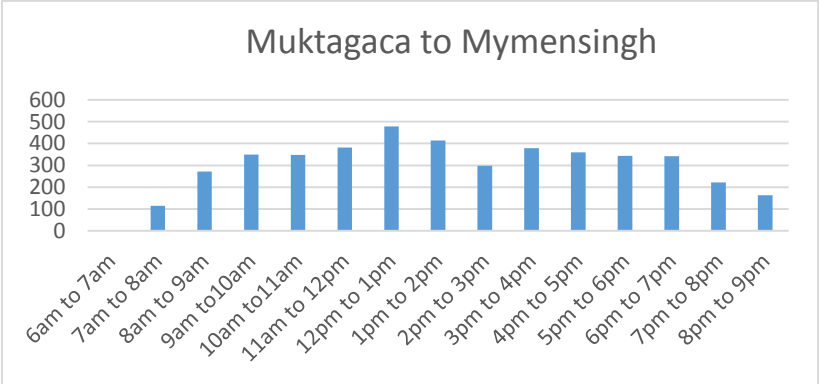


Figure 78: PCE of vehicles at different hours from Muktagaca to Mymensingh

During 12 pm to 1 pm PCE is highest at this direction. At 9 am to 1 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

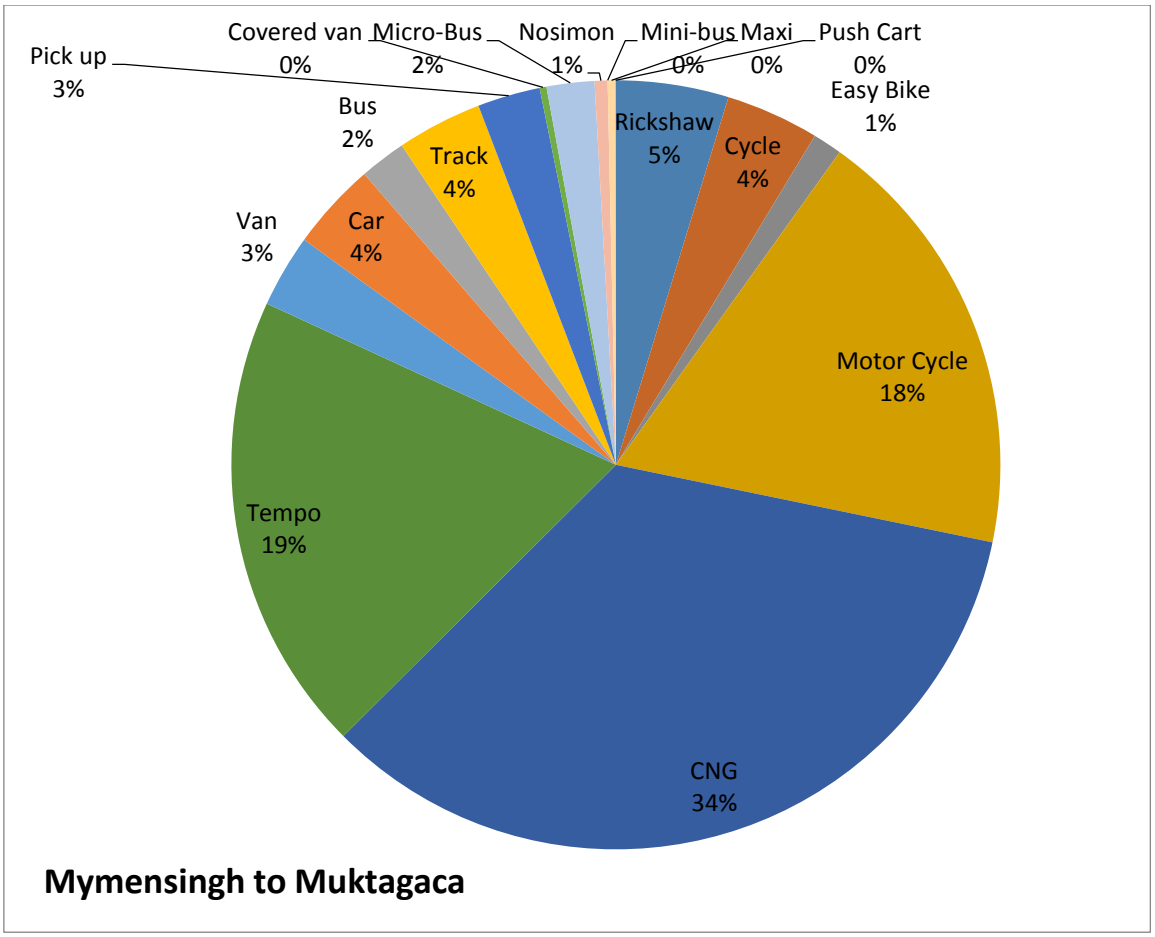


Figure 79: Percentage of traffic flow from Mymensingh to Muktagaca

At Engineering College mor intersection, from Muktagaca to Mymensingh direction, 35% of total vehicles are CNG. Other mostly moving vehicles are motor cycle and tempo with percentage of 17% and 18% of total vehicles respectively. Bus (3%), track (4%), Car (4%), Easy bike (1%), pickup (3%), van (6%) and cycle (3%) are also found.

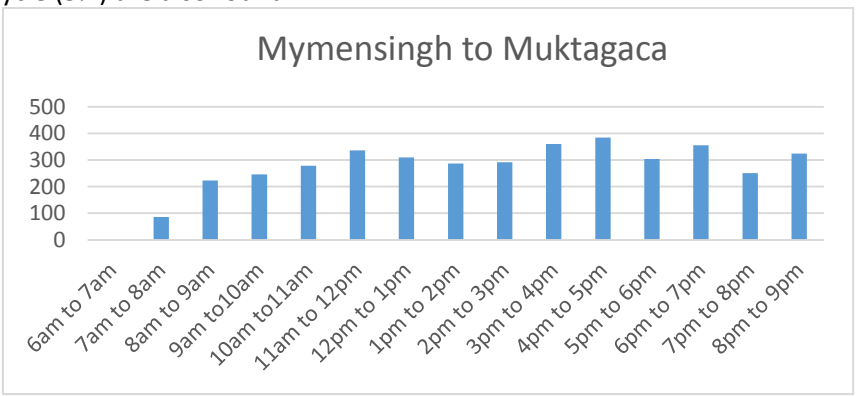


Figure 80: PCE of vehicles at different hours from Mymensingh to Muktagaca

During 4 pm to 5 pm PCE is highest at this direction. At 11 am to 4 pm and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

#### 4.2.3.8 Keyatkhali Bypass mor

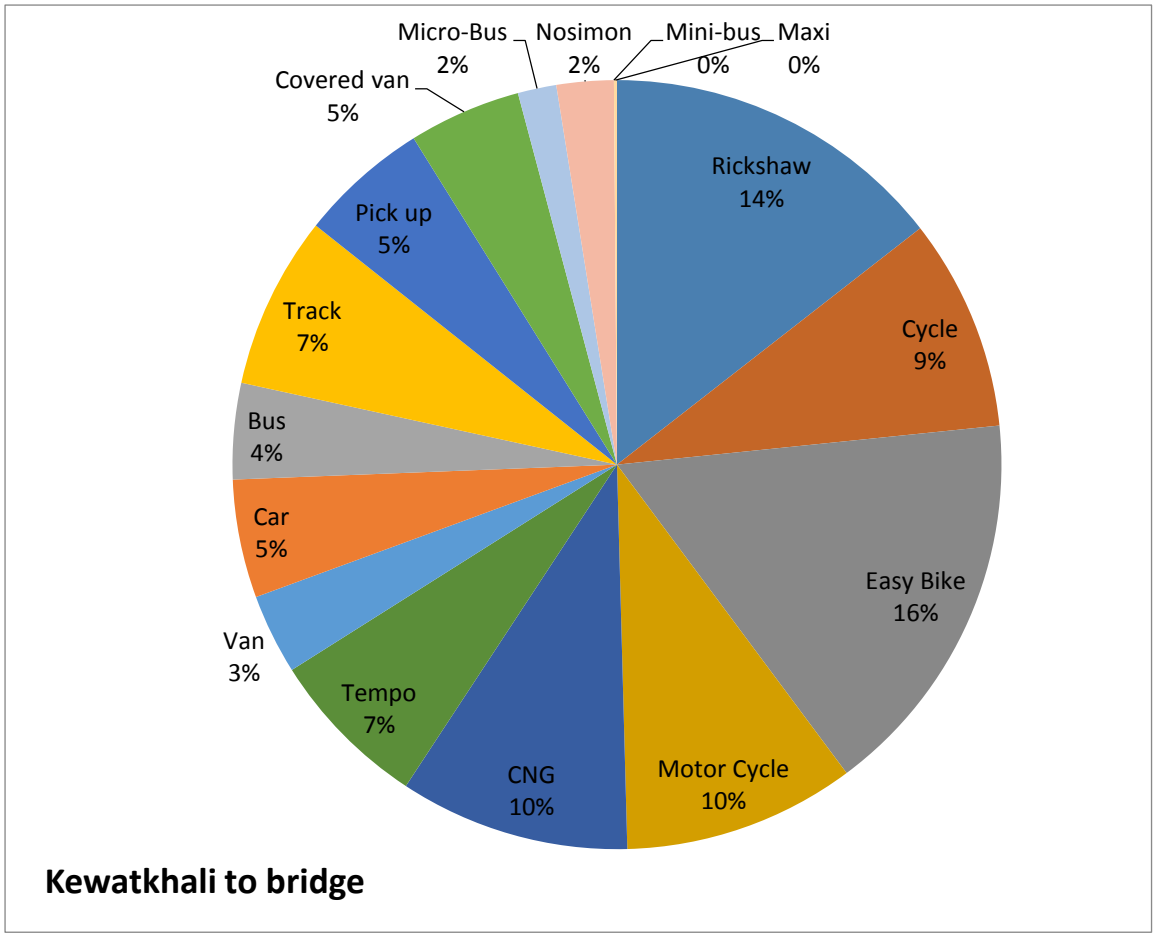


Figure 81: Percentage of traffic flow from Kewatkhali to Bridge

At Kewatkhali Bypass mor intersection, from Kewatkhali to Bridge direction, 16% of total vehicles are Easy bike. Other mostly moving vehicles are motor cycle, CNG, rickshaw, cycle and tempo with percentage of 10%, 10%, 14%, 9% and 7% of total vehicles respectively. Bus (4%), track (7%), Car (5%), pickup (5%), van (3%) and covered van (5%) are also found.

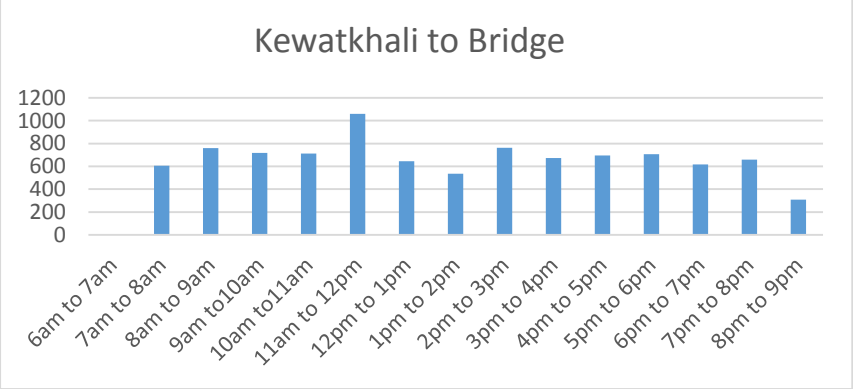


Figure 82: PCE of vehicles at different hours from Kewatkhali to Bridge

During 11 am to 12 pm PCE is highest at this direction. At 8 am to 11 am and 2 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

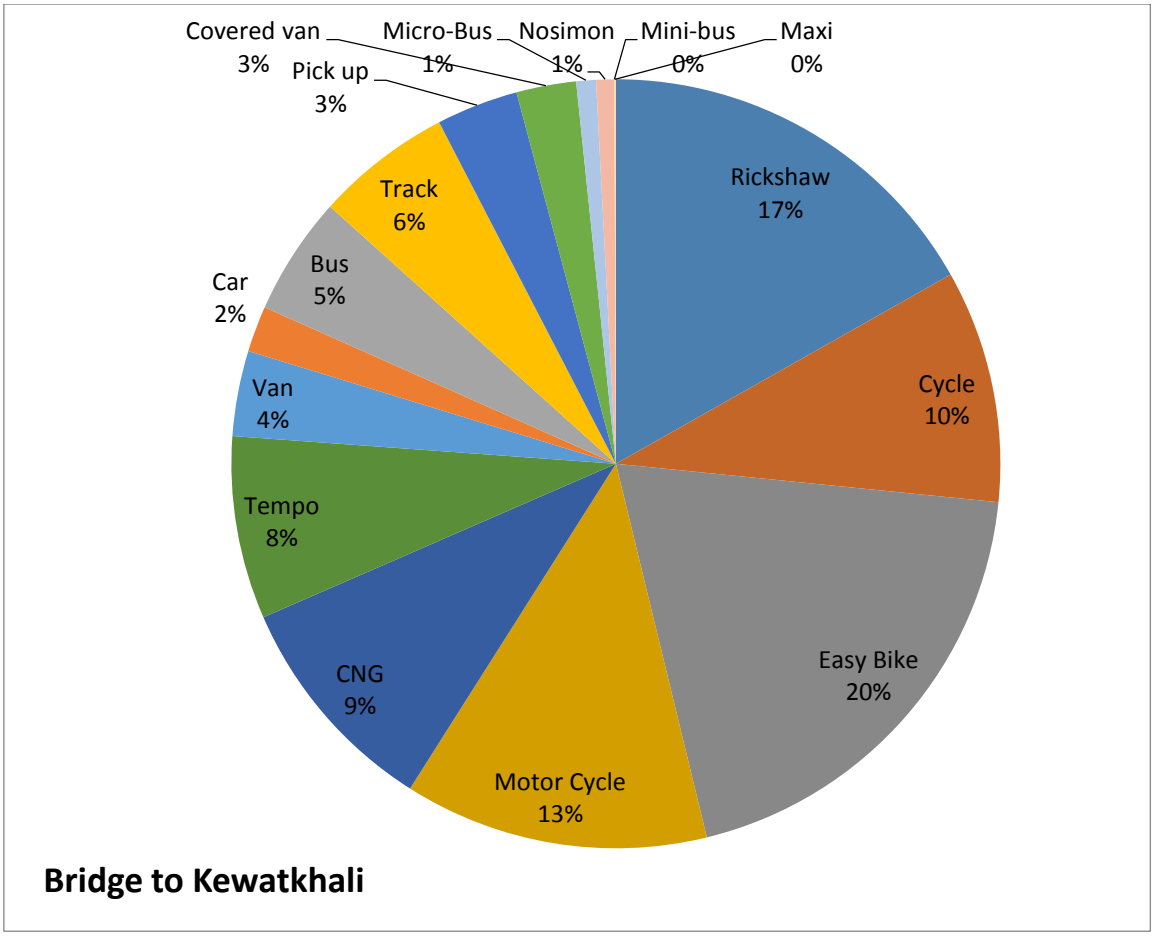


Figure 83: Percentage of traffic flow from Bridge to Kewatkhali

From Bridge to Kewatkhali direction, 20% of total vehicles are Easy bike. Other mostly moving vehicles are motor cycle, CNG, rickshaw, cycle and tempo with percentage of 13%, 9%, 17%, 10% and 8% of total vehicles respectively. Bus (5%), track (6%), Car (2%), pickup (3%), van (4%) and covered van (3%) are also found.

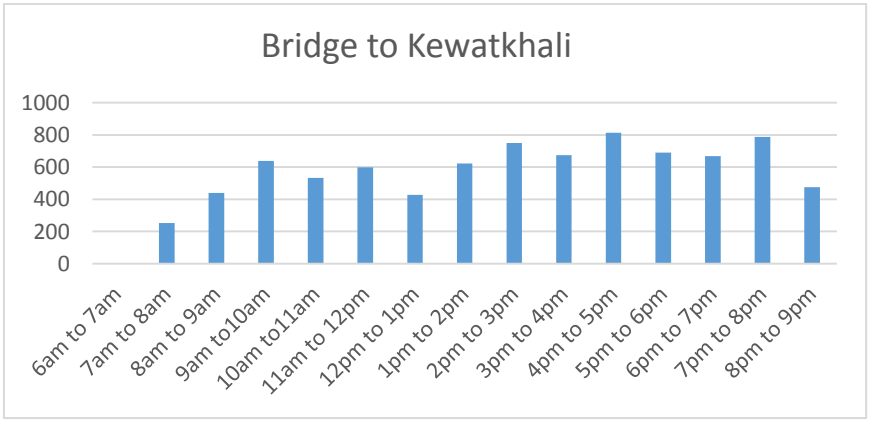


Figure 84: PCE of vehicles at different hours from Bridge to Kewatkhali

During 4 pm to 5 pm PCE is highest at this direction. At 9 am to 10 am and 2 pm to 4 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

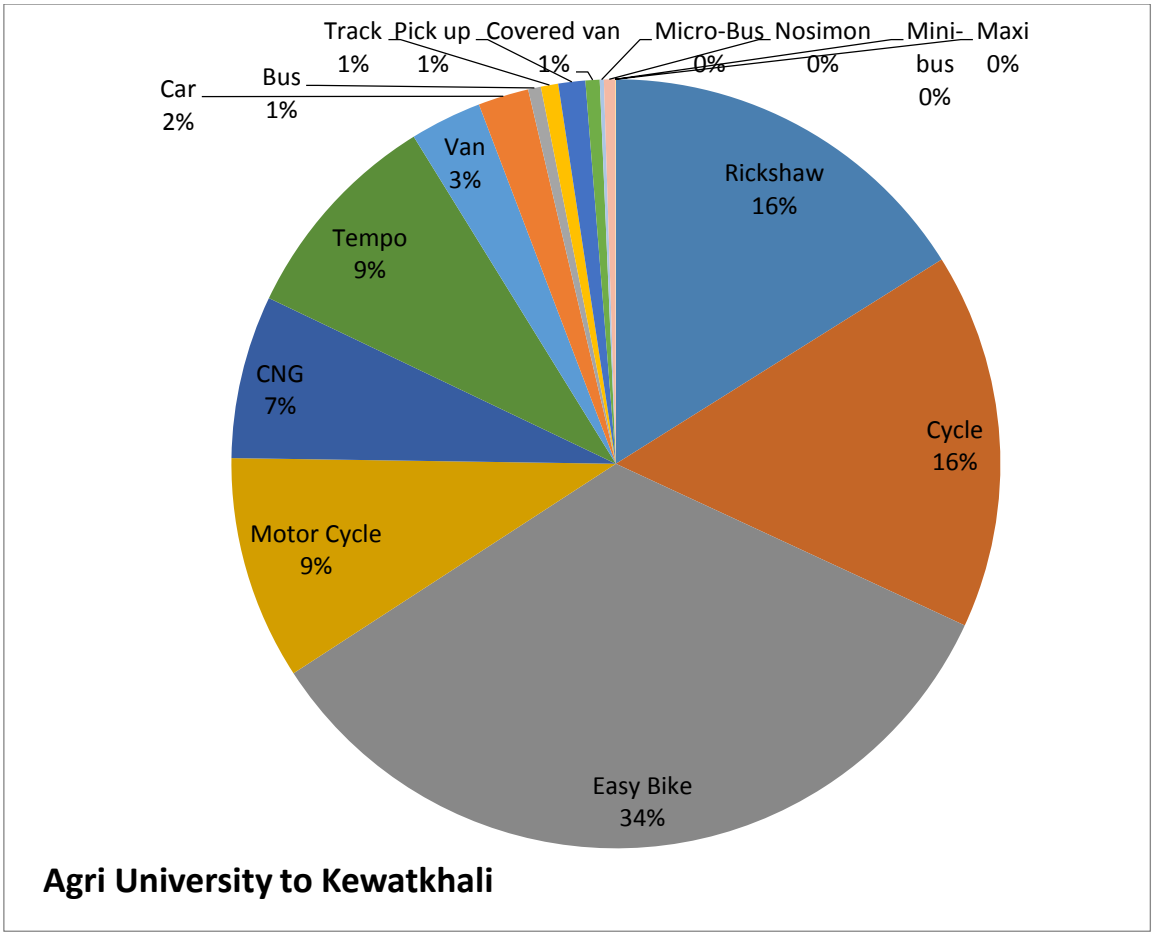


Figure 85: Percentage of traffic flow from Agri University to Kewatkhali

From Agri University to Kewatkhali direction, 34% of total vehicles are Easy bike. Other mostly moving vehicles are motor cycle, CNG, rickshaw, cycle and tempo with percentage of 9%, 7%, 16%, 16% and 9% of total vehicles respectively. Bus (1%), track (1%), Car (2%), pickup (1%) and van (3%) are also found.

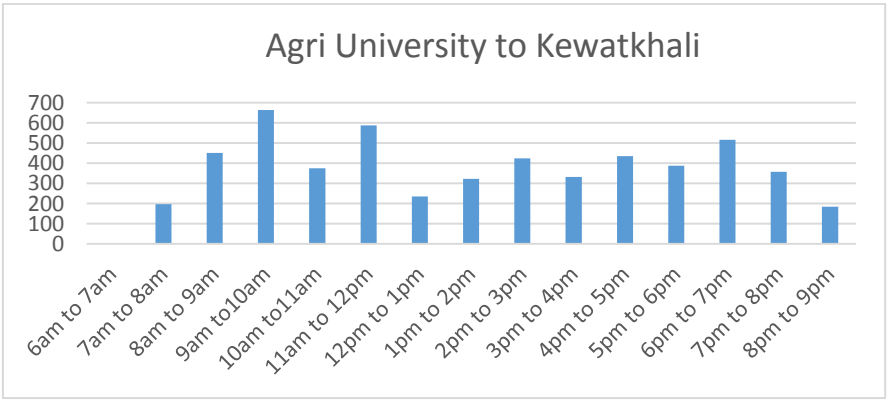


Figure 86: PCE of vehicles at different hours from Agri University to Kewatkhali

During 9 am to 10 am PCE is highest at this direction. At 11 am to 12 pm and 4 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

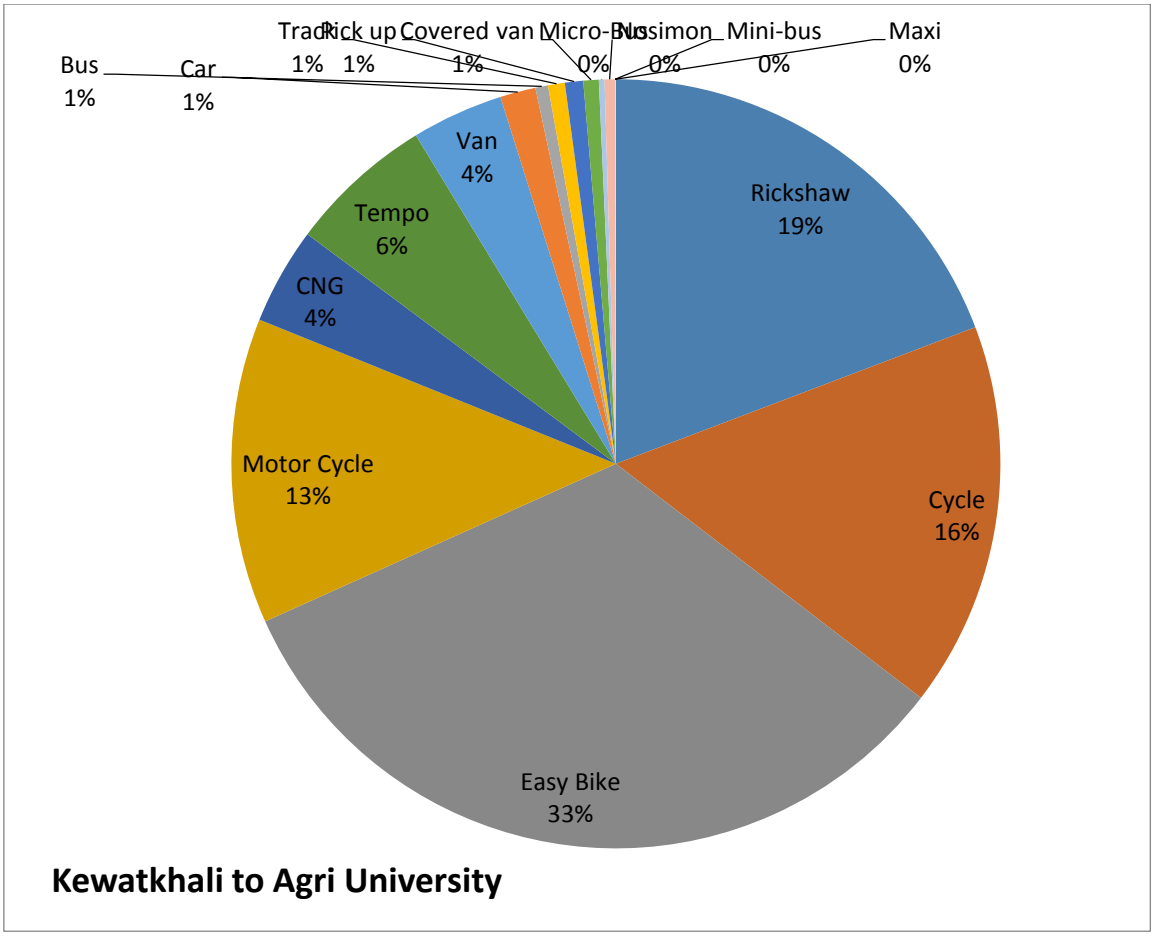


Figure 87: Percentage of traffic flow from Kewatkhali to Agri University

From Kewatkhali to Agri University direction, 33% of total vehicles are Easy bike. Other mostly moving vehicles are motor cycle, CNG, rickshaw, cycle and tempo with percentage of 13%, 4%, 19%, 16% and 6% of total vehicles respectively. Bus (1%), track (1%), Car (1%), pickup (1%) and van (4%) are also found.

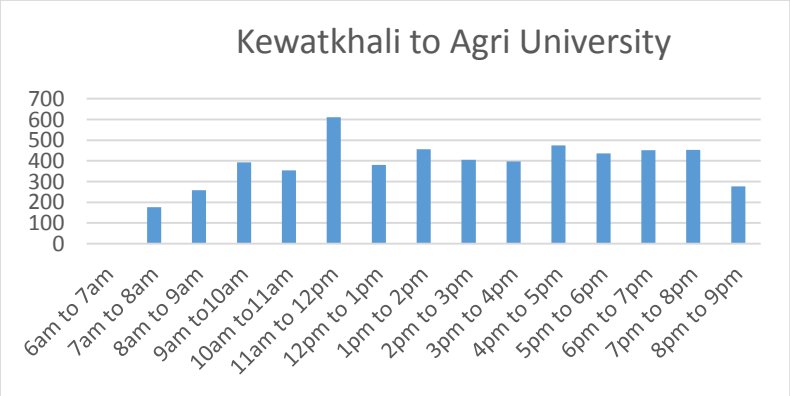


Figure 88: PCE of vehicles at different hours from Kewatkhali to Agri University

During 11 am to 12 pm PCE is highest at this direction. At 9 am to 10 am and 1 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

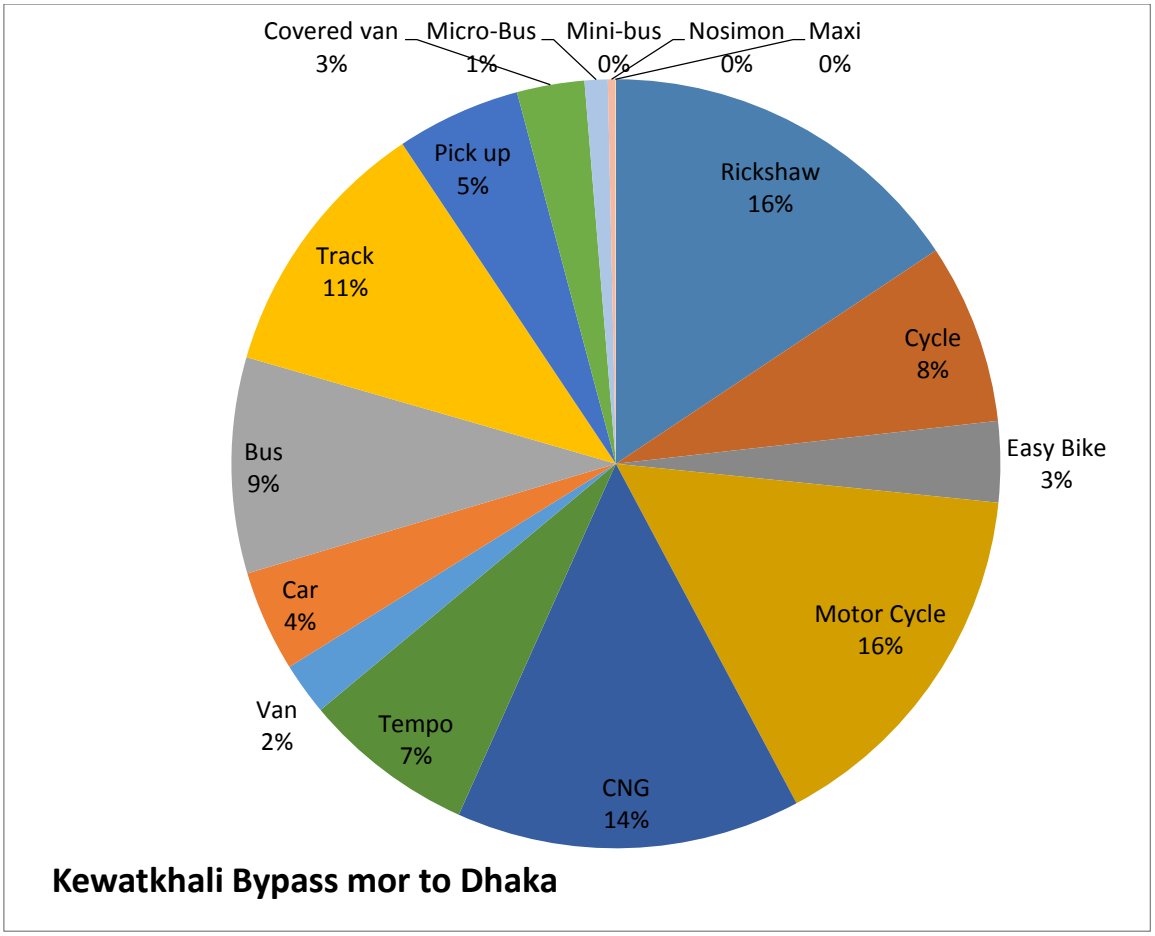


Figure 89: Percentage of traffic flow from Kewatkhali Bypass mor to Dhaka

From Kewatkhali to Dhaka direction, 16% of total vehicles are motor cycle and rickshaw. Other mostly moving vehicles are bus, track, CNG, cycle and tempo with percentage of 9%, 11%, 14%, 8% and 7% of total vehicles respectively. Car (4%), pickup (5%) and van (2%) are also found.

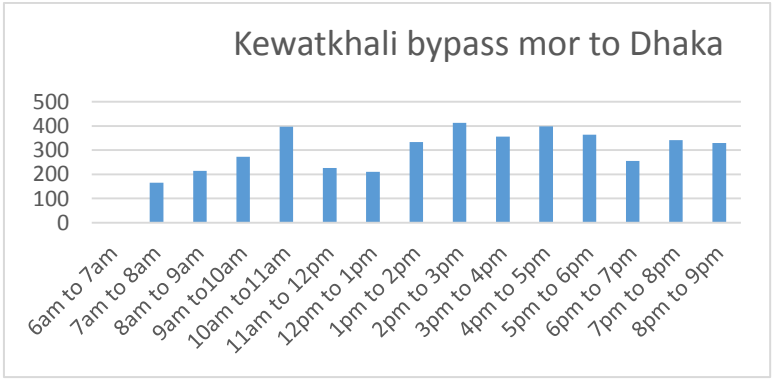


Figure 90: PCE of vehicles at different hours from Kewatkhali Bypass mor to Dhaka

During 2 pm to 3 pm PCE is highest at this direction. At 10 am to 11 am and 2 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

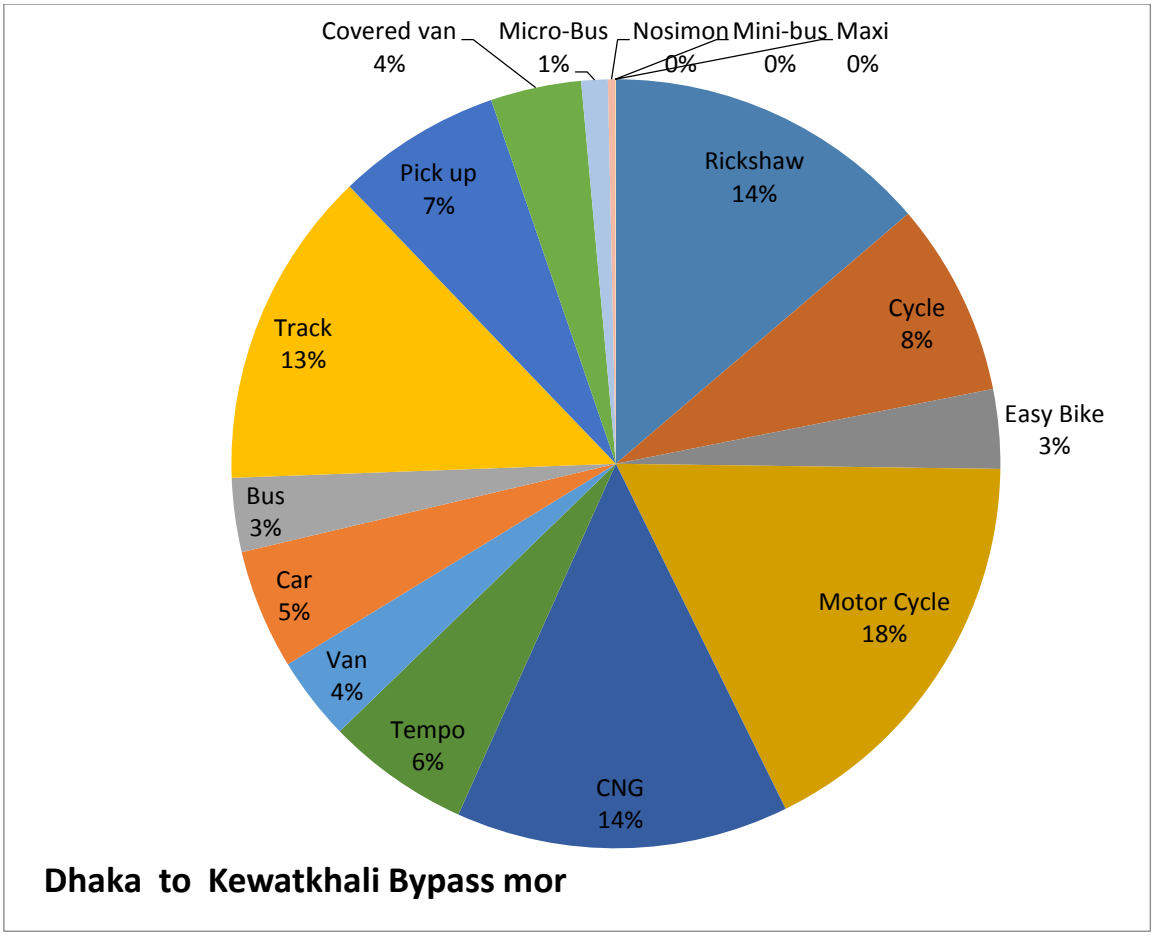


Figure 91: Percentage of traffic flow from Dhaka to Kewatkhali Bypass mor

From Dhaka to Kewatkhali direction, 18% of total vehicles are motor cycle. Other mostly moving vehicles are rickshaw, bus, track, CNG, cycle and tempo with percentage of 14%, 3%, 13%, 14%, 8% and 6% of total vehicles respectively. Car (5%), pickup (7%) and van (4%) are also found.

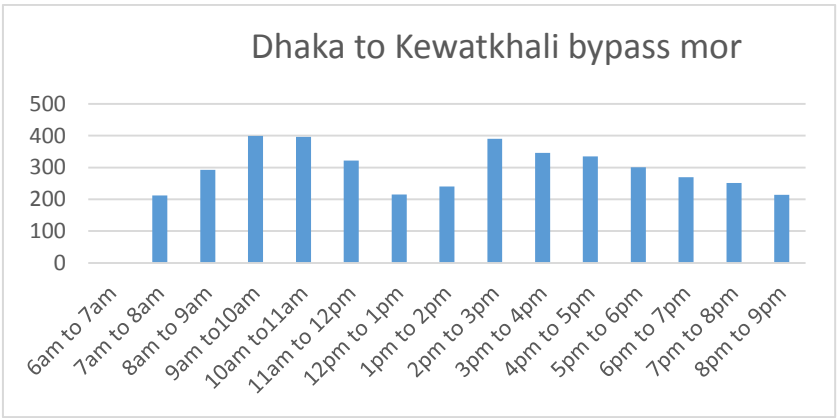


Figure 92: PCE of vehicles at different hours from Dhaka to Kewatkhali Bypass mor

During 9 am to 10 am PCE is highest at this direction. At 10 am to 11 am and 2 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

#### 4.2.3.9 BKB road

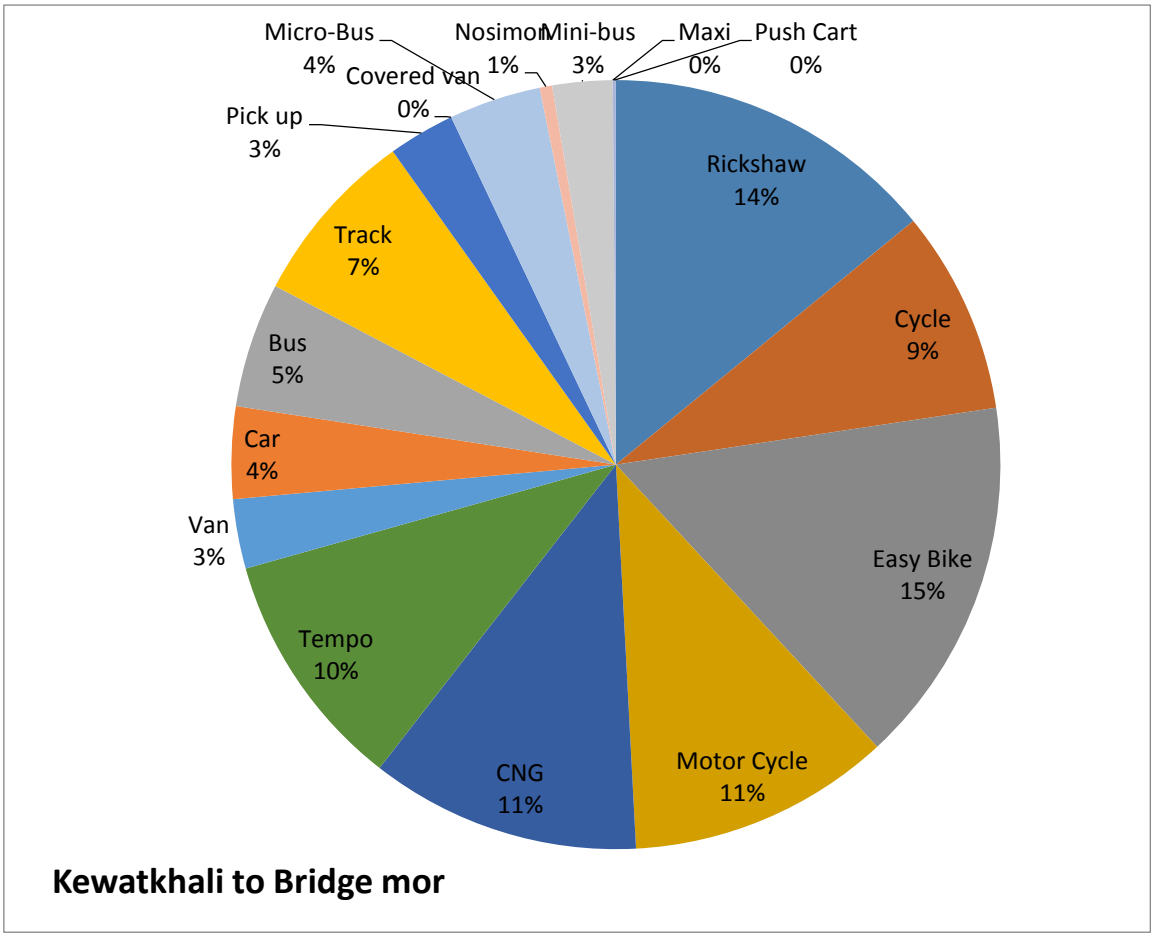


Figure 93: Percentage of traffic flow from Kewatkhali to Bridge mor

From Kewatkhali to Bridge mor direction, 15% of total vehicles are easy bike. Other mostly moving vehicles are rickshaw, bus, track, CNG, cycle, tempo and motor cycle with percentage of 14%, 5%, 7%, 11%, 9%, 10% and 11% of total vehicles respectively. Car (4%), pickup (3%) and van (3%) are also found.

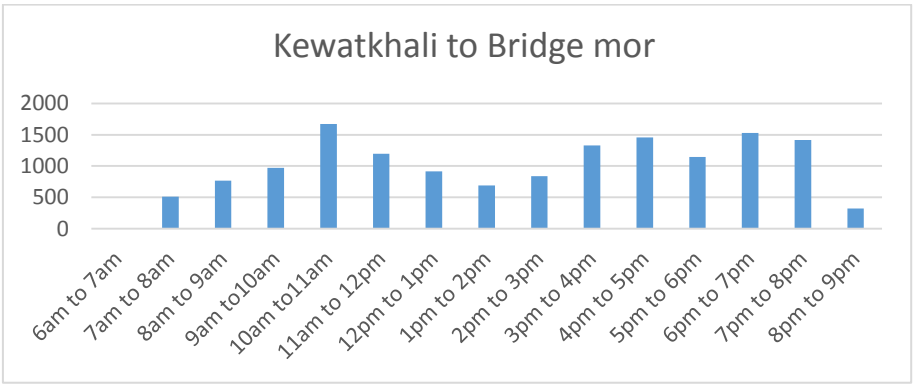


Figure 94: PCE of vehicles at different hours from Kewatkhali to Bridge mor

During 10 am to 11 am PCE is highest at this direction. At 3 pm to 5 pm and 6 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 8 pm to 9 pm.

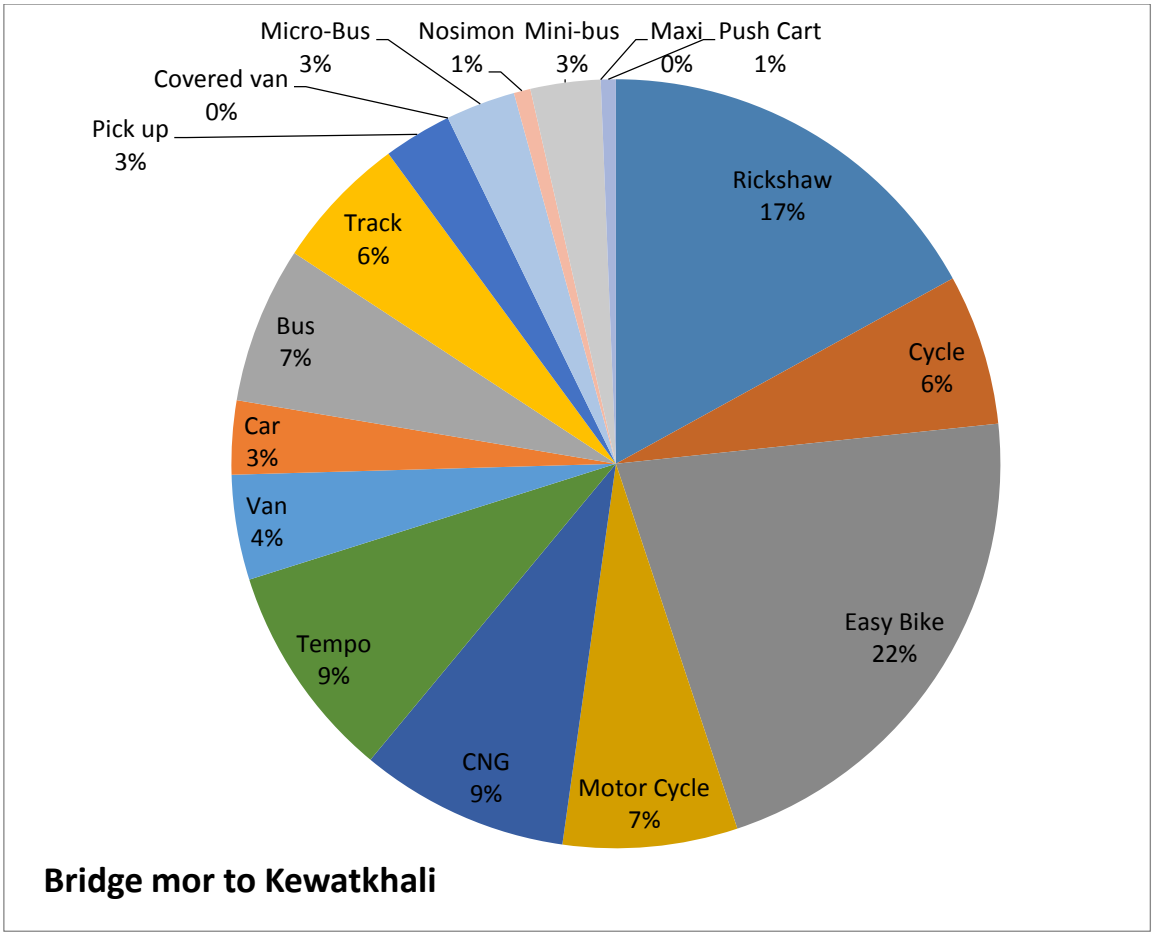


Figure 95: Percentage of traffic flow from Bridge mor to Kewatkhali

From Bridge mor to Kewatkhali direction, 22% of total vehicles are easy bike. Other mostly moving vehicles are rickshaw, bus, track, CNG, cycle, tempo and motor cycle with percentage of 17%, 7%, 6%, 9%, 6%, 9% and 7% of total vehicles respectively. Car (3%), pickup (3%) and van (4%) are also found.

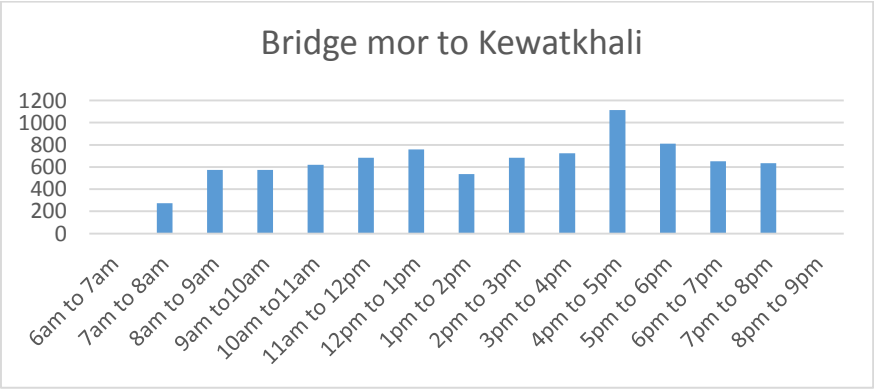


Figure 96: PCE of vehicles at different hours from Bridge mor to Kewatkhali

During 4 pm to 5 pm PCE is highest at this direction. At 11 am to 1 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

#### 4.2.3.10 Notun Bazar

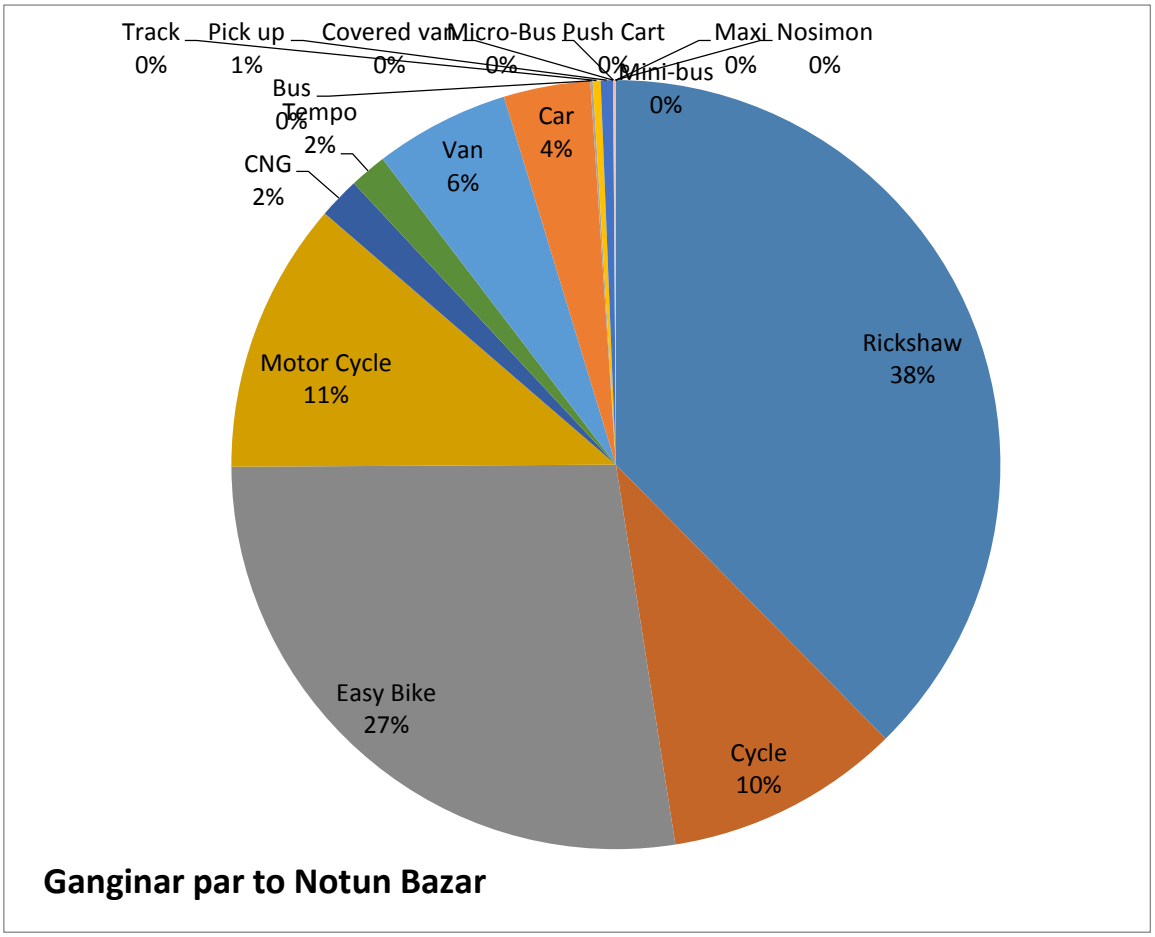


Figure 97: Percentage of traffic flow from Ganginar par to Notun bazar

At Notun bazar intersection, from ganginar par to Notun bazar direction, 38% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 11%, 10% and 27% of total vehicles respectively. Van (6%) and car (4%) are also found.

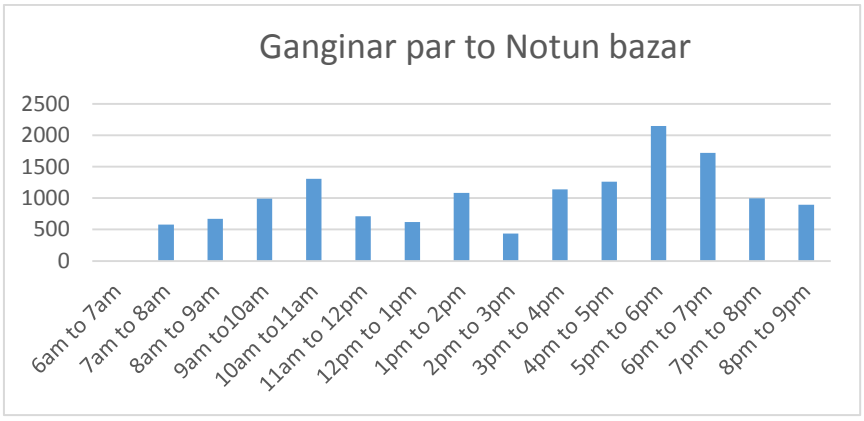


Figure 98: PCE of vehicles at different hours from Ganginar par to Notun bazar

During 5 pm to 6 pm PCE is highest at this direction. At 10 am to 11 am and 6 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 2 pm to 3 pm.

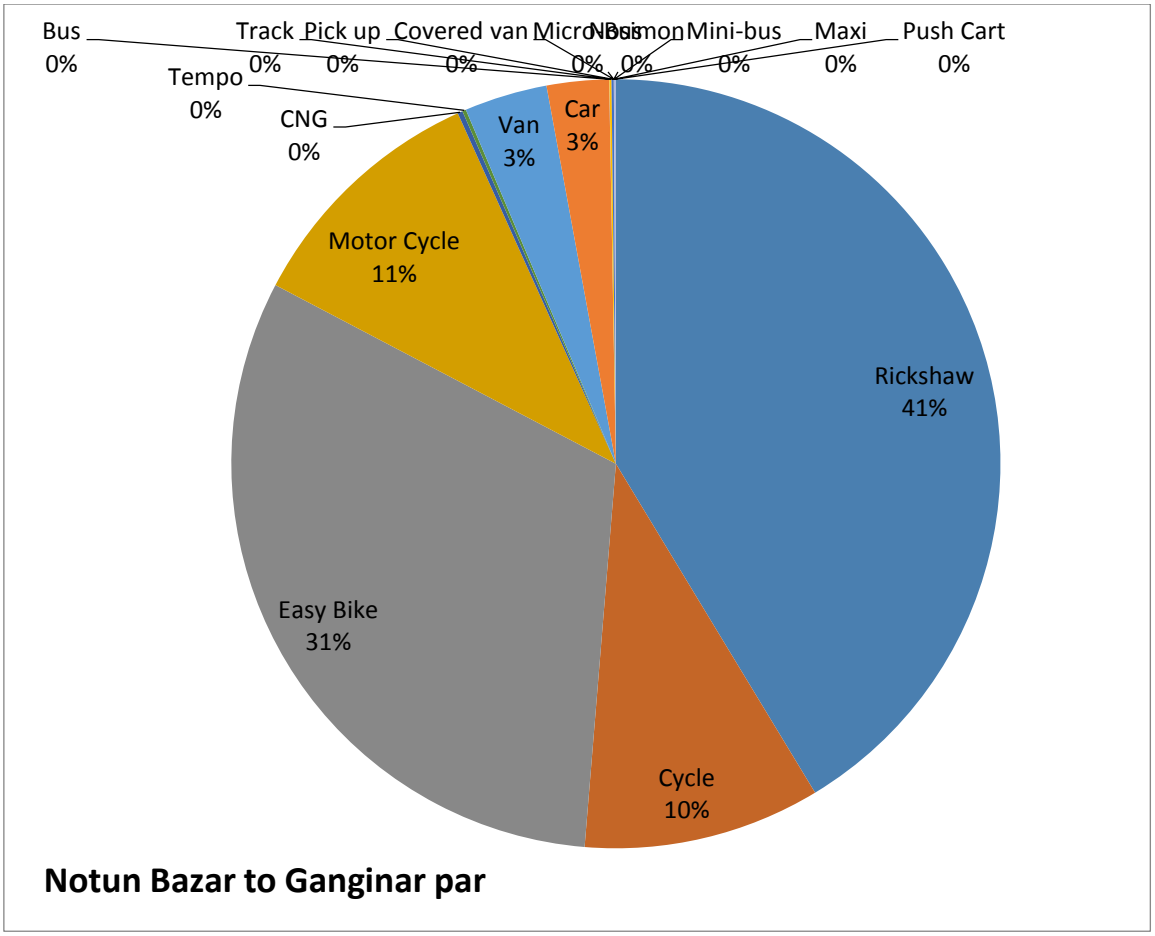


Figure 99: Percentage of traffic flow from Notun bazar to Ganginar par

From Notun bazar to Ganginar par direction, 41% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 11%, 10% and 31% of total vehicles respectively. Van (3%) and car (3%) are also found.

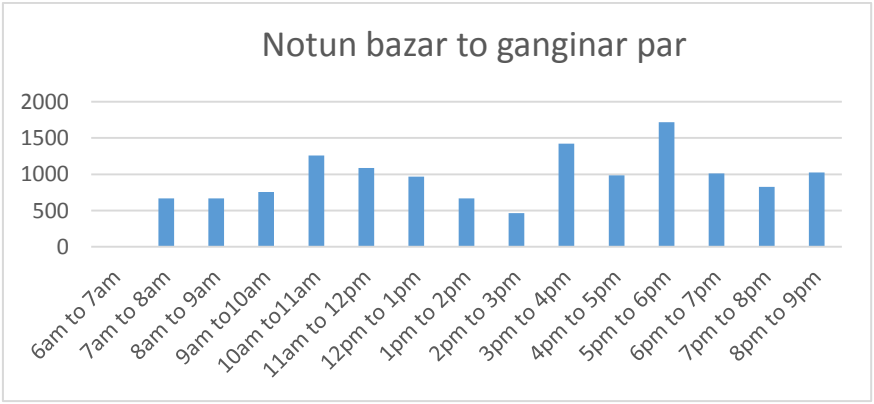


Figure 100: PCE of vehicles at different hours from Notun bazar to Ganginar par

During 5 pm to 6 pm PCE is highest at this direction. At 10 am to 11 am and 3 pm to 4 pm, PCE is found also in significant number. PCE is lowest during 2 pm to 3 pm.

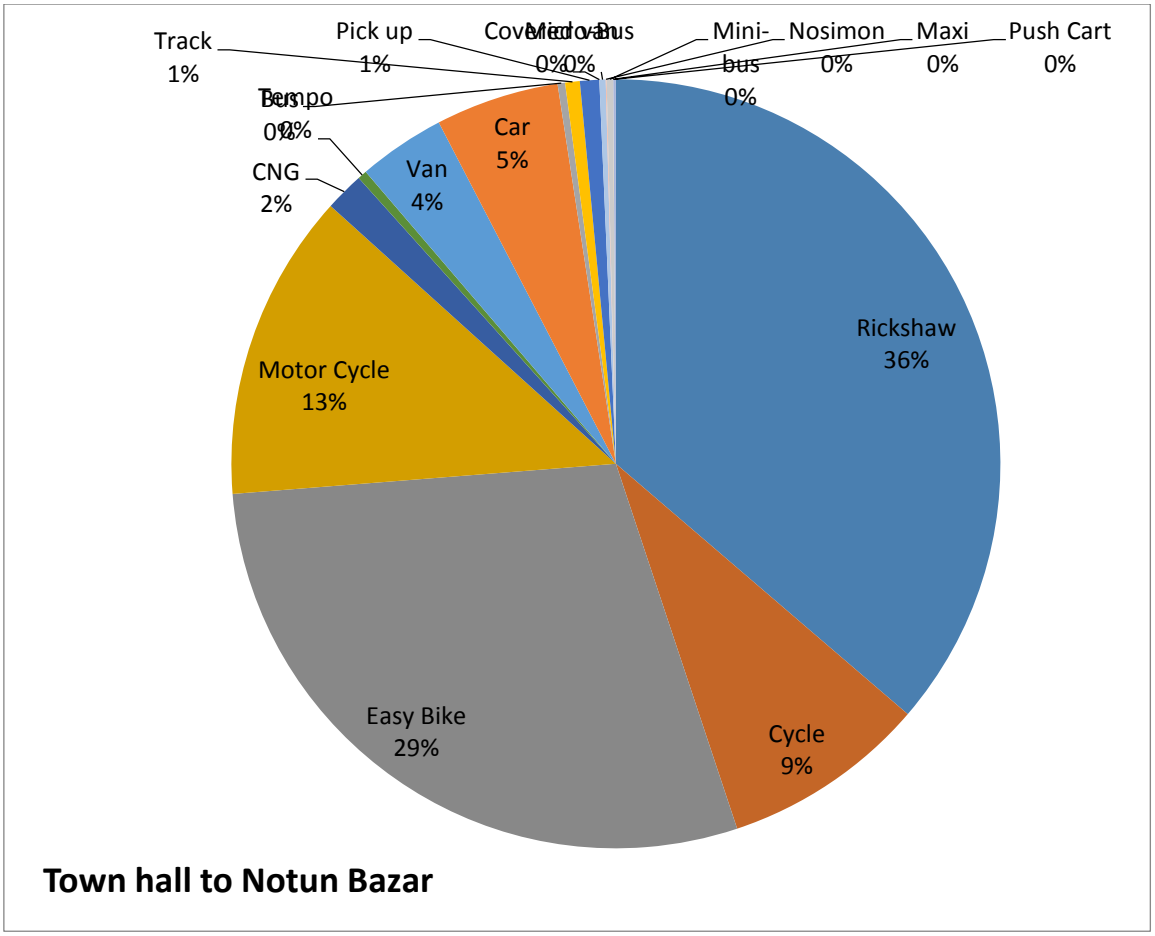


Figure 101: Percentage of traffic flow from Town hall to Notun bazar

From Town Hall to Notun bazar direction, 36% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 13%, 9% and 29% of total vehicles respectively. Van (4%) and car (5%) are also found.

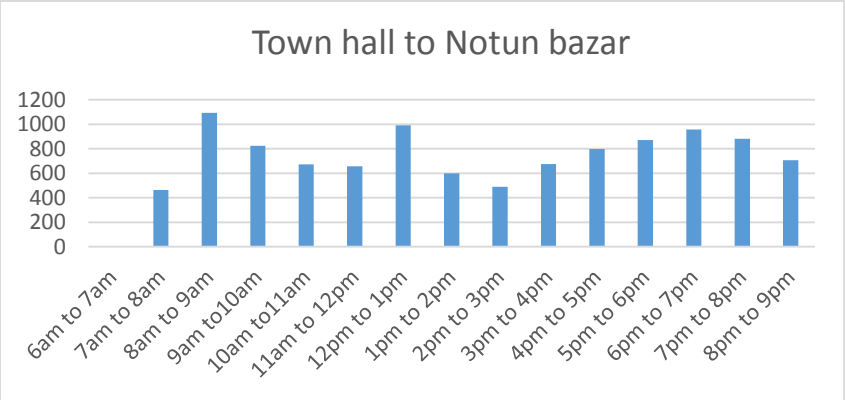


Figure 102: PCE of vehicles at different hours

During 8 am to 9 am PCE is highest at this direction. At 12 pm to 1 pm and 4 pm to 8 pm, PCE is found also in significant number. PCE is lowest during 7 am to 8 am.

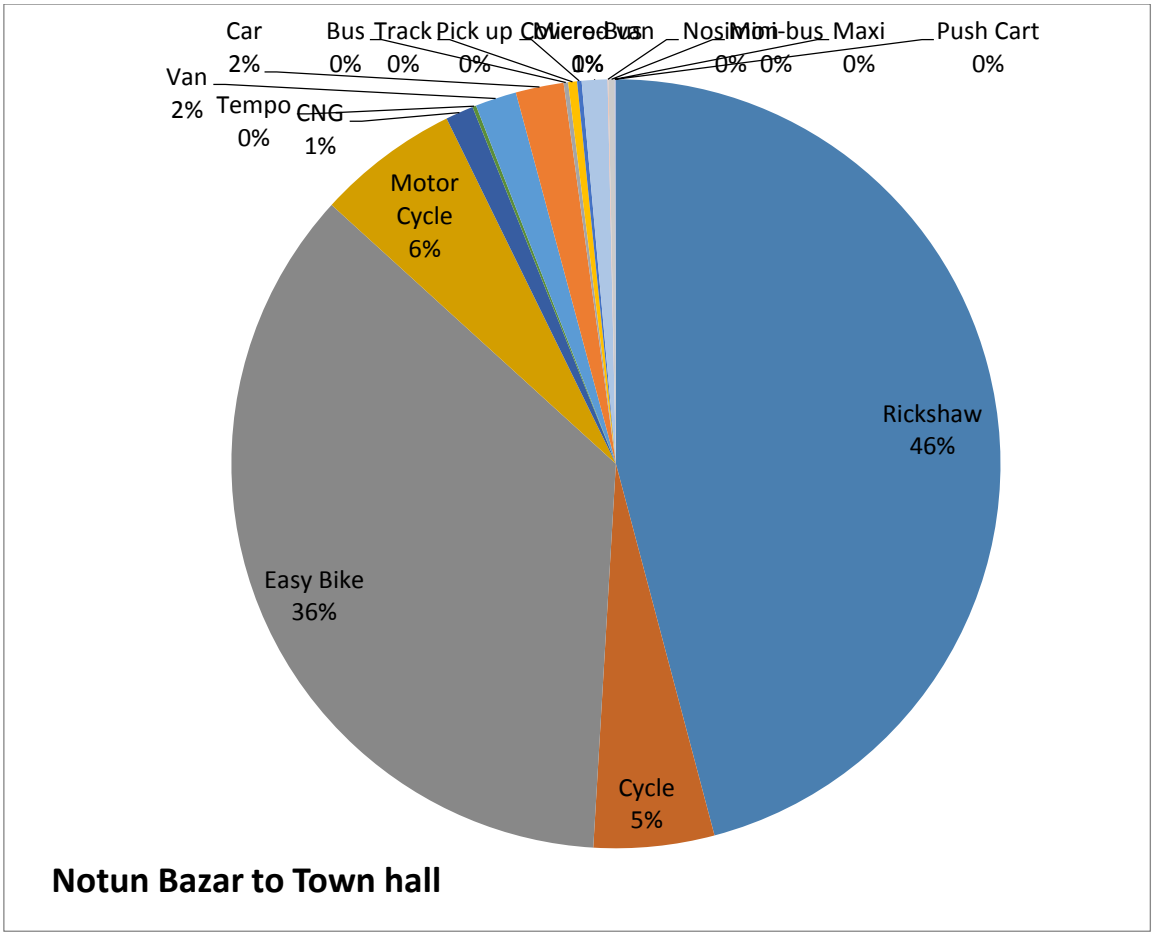


Figure 103: Percentage of traffic flow from Notun bazar to Town hall

From Notun bazar to Town Hall direction, 46% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 6%, 5% and 36% of total vehicles respectively. Van (2%) and car (2%) are also found.

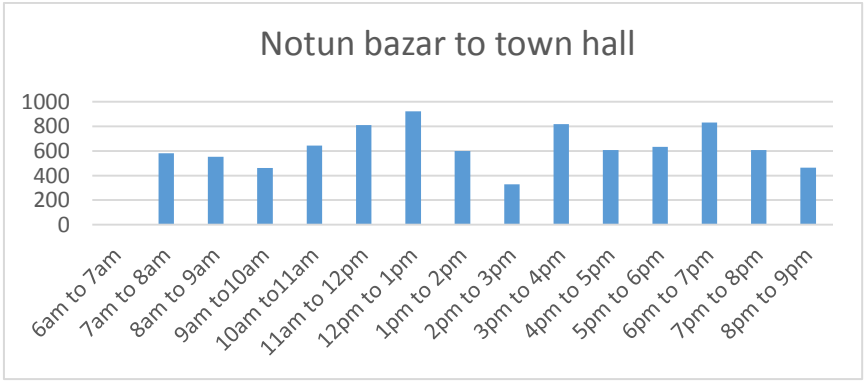


Figure 104: PCE of vehicles at different hours from Notun bazar to Town hall

During 12 pm to 1 pm PCE is highest at this direction. At 10 Am to 12 pm and 3 pm to 7 pm, PCE is found also in significant number. PCE is lowest during 2 pm to 3 pm.

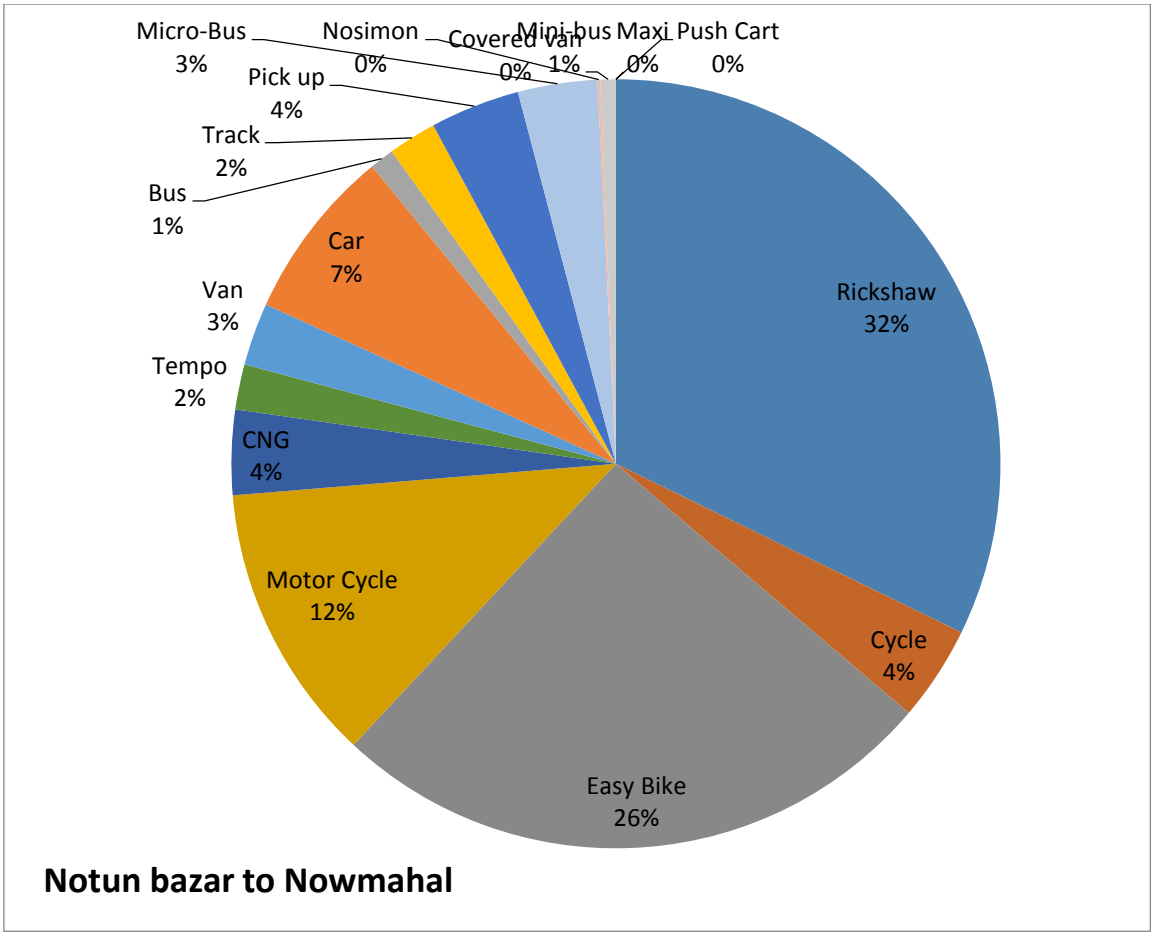


Figure 105: Percentage of traffic flow from Notun bazar to Nowmahal

From Notun bazar to Nowmahal direction, 32% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 12%, 4% and 26% of total vehicles respectively. Van (3%), CNG (4%) and car (7%) are also found.

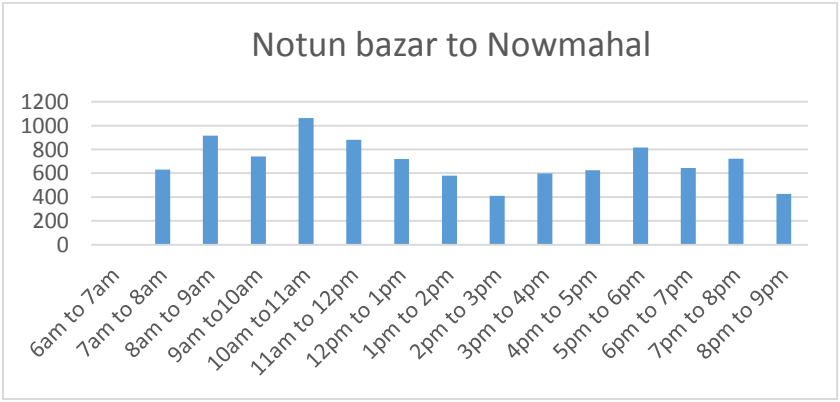


Figure 106: PCE of vehicles at different hours from Notun bazar to Nowmahal

During 10 am to 11 am PCE is highest at this direction. At 11 am to 12 pm and 5 pm to 6 pm, PCE is found also in significant number. PCE is lowest during 2 pm to 3 pm.

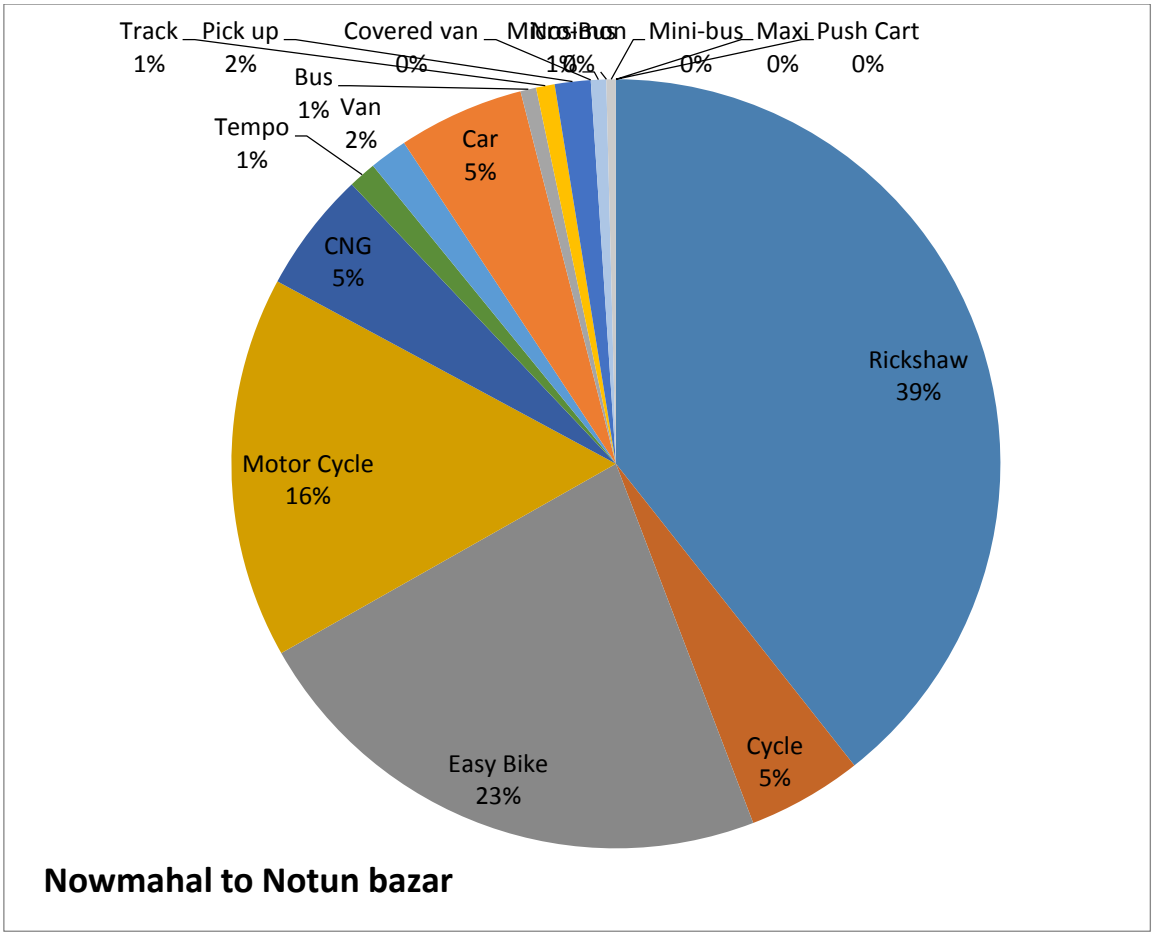


Figure 107: Percentage of traffic flow from Nowmahal to Notun bazar

From Nowmahal to Notun bazar direction, 39% of total vehicles are rickshaw. Other mostly moving vehicles are motor cycle, cycle and easy bike with percentage of 16%, 5% and 23% of total vehicles respectively. Van (2%), CNG (5%) and car (5%) are also found.

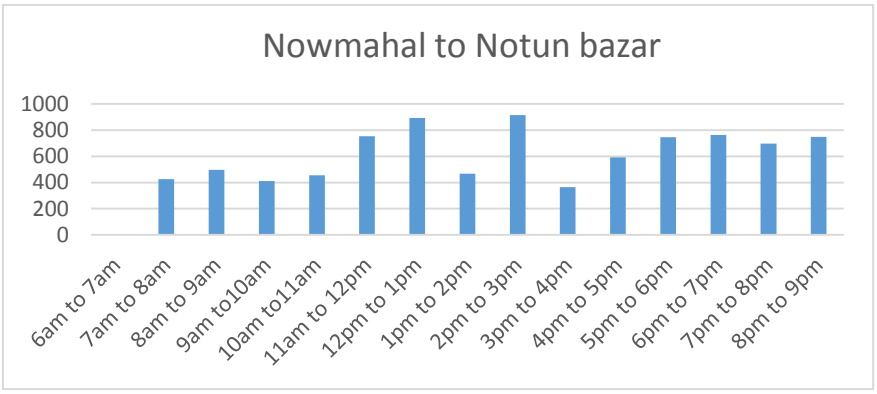


Figure 108: PCE of vehicles at different hours from Nowmahal to Notun bazar

During 2 pm to 3 pm PCE is highest at this direction. At 12 pm to 1 pm and 5 pm to 9 pm, PCE is found also in significant number. PCE is lowest during 3 pm to 4 pm.

### 4.2.4 Conclusion

Ganginar par, Charpara and Shomvuganj more inter sections are found with mostly moving transport mode in Mymensingh Pourashava. Mostly Trffic flow increases during 9 am to 11 am, 12 pm to 2 pm and 5pm to 7 pm at different intersections of Mymensingh Pourashava area. Rickshaw in the most used mode by people of Mymensingh followed by easy bike motor cycle and cycle.