



THE ASSAM GAZETTE

অসাধাৰণ

EXTRAORDINARY

প্ৰাপ্ত কৰ্তৃত্বৰ দ্বাৰা প্ৰকাশিত

PUBLISHED BY THE AUTHORITY

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No. 499 Dispur, Tuesday, 15th July, 2025, 24th Ashadha, 1947 (S. E.)

GOVERNMENT OF ASSAM
ORDERS BY THE GOVERNOR
DEPARTMENT OF HOUSING AND URBAN AFFAIRS

NOTIFICATION

The 18th November, 2024

DoHUA EcF No. 393727 /183.- In exercise of the powers conferred by the section 14 and Section 10 of the Assam Town & Country Planning Act, 1959 (as amended) read with 2 (a) of Rule 3 of the Assam Town & Country Planning (Publication of Master Plan and the Zoning Regulations) Rules 1962, the Governor of Assam is pleased to publish the following notice regarding the publication of the Final Revised Master Plan for Karimganj.

Notice for publication of the Final Revised Master Plan for Karimganj

1. It is notified that the Final Revised Master Plan for Karimganj prepared under section 14 of the Assam Town & Country Planning Act, 1959 (as amended) by the Directorate of Town & Country Planning, Assam and adopted by the State Government for the area as described in the schedule below is hereby published.
2. The Final Revised Master Plan with all relevant papers and maps may be inspected free of cost during the office hours at the office of Director, Town & Country Planning, Dispur, Guwahati-6, Deputy Director, Town & Country Planning, Dist Office – Karimganj, office of the District Commissioner, Karimganj, office of the Chairman, Karimganj Development Authority, office of the Chairman, Karimganj Municipal Board & Karimganj Revenue Circle Office. Copy of the Final Master Plan is available in the office of the Deputy Director, Town & Country Planning, Dist Office – Karimganj for sale on payment.

SCHEDULE

SITUATION AND AREA –

District	:	Karimganj
Town	:	Karimganj
Area	:	50.42 Sq. Km.
Municipal Area	:	5.93 Sq. Km.

Pargana and villages included in the Final revised Master Plan for Karimganj :-

SL. NO.	PARGANA	NAME OF VILLAGES / MOUZAS	DAG NO.
1.	AGAROSATI	MUBARAQPUR	ALL DAG NOS.
2.	AGAROSATI	BAKHARSHAL PT-II	ALL DAG NOS.
3.	AGAROSATI	BAKHARSHAL PT-III	ALL DAG NOS.
4.	KUSHIARKUL	SARISHA	ALL DAG NOS.
5.	KUSHIARKUL	CHARAKURI	ALL DAG NOS.
6.	KUSHIARKUL	ALONGJURI	ALL DAG NOS.
7.	KUSHIARKUL	BHAGON	ALL DAG NOS.
8.	KUSHIARKUL	MEDAL PT-I	ALL DAG NOS.
9.	KUSHIARKUL	MEDAL PT-II	ALL DAG NOS.
10.	KUSHIARKUL	MEDAL PT-III	ALL DAG NOS.
11.	KUSHIARKUL	KAIBARTAKAPON	ALL DAG NOS.
12.	KUSHIARKUL	KANISHAIL PT-I	ALL DAG NOS.
13.	KUSHIARKUL	KANISHAIL PT-II	ALL DAG NOS.
14.	KUSHIARKUL	UMAPATI	ALL DAG NOS.
15.	KUSHIARKUL	BONOMALI PT-I	ALL DAG NOS.
16.	KUSHIARKUL	BONOMALI PT-II	ALL DAG NOS.
17.	KUSHIARKUL	INATHPUR	ALL DAG NOS.
18.	KUSHIARKUL	AMBARKHANA	ALL DAG NOS.
19.	KUSHIARKUL	DHARKUNA	ALL DAG NOS.
20.	KUSHIARKUL	KESHARKAPON PT-IX	ALL DAG NOS.
21.	KUSHIARKUL	DHIT CHAK PT-IV	ALL DAG NOS.
22.	KUSHIARKUL	DHIT CHAK PT-VIII	ALL DAG NOS.
23.	KUSHIARKUL	CHANDSRIKUNA	ALL DAG NOS.
24.	KUSHIARKUL	CHANDSRIKUNA CHAK – V	ALL DAG NOS.
25.	KUSHIARKUL	KALACHORA	ALL DAG NOS.
26.	KUSHIARKUL	BATORASHI PT-I	ALL DAG NOS.
27.	KUSHIARKUL	BATORASHI PT-II	ALL DAG NOS.
28.	KUSHIARKUL	ADHAKANDI	ALL DAG NOS.
29.	KISMAT KUSHIARKUL	BHAGISAGI	ALL DAG NOS.
30.	KUSHIARKUL	BONOMALI	ALL DAG NOS.
31.	KUSHIARKUL	BISKUT	ALL DAG NOS.
32.	KUSHIARKUL	CHANDPUR	ALL DAG NOS.
33.	KUSHIARKUL	DHIT KITTE RAM NAGAR	ALL DAG NOS.
34.	AKBARPUR	FARIDPUR	ALL DAG NOS.
35.	KUSHIARKUL	KESHORKAPON CHAK	ALL DAG NOS.
36.	KUSHIARKUL	KARNAMADHU PART – III	ALL DAG NOS.
37.	KUSHIARKUL	KARNAMADHU PART – IV	ALL DAG NOS.
38.	KUSHIARKUL	MAIZGRAM PART – I	ALL DAG NOS.
39.	KUSHIARKUL	MAIZGRAM PART – III	ALL DAG NOS.
40.	KUSHIARKUL	MAIZGRAM PART – IV	ALL DAG NOS.
41.	KUSHIARKUL	PANARGHAR	ALL DAG NOS.
42.	KUSHIARKUL	SADARSHI PART – I	ALL DAG NOS.
43.	KUSHIARKUL	SADARSHI PART – II	ALL DAG NOS.
44.	KUSHIARKUL	TAJPUR	ALL DAG NOS.
45.	KUSHIARKUL	KARNAMADHU PART – V	ALL DAG NOS.
46.	AGAROSATI	JINAHABRA	ALL DAG NOS.
47.	AKBARPUR	NANDANBAND	ALL DAG NOS.
48.	AGAROSATI	SAIDAMBAR PART-I	ALL DAG NOS.
49.	AGAROSATI	NATHUPUR PART-I	ALL DAG NOS.
50.	AGAROSATI	KARIMGANJ MUNICIPAL AREA	ALL DAG NOS.

DESCRIPTION KARIMGANJ MASTER PLAN BOUNDARIES –

NORTH	: River Kushiara and Kesharkapon PT- I & II.
SOUTH	: Bedrang PT-I, Surigram PT-I, Karnamadhu – I & II, Baghan, Nagkapon, Saidambar PT-II and Bakharshal PT- IV
EAST	: Lamajuar PT- I & II, Barkatpur and Nathupur PT-II.
WEST	: Maizgram – I & II, Tajpur PT- I & II, Bedrang PT- III, Kamargram, Chandanpur, Kujab, and Sarangdeopur

KAVITHA PADMANABHAN,
Commissioner & Secretary to the Government of Assam,
Department of Housing and Urban Affairs.

CHAPTER-1

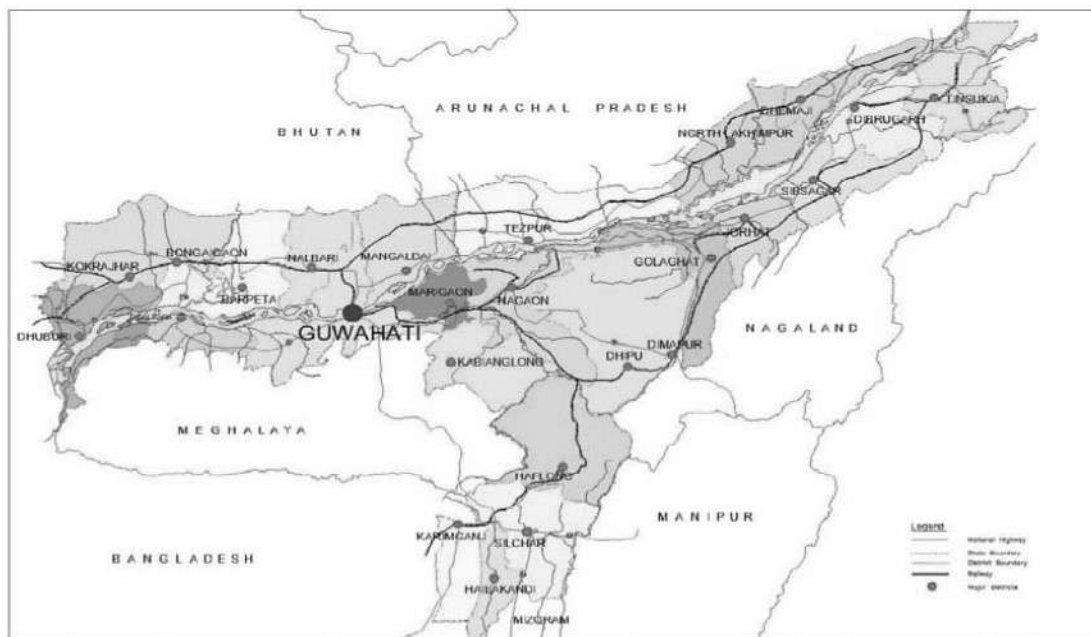
INTRODUCTION TO MASTER PLAN AREA

1.1 LOCATION, REGIONAL SETTING, BRIEF HISTORY OF THE TOWN AND SURROUNDING

Location: Karimganj town is situated in the extreme South – Western part of Assam lining the international boundary of Bangladesh separating both the countries by river Kushiara in the Northern and Western side.

The cardinal points of Karimganj lies in 24' 23 N to 24' 50 N latitude and 92' 30 E longitude and located in the Northern part of the district.

The Karimganj town is connected by both Railway and Roads with other parts of the state but it does not have a direct aerial linkage with other parts of the country.



Map 1: Location of Karimganj District in Assam.

Regional Setting: The Karimganj town is the district head-quarters of the Karimganj district, the southernmost district of Assam, has been growing over the years both demographically as well as geographically. The town is

lying in the Northern part of the district and grows in its own way like most of other towns in Assam.

The Karimganj district's regional boundaries are as follows – (I) In the Northern side there is international border of Bangladesh and Cachar district of Assam. (II) In the Eastern side there is Hailakandi district of Assam. (III) In the Southern side there are two states of India i.e Tripura and Mizoram. (IV) In the Western side there is Tripura, a state of India and international border of Bangladesh.

The boundaries of Master Plan area of Karimganj are as follows – (i) In the Northern side, there is river Kushiara (ii) In the Southern side, there is Bakarshal – Pt.IV, Karnamadhup Pt.-I&II, Surigram Pt-I, Nagkapan etc (iii) In the Eastern side, there is Lamajuar Pt.I&II, Nathupur Pt.II, Barkatpur etc. (iv) In the Western side, there is Maizgram –Pt.I&II, Kesharkapan Pt.I&II, Kujab, Chandpur, Tazpur Pt I & II etc.

Brief history of the town and surrounding: Before independence, under British Government, Karimganj district was one of the sub-division of Sylhet in the state of Assam, which went to the erstwhile East Pakistan now called Bangladesh.

At the time of independence, this sub-division was partitioned and two and half police station along with the rest of the district of Sylhet went to the East Pakistan (Now Bangladesh) and the remaining part was included within the district of Cachar in the state of Assam.

Lastly, in the year 1983 on 1st July vide Government Notification No. GAG.215/83/1, dated. 14th June 1983 formed an independent administrative district named as Karimganj with its head-quarters at Karimganj town within the state of Assam.

1.2 CLIMATE, TOPOGRAPHY, SOIL CONDITION

Climate: Climate of an area greatly affects human activities and in turn civic life & its functioning. Though the climate of Karimganj town is almost similar with the Barak Valley and Bangladesh's climate, yet, some variations are noticed due to its physical features. Its main characteristics are cold winter and a moderate cold spring and fairly hot humid summer with high speed wind in between the spring and summer with lightning and thunder storms. Climatically, the whole year can be divided into three periods. From May to September is the wettest season. The rainiest months are May, June, July and

August. The average rainfall of the district is 3910 mm. The maximum rainfall recorded in 1998 was 4587 mm and the minimum recorded in 1979 was 1552 mm. From October to January weather is cold and dry with occasional shower with a average rainfall of 20 mm. January is the coldest month with minimum temperature of 10.4 degree centigrade. June is the hottest month with maximum temperature rising up to 39.0 degree centigrade. The average mean maximum temperature is 30.0 degree centigrade. The general atmosphere is humid with high percentage of relative humidity contains even in the winter months.

Topography: Karimganj has almost a plain topography with negligible underlying surfaces in some places. The main physical feature of the town is river Kushiara and Longai which are the two perennial rivers flowing the international boundary with Bangladesh in the Northern and Western side of the town respectively. The river Kushiara originates from the river Barak near Bhangabazar and the river Longai originates from the Jumpai hills in Mizoram and Tripura flows north up to Longai station and then proceeds towards west to Halakuli in Bangladesh.

Another feature of the town is the Notiakhhal canal which bifurcates the town. Before the construction of bund on the bank of Kushiara, Longai used to fall on Kushiara and Kushiara to Longai through Notiakhhal depending upon the level of water during rainy season.

Soil Condition : The valley in the Karimganj district are under laid by semi consolidated sandstone, siltstone, shale's and clay of upper triturate. The aquifers are pre dominantly clays with occasional sand and fine grained soft sand stone. The water level aquifers comprises mainly of silts and sandy clays. Though the soil condition is favorable for flora, out of 183900 hectares of land in the district about 48054 hectares of land under forests which constitutes about 26.13% of the total geographical area in which valuable timber like Cham, Sundi, Kathal, Gamari besides Bamboo cane etc. are found in abundance.

1.2. (a) CITY INFLUENCE AND ITS CHARACTERISTICS INCLUDING SETTLEMENT PATTERN

Preparation of Karimganj Master Plan is an effort to evolve scientific and rational policies which will meet functional needs of the town and to satisfy the aesthetic and emotional aspirations of its citizens.

The Karimganj town is situated on the bank of the river Kushiara, which is a river border between India and Bangladesh, in the northern side of the

district as well as the Karimganj town. This may be one of the reasons of tourist attraction for the town. There is another land border at Sutarkandi, Karimganj between India and Bangladesh (very close to Master Plan boundary in the western direction), in which there is a Trade Centre and also there is a proposal for improvement of that area (which includes proposed super market, improvement of roads via Sutarkandi to Bangladesh to connect SAARC countries) to enhance the business/trade between India and Bangladesh which will in turn give economic benefits and self employment to the residents of this town and its surrounding. After execution of this project, this may be another tourist attraction for the Master Plan area.

The town is both an administrative centre and trade and commercial centre. Because, it is the headquarters of the district of Karimganj and a district trade centre feeding whole district including a portion of Tripura.

In respect of settlement pattern in the town, it may be mentioned that initially the settlements were developed mainly in the bank of River Kushiya and natural drainage canal NotiaKhal. Old localities of the town are Nilmoni Road, Bonomali, Char bazaar, Old mission Road, Longai Road, Station Road, Hospital Road etc. The decadal growth of the town is 8.1%. People belonging to Bengali Hindu and Bengali Muslim communities are the inhabitants of Karimganj town.

Settlement pattern of Master Plan area can be divided into two categories i.e rural and urban. In urban area the settlement pattern includes isolated to group housing (R.C.C./Assam type) in compact dense distribution and single storied to multi-storied buildings (Own ownership, Apartments etc.) are found. In case of rural area the settlement pattern is mostly isolated R.C.C. / Assam type / Bamboo-hut or others. Sanitary and drainage facilities are poor in large portion of habitable area.

(b) RURAL – URBAN SCENARIO

Karimganj master plan area is slowly transforming from rural dominance to urban fabric as there is slow growth in infrastructure improvement. Economic activities in the town are sluggish and consequently it could not support or justify investment in major urban infrastructure or large scale urban project. The rate of urbanization of Karimganj district as in 2011 is only 8.9 %. This figure indicates how rural dominant character is prevailing in the area.

The existing Master Plan area of Karimganj town was 27.00 Sq. Km. which includes both rural and urban areas. Municipal area is 5.93 Sq. Km i.e of Karimganj town. There were 27 (twenty seven) Nos. of villages (cadastral). In Municipal area, there are 27 Nos. of wards i.e ward No.- 1 to ward No.- 27. Now, considering expansion of influence zone and dependency zone of town Centre to hinterland (peripheral Centre) and vice-versa, at present another 22 Nos. of villages have been included in the proposed revised Master Plan area. In this final revised master plan, it is proposed to have one town i.e. Karimganj and 49 nos. of rural villages (cadastral). The total Master plan area proposed is 50.42 Sq. km, while that in previous Master plan was 27 sq. kms. This list of town and rural areas enlisted in area & situation chapter at preface.

However expected transformation of this town to an international trade passage with Bangladesh and opening rail link to Bangladesh may drastically change socio economic and physical infrastructures of the Master plan area.

(c) HISTORY OF THE PHYSICAL GROWTH AND EXPANSION OF TOWN

A clear understanding of major city functions and their impacts on the physical growth of a city is a desirable fact. Based on the previous studies, Karimganj town can be inferred to hold the following major functions to decide the physical growth.

1. To function as a district head-quarter.
2. To function as an administrative centre holding administrative entries of district and local level.
3. To function as a trade and commerce centre of the region.
4. To function as an educational centre of special order.
5. To function as a transportation node being a gateway to Tripura.

This urban center began initially during British rule as an important Hat or market in the then Sylhet district of undivided India. Habitation grew mostly along river bank and transportation nodes.

After independence town was slowly developed as a sub divisional head quarters of Cachar district. Then it started to transform as an administrative center in addition to a market. Finally in 1983, it became a district head quarters town and transformed to an important administrative town of the state being lined with international boundary.

Considering few recent development in the physical infrastructure like setting up New Karimganj railway station on BG line, starting of a Polytechnic, a FM Radio Station, Trade centre near Karimganj town, it is expected that further expansion of town may take place towards Silchar Road, Patherkandi Road, Lakhibazar Road, Longai Road, Settlement Road as there are no physical barrier in those direction also growth will be facilitated by ongoing improvement in infrastructures.

1.4. NEED FOR THE MASTER PLAN

The main aim of preparation of Master Plan of Karimganj is to develop an urban environment and to meet the future requirements for its inhabitants. This plan will help for orderly development or in a balanced manner within the jurisdiction of the planning area. Moreover, sufficient care has been taken to assess the short coming of the existing situations and has laid certain guidelines and proposals.

The need for Master Plan is to achieve balanced physical and socio-economic development and to create healthy environment for promoting future growth. However, the Master Plan of Karimganj has to be worked out with respect to the major determinants like the future space need for each major land use activities, the buildable space that is available within the developed area and within the planning area. The distribution of this future need of additional activities in relation to the present land use pattern and in relation to the regional nuts and for their proper inter-relationship as well as the desirable land use relations among the future additional activity patterns. The distribution of these activities are required to be meaningful only to the extent suitable linkage may be developed among them, which is largely governed by present regional flow of goods and people interaction with the other activity and availability of space for developed linkage network.

CHAPTER-2

DEMOGRAPHY

2.1. Total population, male/female population, population growth rate, population density, sex ratio, literacy (Total-male-female rate), working population and non-working population, SC-ST population etc.:

Population: As per the year 2011 census report, the population of town is 56859. The percentage decadal growth for 2001-2011 was 8.07%.. On graphical plotting of population of past decades since 1951, the population of Karimganj town may be projected at 63153 in the year 2021, 69447 in the year 2031 and 75741 in the year 2041. The master plan area population in 2011 is 146003 persons. The population of master plan area in 2001 was 120588 persons. The decadal variation of population from 2001 to 2011 is 21.08%.

Male/Female population, population growth rate, population density, sex ratio, literacy: Out of total population of 56859 persons in Karimganj town in 2011, male population is 28476 and female population is 28383. Population growth rate of the town is 8.07% per decade. Density of population is 9336 persons per Sq Km. The sex ratio and literacy percentage are 997 female against 1000 male and 94.6% respectively.

Simultaneously, out of total population of 146003 persons in 2011 in Karimganj Master Plan area, male population is 73877 and female population is 72126. The growth rate of population of Karimganj master plan area is 21.08 %. Density of population is 2896 persons per Sq.Km. The sex ratio and literacy percentage are 976 female against 1000 male and 84.53% respectively.

Working and non-working population, SC/ST population: Out of total population of 146003 persons in Karimganj Master Plan area, the number of working population is 49816 only and that of non-working population is 96187. Out of total population of 56859 in Karimganj municipal area, there are working population of 20853 persons and non working population of 36006 persons. Proportion of SC and ST population in Municipal area and Master Plan areas in 2011 is as below.

Areas	SC population	ST population
Municipal Area	8414	190
Master Plan Area	15969	258

2.2 Migration population : During the decade- 2001-2011, a section of people living in the surrounding villages have migrated to the Karimganj town area in search of their livelihood. However, the figure of migration is a meager one due to the existence of a greater urban area named Silchar, the district head quarters of the neighboring district of Cachar, having more opportunity of employment and tempting the unemployed people of the rural areas of Karimganj district. The distance of Karimganj town from Silchar town is only 55 kilo-metres.

The growth of population and related migration in this strategically located town is comparatively restricted due to the following reasons:

- a. Location along the international boundary.
- b. Fear of war.
- c. Under developed transportation and communication system.
- d. Lack of higher degree of medical and health infrastructures.

2.3 Household density and size : Household density is mostly thin and scatteredly distributed over the Master Plan area. In general household size varies from 4 to 9. Average household size is 5.

2.4. Population projection up to 30 years : Projection of future year's population can be made through various methods like Arithmetic increase method, Geometric increase method, Incremental increase method, Ratio method etc. Of all these method, Incremental increase method has been found to be more appropriate in the scenario of Karimganj master plan area. Population projection up to 2041 is shown in the table mentioned below:

Population Projection Table:

Year	Karimganj Town	Karimganj Master Plan area
1991	43883	79749
2001	52613	120588
2011	56859	146003
2021	63153*	173466*
2031	69447*	200929*
2041	75741*	228392*

(*) 2021, 2031& 2041 population figures are projected figures.

(*) The population figures from 2001 correspond to proposed Master plan area of 50.42 Sq. Kms.

CHAPTER-3

ECONOMIC BASE AND EMPLOYMENT

3.1 Formal Sector:

Karimganj town being, a medium sized urban center with direct lining with international border, does have larger proportion of employment in formal sector. Being a district headquarters town, service sector employment is dominant under formal sector. It has a population of 20851 persons as working population, of which 17965 are main workers and 2886 are marginal workers as per census 2011. Main workers are mostly in formal sector.

In the Master Plan area the working population will be around 32%. Out of this working force, the engagement in the formal sector will be 70% of total workers.

3.2 Informal sector:

The town as well as the adjoining rural areas included in the Karimganj master plan area has a very poor involvement in Informal sector.

In urban area, approx 3000 persons are engaged in informal sector of activity. In urban area, the road side vending, hawkers in trains, buses are the major activities in informal sector. In case of rural areas within the master plan area, the informal sector activity is primarily on partial employment on agriculture and allied activities.

3.3 Occupational pattern:

Major share of occupation is in tertiary sector in the planning area. The working class in the town is mostly in service sector and a portion in trade and commerce. However around 60% of working population in rural areas of planning area are in agriculture and allied activities.

Table showing list of activities of working population in 2011 in Karimganj urban area is as below:

Total Population	Total workers	Percentage of workers	Workers in primary sector	Workers in secondary sector	Workers in tertiary sector
1	2	3	4	5	6
56859	20851	36.7%	238	353	20260

Total worker, Main worker and Marginal worker in Master Plan area in 2011 are as follows:

Total worker	Main worker	Marginal worker
48726	38548	10178

CHAPTER-4

HOUSING AND SHELTER

4.1. Housing scenario

In the Karimganj town area , the physical condition of housing is satisfactory, about 60% are RCC building and 30% are Assam type/semi pucca/wooden structure and rest are in hut like kutcha structure in slum like environment. Physical condition of Housing structures in surrounding villages included in the master plan is in mixed pattern of RCC and Semi Pucca houses with very low proportion of kutcha houses. The pattern represents scattered distributed low density development of houses.

Residential use is the major land use occupying about 40% of planning area. The residential areas are scattered in patches all over the master plan area except municipal area of the planning area. The narrow roads, inadequate drainage, improper setback within the plot boundary form the scenario of infrastructure in most of the old residential areas.

4.2. Housing supply mechanism (self/pvt. Builders & developers/govt. housing schemes)

There are only few government housing colony/residential quarters within master plan, to be more specific within Karimganj town area. These are mainly residential quarters of police department, PWD department, Water resource department and Railway department. Group housing and Apartment housing are not yet a common trend. Most of the houses are in individual private ownership and rest are rented tenants. A portion within town area and surrounding are squatters and in slum like environment. Housing supply is less than the demand leading to few informal slums and kutcha housing with insanitary condition.

4.3. Housing condition, Type of Structure, Household facilities available, availability of kitchen, Latrine, Bathroom, Drainage:

Shelter is one of the basic human needs and its conditions greatly affect the character of human life. It is one of the burning problems of the present day's urban areas. Though in Karimganj planning area shortage of housing is not the major problem but the type of house, housing condition, basic need related to housing like drinking water, sanitation, garbage disposal etc. do

not conform to norms. There is total absence of neighborhood structure in the planning area.

Around 70% of total housing structures have appropriate facility of kitchen, sanitary condition and internal drainage.

4.4 Slum-squatters and informal housing share, including list of all slums and informal housing localities in MP area and marking location on map:

There is number of formal and informal slum pockets in and around Karimganj urban area. There are kutcha houses and houses in dilapidated condition in slum like physical environment. The following are the slum pockets as per T&CP survey/ USHA survey within Karimganj Master Plan area.

Sl. No.	Name of Slum	Ward No.	Notified / Non-Notified	Slum Population	No. of slum Household
1	Settlement Link Road	01	Non-Notified	51	14
2	LakhiCharan Road	01	Non-Notified	83	18
3	Vivekananda Palli	01	Non-Notified	50	10
4	Maizdihi	01	Non-Notified	83	12
5	Saralkha Road	02	Non-Notified	92	16
6	Jahanpur	02	Non-Notified	190	29
7	Longai Road	03	Non-Notified	56	10
8	GachKalibari Road	05	Non-Notified	76	13
9	Old Mission Road	05	Non-Notified	50	10
10	LakhiCharan Road	05	Non-Notified	111	20
11	Lakhi bazaar Road (Sweeper Colony)	06	Notified	90	18

12	LakhiCharan Road	06	Non-Notified	59	16
13	Lakhi bazaar Road (Near Central Bank)	06	Notified	52	09
14	Lakhi Charan Road (Near L.P. School)	06	Non-Notified	62	14
15	T.C. Road (River side)	07	Notified	180	31
16	T.C. Road	07	Non-Notified	98	22
17	T.C. Road (MMMC road)	07	Notified	111	20
18	T.C. Road (Brojendra Road)	07	Non-Notified	228	38
19	L.B. Road (Near sweeper lane)	08	Notified	117	23
20	L.B. Road	08	Non-Notified	50	10
21	T.C. Road (River side)	09	Notified	82	19
22	T.C. Road (River side)	09	Notified	69	10
23	T.C. Road (River side)	09	Notified	79	18
24	T.C. Road (River side)	09	Notified	58	14
25	Steamerghat Road (River side)	10	Notified	74	14

26	Bonomali Road (River side)	13	Notified	158	21
27	Bonomali Road	13	Non- Notified	78	13
28	Bonomali Road (River side)	14	Non- Notified	46	10
29	Bonomali Road -1	14	Non- Notified	64	10
30	Bonomali Road (Railway side)	14	Non- Notified	130	27
31	Subhash Nagar (Railway side-3)	15	Non- Notified	50	10
32	Subhash Nagar (Railway side-2)	15	Non- Notified	106	25
33	Vivekananda Bye lane	15	Notified	52	13
34	Subhash Nagar (Railway side-1)	15	Non- Notified	68	15
35	Subhash Nagar (Railway side-2)	15	Non- Notified	47	12
36	Subhash Nagar -1	15	Non- Notified	118	21
37	Shivbari Road	16	Non- Notified	45	11
38	Ramsita Road	21	Non- Notified	220	43
39	Hadargram	22	Notified	83	14
40	Charbazar	23	Non- Notified	187	37
41	Charbazar (River side)	24	Notified	93	16
42	Indira Colony	26	Non- Notified	49	11
43	Anath Colony -1	27	Notified	137	30

44	Hothat Colony	27	Notified	258	48
45	Anath Colony -2	27	Notified	90	16
46	Anath Colony -3	27	Notified	72	16
47	Durga Pally	27	Non-Notified	37	10
48	Anath Colony-4	27	Notified	188	39
Grand Total -			Notified = 19 Non-Notified=29	4627	897

4.5 Housing stock, shortage and need assessment:

At present there is total 30080 number of house hold within master plan area, out of which municipal area has 12234 nos. and surrounding rural area has 17846 nos. of household. Considering the existence of informal slum pockets with kuchcha houses in uninhabitable physical environment, the tenants, the squatters and the congested pucca houses, the shortage of pucca houses within municipal area will be around 1500 nos. These shortages of pucca houses in case of plots with authorized land ownership are being rapidly covered at present through PMAY-Urban scheme by Municipal Board and Development Authority.

Transferable Development Right (TDR):-

Considering the existence of informal slum pockets with kutcha houses in uninhabitable physical environment, the tenants, the squatters and the congested pucca houses, the shortage of pucca houses within master plan area including municipal area will be around 1500(U)+3000(R) i.e. approx 3500 numbers.

The shortages of pucca houses in master plan area are being covered through BLC component of PMAY (Urban). At present the demand for PMAY houses in municipal area is 1600.

In order to plan Affordable Housing project for urban poor, an area of 0.193 sq.km. has been delineated in the residential zone in village Kanishail PT-II. It is proposed to implement TDR (Transferable Development Right) policy in pooling private land from owner and private developer. The proposed widened road to be used for effecting TDR policy.

CHAPTER-5

TRANSPORT

5.1. Network of roads (NH, SH, District roads etc) with average road Width:

The length of NH in Karimganj Master Plan area is approx.17kms with average width of 12 mts. It is NH151. There is NH bye-pass falling inside the Master Plan area of length 4.4kms. This bye-pass starts near New Karimganj Railway station and ends at Powamara near Bus/Truck terminus of Karimganj Development Authority.

There are various categories of roads within the Master Plan area, viz National Highway, Other District Roads, Town Roads and Village Roads.

The Existing and proposed network of roads in respect of Other District Roads(ODR), Village Roads etc. with average road width are listed below as per data supplied by the PWD (R) Division, Karimganj.

ROAD OVERVIEW OF KARIMGANJ MASTER PLAN AREA (VILLAGE AREA PWD ROADS)

Sl. No.	Name of road	Length (in Metre)	Width (in Metre)
1	FN ROAD TO ADHA KANDI	1500	3- 3.5
2	PWD ROAD TO BHOGICHAGI	1200	3-5
3	BETAIL TOBONOMALI	2000	4-4
4	LC ROAD TO BISCUIT	1700	3
5	LC ROAD TO CHAND PUR VILLAGE	1000	3
6	PMGSY ONGOING		
7	KL ROAD TO DHIT BOTORASHI	1600	3.5
8	NH-151 TO KESHARKAPON VILLAGE ROAD	2000	3.5
9	LC ROAD TO KATAKHAL ROAD	1200	4
10	LC ROAD TO SHYMAPRASADPUR ROAD	3500	6
11	NH-37 TO BORSHILLA VIA GP	2000	4
12	LAMAJUAR VILLAGE ROAD	2100	4
13	SHERALIPUR VILLAGE ROAD	4000	3.5
14	PWD ROAD TO SINGLIPHOL VIA MALAKAR PARA	1500	3

15	PWD ROAD TO RAILWAY VIA IMANBARI MASJID	1500	3
16	PWD ROAD TO MUFFUJIL ALI NEAR AJID ALI MUKAM	1000	3
17	MAIZGRAM RAILWAY LINE TO MOHISHASAN IN FRONT OF MILAN CHAKRABORTY HOUSE	1500	3.5
18	NH -6 TO NANDPUR VILLAGE ROAD	1500	3
19	PWD ROAD TO RAILWAY LINE VIA FAKIRBARI MUKAM	2000	3
20	PANEROGHAR TO MOHISHASAN	9200	6
21	PANIGHAT BAZAR TO PERUA VIA HOUSE OF ALTAF ALI	2500	4
22	KL ROAD TO SAYED PUR	3000	3
23	KL ROAD TO CHANDAL PUR	1500	3.5
24	NH- 6 TO PATELNAGAR	2000	4
25	PATHU TO MAIZGRAM VIA PATHAKHAWRI	1800	4.5
26	MUBARAKPUR ROAD	3000	4
27	NH-6 TO ALONGJURI VILLAGE	1500	4
28	LC ROAD RAILWAY LINE VIA SAUMITRA PAUL HOUSE	2000	4
29	BOTORASHI TO NH-151 VIA HOUSE OF SAMJIN ALI	2000	3.5
30	SAHAJALAL BRIDGE TO FATAMIACH VIA CHANDABARI	1200	3
31	NH-151 TO HANOI MIA	1500	3
32	NH-6 TO BYPASS BHATGRAM	1400	3
33	NH-6 TO DR. A. NOOR ROAD	1000	4
34	SARIFNAGAR TO NOLUA	2500	4
35	KL ROAD TO IBB ROAD	800	6
36	KL ROAD TO KL ROAD VIA SOPNIL SCHOOL	900	3.5
37	DURGAMANDOP TO EANOD VIA MAHAPRABHU	1500	4
38	BOTORASHI VILLAGE ROAD	2200	5
39	NAYABARI ROAD TO BOTORASHI	1200	5
40	NH-151 TO BOURBAG	1800	4
41	NH-151 TO NAZRUL ISLAM CHOUDHURY HOUSE	1500	4
42	PWD ROAD TO GHOSH PARA	1000	4
43	PWD ROAD TO RAKHAL MANDIR	600	3.5
44	NH-44 TO MUGLISHKHANI	2000	4
45	NH-44 TO WEST KANISHAIL	1400	4

46	NH-151 TO KL ROAD VIA KALACHERA	4000	4
47	MEDAL VILLAGE ROAD	1800	3
48	NAMASUDRA PARA	1000	3.75
49	BHAGON VILLAGE ROAD	1500	3
50	NH-151 TO MUBARAKPUR VILLAGE ROAD	1500	3
51	NH-151 TO SARISHA	1500	3
52	BETAIL PWD ROAD TO UMAPATI VILLAGE	3000	3

ROAD OVERVIEW OF KARIMGANJ MASTER PLAN AREA (MUNICIPAL AREA PWD ROADS)

Sl. No.	Name of road	Length (in KM)	Width (in Metre)
1	KARIMGANJ LAKHIBAZAR ROAD	1.5	
2	LAKHIBAZAR ROAD TO LINK ROAD	0.220	3.5-4
3	LAKHICHARAN ROAD	1.35	3-3.5
4	KL ROAD TO NOYABARI ROAR	0.950	3-3.5
5	SETTLEMENT LINK ROAD	0.450	4-4.5
6	MAIZDIHI BSF ROAD	0.490	3-3.5
7	GRAVEYARD ROAD	0.750	3-3.5
8	AZAD BAZAR ROAD	0.450	3-4
9	LONGAI ROAD	2.550	3.5-4
10	SAMSHAN ROAD	0.330	4-5
11	BROJENDRA ROAD	0.800	3-4
12	MMC ROAD	0.450	3
13	NILMONI ROAD	0.750	3.5-4.5
14	STEAMERGHAT ROAD	0.700	3-3.5
15	KALIBARI ROAD	0.300	4.5-5.5
16	DAKBUNGLOW ROAD	0.350	3-3.5
17	RAJBUNGLOW ROAD	0.200	3-3.5
18	AC SEN ROAD	0.155	3-4
19	RC DAS ROAD	0.450	3-3.25
20	HOSPITAL ROAD	0.450	4-4.5
21	SUBHAS ROAD	1.100	3-4.5
22	VIVEKANANDA ROAD	0.400	3-3.5
23	BONOMALI ROAD	1.400	3
24	BONOMALI BETAIL ROAD	0.950	3
25	THANA ROAD (NEAR REDCROSS)	0.650	3.5
26	THANA ROAD (NEAR THANA)	0.090	4.5

27	BONOMALI BUND ROAD	0.135	3-4
28	BROJENDRA ROAD BYE LANE	0.280	3
29	VIVEKANANDA BYELANE TO MASJID VIA SRINAGAR	0.900	3-3.2
30	THANA ROAD- I(FROM POLICE STATION)	0.155	3
31	THANA ROAD -II(FROM CHURCH ROAD)	0.155	3
32	CHURCH ROAD	0.455	3-3.2
33	MAHATMA GANDHI ROAD(CIRCUIT HOUSE)	0.410	3.5-4.5
34	JAGAN JISHU ROAD	0.185	3.5-4
35	KALIMAHABIR BARI ROAD	0.350	3-3.5
36	KALIMAHABIR BARI ROAD TO OLD MISSION ROAD	0.750	3
37	KALIMAHABIR BARI ROAD TO SANSKRIT SCHOOL	0.250	3
38	MISSION ROAD	0.470	3
39	OLD STATION ROAD	0.950	4.5-5
40	ROY NAGAR ROAD	1.150	3.5-4
41	RATION GODOWN ROAD	2.45	3-4
42	JAIN MANDIR ROAD	0.450	3-4
43	DRY FISH MARKET ROAD UPTO SANI MANDIR	1.100	4.5
44	GOURIO MATH ROAD	0.400	3.5
45	ROMONI ROAD -I	0.580	3
46	TARABHUSAN ROAD	0.250	3
47	UC DUTTA LANE	0.350	3-3.2
48	TILAK CHAND ROAD	0.250	3
49	DAS PATTY ROAD NEAR HORI OM MANDIR	0.350	3-3.2
50	SRI NAGAR COLONY	0.500	3
51	NATH BAZAR BYE LANE BONOMALI	0.130	3
52	SANTI MOHOL LANE	0.500	3
53	BONOMALI BYE LANE UPTO HOUSE OF FARID MASTER	0.300	3
54	BIPINPAUL ROAD BYELANE (BABUL KURI LANE)	0.750	3
55	JAHANPUR ROAD	0.500	3
56	SHYMAPRASAD ROAD	0.450	3-3.5
57	SARADAPALLY (MALIPARA)	0.350	3-3.5
58	HUTMAN ROAD VIANETAJI PALLY	2.00	3
59	SAHAJALAL KHAL ROAD (LONGAI ROAD TO NH-37)	1.50	3
60	PWD COLONY ROAD (NEAR BABY LAND SCHOOL)	0.500	3

61	UKILPATTY	0.400	3
62	STATION APPROACH ROAD	0.400	3-3.5
63	SARISHA KALIBARI ROAD	0.300	3-3.5
64	RICE MILL ROAD	0.200	5
65	FCI GODOWN ROAD TO IBB ROAD	0.400	4.5-5
66	KL ROAD TO BROJENDRA ROAD	0.400	3
67	KL ROAD TO BROJENDRA ROAD (DR. N. CHAKRABORTY)	0.450	3
68	NAYABARI ROAD TO HOUSE OF TILU BHATT.	0.150	3
69	MODON MOHAN ROAD EAST	0.100	3-3.2
70	MODON MOHAN ROAD WEST	0.175	3-3.2
71	PWD COLONY (RR)DIVISION	0.250	3-3.5
72	LINK ROAD TO SUBHAS NAGAR SAMSHAN	0.300	3-3.2
73	SUBHAS NAGAR SAMSHAN TO BONOMALI ROAD	0.700	3
74	BIMAL BANIK BYE LANE	0.900	3
75	INDIRA COLONY	2.00	3
76	CUSTOM OFFICE BYE LANE	0.400	3
77	BASUDEB BYE LANE	0.200	3
78	RADHAROMAN LANE NEAR CULVERT LC ROAD	0.150	3
79	RABINDRA SARANI	0.300	3

5.2. Overview of critical roads (e.g., road connecting major roads) and their improvement:

Few important connecting roads in the master plan area have been proposed in the form of Missing link in Circulation plan.

These links need to be constructed, improved and upgraded. There are around 24 nos. link roads have been proposed in different villages within Master Plan. All these are the village roads and other district roads.

5.3. Bus/Transport Terminals: Bus Terminus, Bus parking bays, major Bus stops, on-street parking areas and infrastructure:

There is a Bus/Truck terminus under construction at Powamara near NH bypass point at NH-6 towards Patherkandi. Assam State Transport Corporation bus terminus is located within the town at Silchar Road. In addition one private bus bays is located within town boundary at Patherkandi near Karimganj Railway station. Few parking stand for Auto-

rickshaw, Sumo and other light vehicles have prop been proposed near some major roads mostly national highways.

On street truck parking have been proposed in few stretches on NH-6 and NH bypass.

Other infrastructures like street lights, petrol/diesel station etc. was proposed all along major roads within Master Plan area.

5.4. Freight zones and Logistics: Truck terminal, load/unloading areas, warehousing, and feeder transport services:

There is no truck terminal in town area. The loading and unloading of goods and carrier are done in whole sale market area in the town at East bazaar and Char bazaar locality. Beyond town area, loading and unloading are carried in go-downs and ware houses mostly situated along National highways 44 and 6.

5.5. Footpaths (minimum 2 metre wide) and Bicycle tracks:

There are existing footpaths of 1.00 metre to 1.50 metre. width within the Master Plan area and mostly within the urban area. The bicycle track is yet to be provided in the roads of Karimganj urban area.

5.6. Parking: Existing on-street and proposed for major commercial, institutional areas and transit areas like train & bus stations and ferry stops:

Few on street parking areas have been proposed in government institutional areas which also cover little commercial area. All major commercial establishments like Mall, wholesale trading, go-down etc. will have their own parking areas.

Parking areas are provided in transit area like FCI go-down, East Bazaar Market, ASTC Complex, Railway station area, private bus stand etc.

5.7. Areas with major traffic congestion and parking issues, accident Prone area:

The major traffic congestion areas are at Chantar Bazar point, junction point of Station Road and Old Station Road, SBI point at entry of Nilmoni Road in town area.

Accident prone areas are Settlement Road and Silchar Road where unauthorized on street parking is the issue.

5.8. Improvement of Rotary and Junctions:

As per suggestion of Public Representative Meeting held on 14th December, 2022, six (6) number of important Road junctions within town area have been identified and physical features have been surveyed. These junctions are---

- (1) Petrol pump junction point- Silchar Road, Station Road and Subash Nagar Road intersect
- (2) Sambhusagar Park junction point-Kalibari Road, Main Road (NH) and Steamerghat Road intersect
- (3) PWD junction point-Main Road (NH) and Lakshmi Bazar Road intersect
- (4) Chantar Bazar junction point-Station Road(NH), Main Road (NH) and Das Patty Road intersect
- (5) Town Idgah Junction point- Main Road, Settlement road & Azadsagar Road intersect and
- 6) Ghat Line Junction point – Silchar Road & Shyama prasad road Intersect.

The improvement of Rotary and junctions have been proposed and shown in plan at the proposed Circulation map.

5.9. Street lighting and proposed improvement plan:

There are electric poles with street lights installed in all the town roads, lanes and bye-lanes. The Karimganj Municipal Board has been maintaining the street light from time to time.

Most of the town roads were improved by Karimganj Development Authority, the electric poles and telephone post are being aligned and shifted to edge of those roads.

5.10. Signage, availability and requirement:

There are signage's in few locations all along the National Highway crossing through the Master Plan area. More signage in all the important roads is to be installed.

5.11. Major proposals:

A Bus and Truck Terminus with the facilities in the level of inter district terminus is under construction in the Powamara, Karimganj in the village Medal pt III. In addition 2.00mt/ 1.50mt footpath along major town roads have been proposed. Bus/Sumo bays and bus stoppages at different locations along NH and Other District Roads have been proposed.

Connections to missing road linkages all over the Master plan area except town area have been proposed and shown in proposed circulation map.

Few important town roads and few roads in rural part of master plan area have been proposed for widening, the table below shows the existing width and the proposed width on widening.

Sl. No.	Name of Road / category	Existing width in mt	Proposed width in mt
1	KARIMGANJ LAKHIBAZAR ROAD/ODR	8.00	10.00
2	LAKHICHARAN ROAD/ODR	3.5	8.00
3	SETTLEMENT LINK ROAD/TOWN ROAD	4.5	7.00
4	AZAD SAGAR ROAD/TOWN ROAD	4.00	7.00
5	LONGAI ROAD/TOWN ROAD	4.00	7.00
6	BROJENDRA ROAD/TOWN ROAD	3.5	6.00
7	MMMC ROAD/TOWN ROAD	3.00	6.00
8	NILMONI ROAD/TOWN ROAD	4.50	6.50
9	DAKBUNGLOW ROAD/ TOWN ROAD	3.50	6.00
10	RAJBUNGLOW/TOWN ROAD	3.50	6.00
11	R C DAS ROAD/TOWN ROAD	3.25	6.00
12	HOSPITAL ROAD/TOWN ROAD	4.50	6.00
13	SUBASH ROAD/TOWN ROAD	4.5	6.00
14	BONOMALI ROAD/TOWN ROAD	3.00	6.00
15	BONOMALI BETAIL ROAD/TOWN ROAD	3.00	6.00

16	THANA ROAD/TOWN ROAD	4.5	6.00
17	HOSPITAL BUND ROAD/ TOWN ROAD	4.00	6.00
18	CHURCH ROAD/TOWN ROAD	3.2	5.50
19	CIRCUIT HOUSE ROAD/TOWN ROAD	4.00	6.00
20	KALI MAHABIR ROAD/TOWN ROAD	3.00	5.50
21	MISSION ROAD/TOWN ROAD	3.00	5.50
22	OLD STATION ROAD/TOWN ROAD	5.00	8.00
23	ROY NAGAR ROAD/TOWN ROAD	4.00	5.50
24	RATION GODOWN ROAD /TOWN ROAD	4.00	6.00
25	ROMONI ROAD -I/TOWN ROAD	3.00	5.50
26	SHYMAPRASAD ROAD/TOWN ROAD	3.5	5.50
27	SARADAPALLY (MALIPARA) /TOWN ROAD	3.00	5.50
28	HUTMAN ROAD VIANETAJI PALLY/TOWN ROAD	3.00	5.00
29	UKILPATTY	3.00	6.00
30	MODON MOHAN ROAD EAST/TOWN ROAD	3.20	6.00
31	MODON MOHAN ROAD WEST/TOWN ROAD	3.20	6.00
32	SIBBARI ROAD/TOWN ROAD	3.50	6.00
33	BETAIL TO BONOMALI/ VILLAGE ROAD	4.00	5.50
34	NH -6 TO NANDPUR VILLAGE ROAD/VILLAGE ROAD	3.00	5.50
35	NH 6 TO BYPASS BHATGRAM/ VILLAGE ROAD	3.00	5.50
36	MEDAL VILLAGE ROAD/ VILLAGE ROAD	3.00	5.50
37	BHAGON VILLAGE ROAD/ VILLAGE ROAD	3.00	5.50
38	SARISHA TO NH151/VILLAGE ROAD	3.00	5.50
39	BETAIL PWD ROAD TO UMAPATI VILLAGE/ VILLAGE ROAD	3.00	5.50

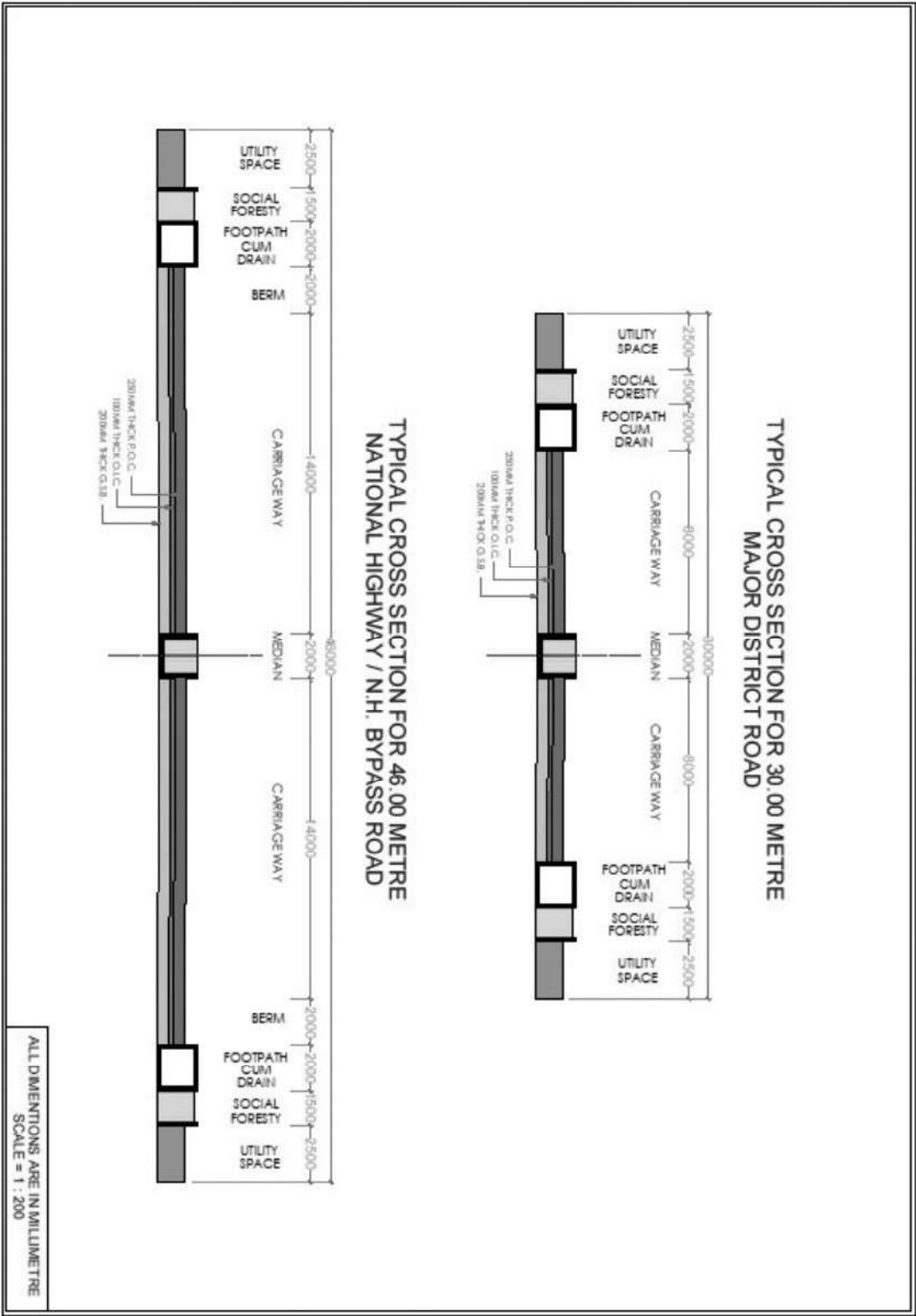
A new Road over bridge over railway line near Karimganj Railway station has been proposed.

In this Master plan, it is proposed to have minimum width of lanes in commercial zone as 4.20 metres and in residential zone as 3.60 metres.

Width of **Right of Way (ROW)** for NH, NH bypass and MDR has been proposed in the Master Plan as below:

NH/ NH By pass-----50.00 metres

MDR----30.00 metres



CHAPTER-6**INFRASTRUCTURE, PUBLIC UTILITIES & SERVICES****6.1. Physical infrastructure: overview of each sub-sector current status, issues and proposals in consultation with the Executive Engineer of D&S Division:**

i. Water Supply System : Karimganj town has one water supply scheme for urban area. This is very old scheme commissioned in 1967 and being run by state PHE department. Its capacity is 11.00 MLD. The distribution system is supported by 2 nos overhead reservoirs and 1 no boosting station. The two overhead reservoirs are, one behind DC bungalow with capacity 13.50 lakhs litres and other at Longai plant with capacity 4.50 lakhs litres. The boosting station at Sibbari Road has capacity of 4.50 lakhs liters. Daily water supply is being covered in town area and surrounding few rural areas like MMMC Road, Betail etc. with approx 10 MLD. There are approx. 12000 nos. house connection and street hydrants all over the town. Total demand for Karimganj urban area at present is 16 MLD. The supply at present is 11 MLD. Hence the gap in urban area at present is 5 MLD which needs to be augmented.

There are total 22 nos. of water supply scheme are in existence in rural areas within the proposed master plan area. Some of them are not functioning too. These rural schemes are as follows—

Sl. No.	Name of Water Supply Schemes	Sl. No.	Name of Water Supply Schemes
1	Deopur WSS	12	Katakhal WSS
2	Pirorchak WSS	13	KarnamadhuPt.I WSS
3	Batarashi WSS	14	KarnamadhuPt.II WSS
4	Nayabari WSS	15	Charakuri WSS
5	RamnagarWSS	16	Sarisha WSS
6	Sadarashipt.I WSS	17	Kanishail WSS
7	Sadarashipt.II WSS	18	Sarifnagar WSS
8	Kesharkapan WSS	19	Maizgrampt.I, II, III WSS
9	Dharkuna WSS	20	Nandanpur WSS
10	Shyamaprasadpur (Ambarkhana area) WSS	21	Poneroghar WSS
11	Umapati WSS	22	Bakharshal WSS

Total demand for each rural WSS is 2.00 lakhs litres/day, while supply is 50% of the demand. So balance 1.00 lakh litres per day for each WSS to be augmented.

Total additional demand or gap to be augmented now in Karimganj master plan area is as follows:

Rural—1x22 lakhs litres per day = 2.2 MLD

Urban -- 5 MLD

Total --- 7.2 MLD

Accordingly to augment the total quantity of water supply in the master plan area, an estimate has been prepared by PHE Karimganj for additional supply of 8 MLD for Master Plan area of Karimganj. Keeping all components like pipe network, overhead tank, ESR etc. the estimated amount is Rupees fifty four crores eight lakhs forty thousand (RS. 540840000.00) only.

ii. Drainage System : The existing drainage network of Karimganj town is mostly pucca in nature and needs proper improvement in near future because of the population growth and changes in the physical environment. The implementation of a Storm Water Drainage project under the scheme 10% Pool Fund of North Eastern states has been almost completed. This scheme will take care of appropriate drainage discharge along only natural channels in around the town. Six numbers of natural channels have been taken care of.

However, considering the storm water drainage facility for total master plan area, a 2nd phase of the drainage project has been proposed in utility map (storm water drainage) of this master plan. As scheme 10% Pool Fund has already been withdrawn by the central government, so a DPR under new physical project/ mission like AMRUT/CIDF/savings Fund of other project may be prepared and submitted to the government by the implementing agency.

The existing natural drainage length already constructed in and around town area is 11.41 kms. The proposed length of drainage of total Master Plan area consisting of major trunk drains and subsidiary drains has been evaluated as 65.87 kms. The proposed drainage location has been shown in proposed master plan map (Infrastructure/ drainage).

iii. Sanitation : All aspects related to sanitation in urban areas are now being taken care of under Swachh Bharat Mission. Both ULB and PHE department

have been engaged in day to day activities and programme under Swachch Bharat Mission.

iv. Sewerage network : The town does not have any sewerage system. Households have their own septic tank.

v. Solid waste management : current site assessment, land ownership, proposed site : Karimganj Municipal Board is maintaining a solid waste management wing in conservancy branch and a Junior Engineer is in charge of works of SBM who is also assisting the SWM wing. In recent past temporary site of waste dumping is near the NH bypass at Powamara Road. Due to Scarcity of appropriate site the dumping was being done here though it is not an officially recognized site. However at present Karimganj Municipal Board has taken possession of govt. khas land of 7362 sq. metre area in Mouza Chandsrikona beyond municipal area for the purpose of solid waste management of urban area. A project report on solid waste management of the town prepared by the Municipal Board to care of all category of waste, their disposal and decomposition has already been sent to the Government. In these Master plan for future requirement, two alternative sites have been identified and demarcated in the proposed Infrastructure map of this revised Master Plan. Of these, the site at village Medal pt.III is with Government ownership and site at village Bakharshal pt.III is under private ownership. The area of two sites is approx. 7,871.78 Sq.M. and approx. 30,923.00 Sq.M. respectively. Total approx. 38,794.78 Sq.M. area.

Temporary Transfer Point of SW :

Three numbers of locations of solid waste Transfer stations are demarcated and shown in proposed Utility map (Drainage map) of Master plan. The locations are :-

- (1) Near Raj Hotel, Silchar Road (Ward No.-27)
- (2) Near PWD office –Lakhibazar Road point (Ward No-8) and
- (3) Near Azad sagar –Settlement Road point. (Ward No. - 3)

Faecal Sludge Treatment Plan (FSTP) / Sewage Treatment Plan (STP):- The FSTP/STP site is proposed at the Mouza Chandsrikuna . These are shown in Proposed Land Use map of Karimganj Master Plan- 2041.

vi. Electric sub-station and major transformers : There two numbers of 33/11KV substation in around Karimganj Master Plan area. These are—1. Lamajuar Substation with power transformer capacity of 5 MVA 1 no. and 2.

SubashNagar Substation with power transformer capacity 10 MVA-2 nos , 5 MVA -1no.

There are total 213 no. Transformer within the Master Plan as per record of APDCL. Out of these no. of major transformer is 45 with rating more than 200 KVA.

There are constraints of insufficient power supply and poor infrastructure. However reliability of power supply can be achieved after performing the following steps.

- (i) Commissioning of 132/33 KV Grid substation at Patelnagar for 33 KV incoming.
- (ii) Conversion of 11 KV line by 11 KV AB cable in jungle3 prone area--- 4 KM.
- (iii) LT Line. 3 Phase 4- Wire by LT AB-cable in jungle prone area-----15 KM
- (iv) LT Line, 1 Phase 2-Wire by LT AB-cable in jungle prone area----- 20 KM

Total number of households get connected with electricity within the master plan area since last 5 years is 6188.

6.2. Social infrastructure: schools, colleges, universities, hierarchy of hospitals and health centers etc :

Educational Infrastructures :

Karimganj Master Plan has four numbers of degree level colleges, fifteen nos. of Government/Provincialized Higher Secondary/ High schools, three nos. of private Junior College, 7 number private of High/Higher Secondary school, twelve numbers of Middle English school and twenty five numbers of Lower Primary school. In addition there are one Polytechnic, one ITI and B. ED college are within the Master Plan Area. All together these educational institutions are sufficient for the present population for degree level in general subject and diploma in technical subject. There are study centres of few universities for distant education in Karimganj Master Plan area.

It is important to restrain mushrooming growth of private educational institutes and instead to put effort on quality education through Government institutes for benefit of larger section of people.

Health Infrastructures:

In hierarchy wise there are 100 bedded civil hospital, urban health centre and FW sub centre's within the Karimganj Master Plan area. One model hospital and one PHC are in existence at a close proximity to Master plan boundary in NW direction in village Sadarashi area.

The 100 bedded civil hospitals is situated in the centre of Karimganj town and urban health centre is in Charbazar area of the town.

Location of FW sub centres within Master Plan are as follows:

Sl. No.	Location of FW Sub Centre	Sl. No.	Location of FW Sub Centre
1	Biscut SC	5	Adhakandi SC
2	Chandanpur SC	6	Alongjuri SC
3	Panighat SC	7	Ambarkhana SC
4	Maizgram SC	8	Bhatgram SC

There are three nos. private nursing homes are also in service within Karimganj Master Plan area.

The services from government hospital and health centre's to be upgraded with requisite number of doctors, supply of medicine and increased hours of services at out patient counters.

Other infrastructures:

Communication network in the master plan area is covered by BSNL and private companies like Reliance, Vodafone etc. Being situated at international border area, the signal strength always remains poor.

The banking services being covered by number of scheduled banks and commercial banks are satisfactory and at par the requirement of a trade and commerce centre.

CHAPTER-7

ENVIRONMENT AND CITY BEAUTIFICATION PLAN

7.1. Description of eco-friendly areas like water bodies, beel, forests and also heritage areas:

There are few eco friendly water bodies within Karimganj town area, they are mostly pond and natural water channel carrying storm water of urban area to the river Longai. In rural area within master plan boundary, there are water bodies, natural low lying depression area (beels). These water bodies are the natural storage basin for catchment areas within master plan boundary.

The Notiakhhal (channel) situated at the middle of Karimganj town is of great utility for carrying storm water of large areas of town to River Longai. Other important public ponds in the town are Anukul Sagar, Azad Sagar, Kailash Sagar, beyond town area within master plan area, the beels are shown in the proposed Land use map of Karimganj master plan. Few eco friendly zones have been proposed in the location of the water bodies are as follows.

The Sambhu Sagar park existing in the heart of the town is having the pond SambhuSagar in its centre making the same a beautiful spot in the heart of the town.

Though there are number of low lying water bodies within Master Plan area, considering the extent in size, importance, location etc four water bodies and their surroundings have been proposed as Eco Zone in this Master Plan. These are –in town area Notiakhhal, in rural area three beels in the Chandsrikona, kholachera and Medal pt.II as shown in the Proposed zoning map and Proposed Land use map.

7.2. Plan/measures for protection and conservation of Environmentally-friendly zones:

All developmental activity in Eco zones, in the low lying area have been proposed to be freeze. Restrictive measures on development control have been proposed through imposition of green belt zone. In addition existing land uses in the form cultivation has been encouraged, agriculture/ paddy zone has been marked in semi urban areas in this master plan.

7.3. City Beautification Plan/Proposals:

i. Roadside plantation:

The road side plantation along edge of the footpath at national highway (NH) and other district roads (ODR) in town area has been proposed.

ii. Urban agriculture and urban forestry:

Urban agriculture is already in existence and shown in proposed land use map. Urban agriculture has been shown in Agriculture and Paddy zone in Land use map. Urban forestry is not proposed in the municipal area, however as restrictive measures, green belt area has been proposed in the municipal area specially along stretches in the flood prone river bank.

Similarly urban forestry will be available at proposed Eco zone in Land use map.

iii. Public Rain Water Harvesting Scheme:

In all public building, provision to be checked before according approval to the project. In all group housing project and multistoried building, rain water harvesting system to be installed. This provision is being applied while issuing permission of multistoried building and group housing project.

iv. Development of parks and recreational spaces:

Though there are non availability of suitable developed and level ground, even than recreational centers and organized open spaces have been proposed in the land use map. Apart from the DSA sports field in the centre of the town, nine numbers of other organized recreational locations have been marked in the proposed Land use map of the master plan. In the edge of municipal boundary at ward no.7, a proposed Indoor stadium and swimming pool is under construction.

In the rural areas within the Master plan area, around nine number locations have been proposed for development as Recreational open space, water sport area etc.

v. Identification and demarcation of multi-purpose open spaces for sports, cultural functions, fairs, circus etc:

The existing field of Government Higher Secondary School under the management of DSA in the centre of the town is serving as multi purpose open space. In addition few organized vacant spaces have been marked in the proposed land use and zoning map for future development purpose. Those areas will also serve the purpose of organizing Fairs and Circus.

vi. Beautification of major transit zones (major junctions, bus depot, railway station, market zones etc):

There is major transit zone for goods transport in Charbazar whole sale

market area in the town mostly in ward no.19, 20, 21, and 22. The improvement of roads with side drains have been proposed in this area. The goods transit through water way is done at Steamer ghat of the town where appropriate arrangements are provided by the Inland Water Transport department of the state. Passenger transit areas are at three different points in addition to three railway stations within the Master plan area. Parking facilities may be provided there and open space may be kept for plantation towards green and beautification of the area.

All other proposed areas for Bus/Truck Terminus, Truck parking etc to be developed with adequate open space, plantation and solid waste disposal system.

The Railway station area to be maintained by Railway authority and this is to be maintained as per railway norms and guidelines.

Vending Zone :- The vending Zone is proposed at Ward No. 25 & 27 of Karimganj Municipal area, which is shown in the proposed Land Use map of Karimganj Master Plan-2041.

Fire hydrants :- Considering the safety of main Market place, Fire hydrant on existing water supply line of Chantar Bazar has been proposed and shown in the Utility map.

vii. Road signage and street furniture:

Road signage to be provided along national highway at every 500 metres by PWD (NH) division. In other district roads of state PWD, informatory and cautions signage to be erected at appropriate locations.

The adequately raised footpath (1.5 mts width at NH and 1 mt width at ODR), the street lights and properly laid out road junction with rotary and divider form the important components of street furniture.

Four number of rotaries at six important road junctions in master plan area have been proposed showing appropriate lay out and dimension. The layouts are shown in proposed circulation map of the Master plan.

viii) Zero Point of Road Elevation:

Existing Road Level (Altitude) in metres for 9 nos of major roads of Master Plan area has been marked and shown in proposed Circulation map of this Master plan. The lowest and highest elevations are shown in the table below with proposed Zero point elevation:

SL. NO.	ROAD NAME	Low ELEVATION (in meter)	HIGH ELEVATION (in meter)	Zero Point
1	Karimganj town petrol pump point to silchar road (Bakharshal PT-II)	14.61	21.32	So, zero level is at 14.61 now road level for future is fixed at $(14.61 + 0.3) = 14.91$ metre.
2	Bypass road	12.10	17.79	So, zero level is at 12.10 now road level for future is fixed at $(12.10 + 0.3) = 12.40$ metre.
3	NH-6 to Kaliganj road	12.30	14.14	So, zero level is at 12.30 now road level for future is fixed at $(12.30 + 0.3) = 12.60$ metre.
4	Karimganj town petrol pump point to Patherkandi road	12.60	20.21	So, zero level is at 12.60 now road level for future is fixed at $(12.60 + 0.3) = 12.90$ metre.
5	Karimganj town petrol pump point to Santar Bazar	17.74	21.16	So, zero level is at 17.74 now road level for future is fixed at $(17.74 + 0.3) = 18.04$ metre.
6	Santar Bazar to Longai Road	14.30	22.27	So, zero level is at 14.30 now road level for future is fixed at $(14.30 + 0.3) = 14.60$ metre.

7	Santar Bazar to Sutherkandi Road	14.90	21.58	So, zero level is at 14.90 now road level for future is fixed at $(14.90 + 0.3) = 15.20$ metre.
8	NH-37 (PWD Office) to Lakhibazar road	13.75	22.16	So, zero level is at 13.75 now road level for future is fixed at $(13.75 + 0.3) = 14.05$ metre.
9	Lakhibazar Road to Lafasail	12.77	22.38	So, zero level is at 12.77 now road level for future is fixed at $(12.77 + 0.3) = 13.07$ metre.

CHAPTER-8

LAND USE PLAN

8.1. Developable and non-developable area of the Master Plan:

Few areas near river bank prone to flood and soil erosion and low lying areas serving as drainage storage basin within Master Plan area can be categorized as non-developable area. These areas are to be of restrictive use from the environmental and ecological point of view.

All other areas fall under category of Developable area. The possibility of expansion of the town is towards Southern direction in first phase and towards eastern direction in the subsequent phase.

8.2. Existing and Proposed land-use:

The future population and trend of infrastructure development determine the nature of land uses and their proportion in future land use. It has been assumed that there will not be any abrupt changes in any aspect affecting the future population figure in an unprecedented manner. Rather there will be moderate increase in present growth and it will continue for some years in future. The projected population of in 2041 is 228392. The Master plan or Outline Development plan is prepared to evolve a scientific and rational policy for urban development. The plan guides the future course of development for providing better environment of the people living in a geographical area. The plan period of this Master plan is considered up to 2041. In normal course it should be revised after 2041 and if necessary it may be revised even earlier. Studies in respect of land use pattern, transportation network, circulation pattern, housing and other activities indicate lack of urban amenities and infrastructure hindering the growth in the other sector. However opportunities in its location in regional set up vis a vis scope for promotion of trade and commerce are to be explored and exploited in positive manner. Two important point may be worth mentioning on future growth of the Master Plan area..

1. Proposed opening of trade and commercial activity through rail transport via Karimganj- Bangladesh border as a part of Look east policy and linkage with other part of the country.
2. Karimganj ship/ steamer yard has been selected as one of the terminal station of national waterway connecting various important ports of the country.
- a. **Residential :** A total area of 14.40sq.kms has been proposed for residential use. This total area includes an area of 2.16 sq. km.(15% of

residential use area) meant for Affordable Housing as per recent government's notification. These areas are earmarked tentatively in the Mouzas of Mubarakpur, Alongjuri, Poneroghar, SadarashiPt-I & SadarashiPt-II. The residential areas are distributed all over the Master plan area to have smooth home and place of work relationship. The concentration of population in different areas would vary and accordingly there would be distribution like low, medium and high density zone as shown in proposed zoning map.

- b. **Commercial :** A total area of 0.97 Sq.km has been proposed for commercial use. The dispensing of commercial activities in different nodal centre's of the town and as well as along the major road is proposed in this plan. It is proposed to relocate wholesale and go-downs in the commercial areas in Char bazaar area, in Powamara and Silchar Road locality.

In the commercial area, two location of government land at Ghat line point, Silchar Road and other at Private Bus stand near Kanishail Railway gate, each having area of approx 5000 Sq.mt has been proposed as Street Vending zone, an auxiliary commercial use zone.

- c. **Manufacturing/Industrial:** Encouragement for establishment of small industrial units like bamboo made product, earthen product etc. and based on agricultural products and other small scale industries may be given priority. The surrounding area of Karimganj town has potential for bamboo production, earthen product, brick and other building material items. The town along with its shrubs produces large quantities of rice and other vegetables.
- d. **Public & Semi-Public:** A total area of 1.59 Sq.kms has been proposed for public and semi public use. This category consists of multiple uses like Government and semi Government offices, various education and health facilities, socio cultural and institutions, places of public uses etc. The railway establishment and other transportation related infrastructures are categorized into Public and Semi public use except railway tracks and road network.
- e. **Green belt, Parks & Playgrounds (including public grounds for functions, sports, assembly):** A total area of 2.73 sq km has been proposed for green belt use. Mostly this area is for restriction of development along vulnerable river bank, low lying areas etc. Karimganj town has one major playground at DSA field. Recreational open space has been proposed in nine numbers of locations within Master Plan area. An area of 2.38 sq km has been proposed for organized open spaces and play ground. There is need for developing recreational facilities, both active and passive within the Master plan area.

In this category of uses, all playgrounds, open fields, organized open spaces will be restricted as No Development zone, while Green belts area will be of partially restricted No Development zone as per provision of sect.6.2.8 of Uniform Zoning Regulation 2000.

- f. **Open spaces:** In proposed master plan, in addition to green belt zone and eco zone, above mentioned organized open space has been proposed. In addition there is proposal for normal vacant land kept for future development.
- g. **Transport :** Economic and socio cultural life of a geographical area is immensely influenced by regional transport linkage and inner traffic management system The growing demand for transportation facilities calls for assessment of the existing problems of traffic movement , circulation pattern, road geometrics. The assessment helps to evolve remedies in terms of short term and long term measure. Karimganj is connected with other part of the district and Tripura state via rail and road directly from Karimganj town. The nearest airport is at Kumbhirgram (at Silchar) is 80 kilometers away from Karimganj town. The national highway 151(old)/37(new) passes through the town connecting national highway 44(old)/(8new) at one side and Sutarkandi (India -Bangladesh border) on the other side. This NH causes the increase in regional traffic throughout master plan area of Karimganj via NH bypass.
- h. **Agriculture:** In proposed master plan, an area of 16.68sq.kms has been earmarked as Agriculture and Plantation (paddy) area. Major importance has been given to primary sector and maintenance of green field.
- i. **Special areas (Heritage, Pilgrimage, Notified Archaeological sites (if any):** There is no such feasible site or zone need to be used under this special area.
- j. **Eco-zones::** A total area of 0.39sqkms has been proposed for use as eco- friendly zone. There are four eco-friendly water bodies earmarked in the proposed land use and Zoning map of Karimganj Master Plan.
- k. **Water bodies:** There river Kushiya, longai and Kakra flowing in & around the Master Plan area of Karimganj. Apart from this, few prominent natural drainage channel (locally called Khal) and natural water reservoir (locally called Beel) are scattered within the Master Plan area. All these water bodies are shown in proposed Infrastructure map (Drainage map) of Karimganj Master Plan.
The total area of water bodies is estimated as 6.35 Sqkms.

No Development Zone (including Earth cutting & Land filling) :-

A demarcation line has been indicated at a distance of 15 metres from the bank of all natural water bodies in municipal area and 50 metres from the bank all natural water bodies in non municipal area and this in between area to be restricted as No Development zone (including Earth cutting & Land filling etc.)

Existing Land uses in tabular form as in 2022

Sl. No.	Land uses	Area (inSq.Km.)	Percentage (%) of total area	Remarks
1	Residential	13.50	26.78	Brick kilns & Extractive area included in industrial area.
2	Commercial	0.45	0.89	
3	Industrial	0.13	0.26	
4	Public/semi public - (Govt. Land)	1.25	2.48	
5	Play ground/recreation/open space	0.71	1.41	
6	Transport	1.19	2.36	
7	Agriculture	26.45	52.45	
8	River/drain/water body	6.74	13.37	
	Total	50.42	100	

(*) The total Master Plan area corresponds to proposed area of 50.42 Sq.kms.

Proposed Land uses for master plan area for 2041

Sl. No.	Land uses	Area (in Sq.Km.)	Percentage (%) of total area	Proposed percentage (%) of Developed area	Remarks
1	Residential	14.40	28.56	58.39	Total developed Land uses are 24.66 Sq.kms.
2	Commercial	0.97	1.92	3.93	
3	Industrial	0.65	3.27	6.69	
4	Public/semi public - (Govt. Land)	1.59	3.15	6.45	
5	Composite Zone	0.90	1.78	3.65	
6	Play ground/recreation/open space	2.38	4.72	9.65	
7	Transport	2.38	4.72	9.66	
8	Eco Zone	0.39	0.77	1.58	
9	Agriculture	16.68	33.11		
10	Green Belt	2.73	5.41		
11	River/drain/water body	6.35	12.59		
	Total	50.42	100	100	

Total Proposed Developed area- -----24.66 sq km

Total Proposed Master Plan area----- 50.42 sq.km

8.3. Composite zones or Mixed zones:

Residential zones and Commercial zones are allowed for mixed use zones, however only general commercial and retail commercial will be in combination with residential use. The restriction/relaxation in different parameters will be as elaborated in sec 24(c) of the Assam Unified Building Construction (Regulation) Byelaws, 2022.

At Ward No.-16, 18 & 19 of Karimganj Municipal area, composite zone is proposed at map measuring about 0.90 Sq. Km in area.

Town Planning Scheme (TPS):-

The TPS-1 is proposed at the Mouza Bakharshal PT-III measuring about 0.66 Sq.Km in area and TPS-2 is proposed at the Mouza Batarashi PT-I & PT- II measuring about 1.13 Sq.Km in area.

Central Business District (CBD):-

The CBD is proposed at Ward No. 24, 25 & 27 of Karimganj Municipal area measuring about 0.06 Sq.km. which is shown in Proposed Land Use map.

Local Area Plan (LAP):-

The LAP is proposed at Ward No. -2 of Karimganj Municipal area measuring about 0.51 Sq. Km which is shown in Proposed Land Use map.

Crematorium: In addition to few existing crematorium in municipal area, crematorium in localities have been proposed. These cremations grounds are at Municipal ward No- 8 & 15, Charakuri, Betail, Inathpur.

Zoning Regulations:

Uniform Zoning Regulations 2000 for all towns of Assam in combination the Assam Unified Building Construction (Regulation) Byelaws, 2022 will take care of all aspects of zoning regulations, development control and according land sale and building construction permission by the enforcing authority of this master plan. The Proposed Zoning map of this Master Plan will have to be read and referred while enforcing the zoning regulations.

- a. A wholesale commercial zone may be demarcated by the Local Authority in zoning map as per guidelines and locations suggested in para 2.

-
- b. In this chapter... "It is proposed to relocate wholesale and go-downs in the commercial areas in Charbazararea, in Powamara and Silchar Road locality."

CHAPTER-9

PROPOSED PROJECTS' BRIEF

AND TENTATIVE FUNDING SOURCE

9.1. Based on existing conditions and projected requirements of the Planning area, identify priority sectors and projects:

Based on the analysis of the existing scenario of infrastructures in project area, following are the identified priority sectors-----

1. Solid waste Management project
2. Water supply project
3. Storm water drainage project

9.2. Fund requirement for each sector/project identified under the Sectors:

A. Probable cost of Integrated Solid Waste Management for Karimganj Municipal Board:

Integrated Solid Waste Management (ISWM) is a system which defines a hierarchy while managing solid waste. According to the ISWM, solid waste must be managed in the following hierarchy with the first strategy being most desirable and the succeeding strategies to be followed depending on the quantity and category of waste.

- ***Reduction at source and reuse:*** The most logical and preferred option is minimizing the waste production. This can be done by using better technologies, efficient packaging, reusing the waste produced at each level in some other process or activity.
- ***Recycling:*** Recovery of material from the waste and reusing it again in manufacturing of some other product is recycling. Although recycling helps in recovering the material waste, energy is used in the process.
- ***Waste to Compost:*** Decomposition of organic municipal waste to produce manure.

- **Waste-to-Energy:** Production of heat, electricity or fuel from the waste using bio-methanation, waste incineration or Refuse Derived Fuel (RDF).
- **Waste Disposal:** Inert waste or the residual waste produced in the other waste management process must be disposed in engineered landfills.
- Another aspect of ISWM is the integration of informal sector, to include rag pickers and private door-to-door waste collectors. The informal waste sector plays an important role in waste collection and segregation and this is done at a minimal cost.

Considering all options for a modern Solid Waste Management project like verm in-composting, digestion, incineration, gas and electricity product, residual land fill provision etc, the cost per person is derived from similar DPR of different town (Panaji, NOIDA) etc). It is per person capital expenditure is calculated Rs. 708.25/Persons. Taking into consideration the projected population up to 2041 probable cost for managing solid waste is calculated as below.

Therefore for population of 67,806 (projected upto 2041) = Rs.708.25 x 228392 = Rs. 161758634.00 (Rupees sixteen crores seventeen lakhs fifty eight thousand six hundred thirty four) only.

The per capita annual operation and maintenance cost is Rs. 155/-

Therefore for population of 228392(projected upto 2041) = Rs.155 x 228392 = Rs 35400760./-(Rupees three crores fifty four lakhs seven hundred sixty) only is the total annual operation and maintenance cost.

B. Probable cost of Water Supply schemes for Karimganj Municipal Board:

As per data supplied by the P.H.E Karimganjthere are 22(twenty two) nos.WSS in rural areas within the Master Plan where 50% balance supply to be augmented. Similarly in town area gap to be augmented is 5 MLD. The proposal may be given to mitigate the total gap in demand and supply within Master Plan area as follows -

Rural shortfall = 2.2 MLD

Urban shortfall = 5 MLD

Total shortfall = 7.2MLD

Accordingly to augment the total quantity of water supply in the master plan area, an estimate has been prepared by PHE Karimganj for additional supply of 8 MLD for Master Plan area of Karimganj. Keeping all components like pipe network, overhead tank, ESR etc. the estimated amount is Rupees fifty four crores eight lakhs forty thousand (540840000.00) only.

C. Probable cost of Storm water drainage schemes for Karimganj Municipal Board:

Taking into consideration the present prevailing market rate of the construction materials and labour and ongoing similar drainage scheme being executed in the nearby towns, the approximate amount required to cover a length of as 65.87 kms with drainage facility is calculated as follows.

The details requirement of the proposed length has been described in chapter 6 at para 6.2. which comes out as as 65.87 kms.

Total cost per metre length of the drain = Rs.21, 000/ for length of natural channels and major drain of 36.625 kms .

Similarly total cost per metre length of the drain = Rs.13, 900/ for length of minor and other category drain of 29.25 kms .

Then total cost for drainage construction:

- a) Total approximate cost required to complete drain for a length of 36.625 km is = $\text{Rs.}21,000 \times 36625 = \text{Rs}769125000/\text{only}$ (Rupees. Seventy six crores ninety one lakhs twenty five thousand) only.
- b) Total approximate cost required to complete drain for a length of 29.25 km is = $\text{Rs.}13900 \times 29250 = 406575000$ (Rupees. forty crores sixty five lakhs seventy five thousand) only.

So, a) +b)= Rs 1175700000.00 (Rupees. one hundred seventeen crores fifty seven lakhs) only.

9.3. Identify Land site for proposals: in case of Government land, Inventory of Municipal Land, State Govt./ Govt. agency owned Land etc. and plan for acquiring/leasing the same.

There are few vacant/ partially vacant plots of Government land within Master Plan area as per data collected from the Karimganj Sadar Circle office. These are proposed to be used for future development and extension of Infrastructure services within Karimganj Master Plan area. The details are as follows:

Village	New Dag no.	Old Dag No.
Kesharkapan pt. IX	461,645,666,678,756,852,1229,	211,421,635, 658,1043,1038, 1039,1042,1055,1056,1059,956,875
Dhitchakpt VIII	45	25(part)
Kholachera	641,	258
Inathpur	436,394,462,927,933	308,620,137,739,104
Bonomalipt.II	45,60,61	75, 248
Umapati	817,1004	654, 720
Kaibarthakapan	146,165,177,261,275	242,155,133,269
Alongjuri	127,	127
Bakharshalpt.II	850,851, 852,863,959,1128,1130,	850,851,852,863,959,1128,1130
Karimganj town Pt.III, block 5	923(backside of BarLibrary)	
Karimganj town Pt.III, Block 6	976(near SBI,Pensioner office)	
Karimganj town Pt.V, block 3	441, NotiaKhal 1263,(Auto standbacksideofAshirbad hospital)	
Karimganj town Pt.V, Block 6	1414	6053
Block 8,9	1529	5964

9.4. Indicative sources of Fund: specific Central Scheme funds (10% NLCPR, AMRUT, Infrastructure Dev. Fund, Entry Tax etc.), Assam Finance Commission funds, CM's special package, Public Private Participation, Loan from externally aided project (JICA- World Bank- ADB etc.

At present following schemes are applicable for small/ Medium town like Karimganj -

Assam Finance Commission, Central Finance Commission, Urban Infrastructure Development Fund (UIDF), North East Special Infrastructure Development Schemes (NESIDS), PMAY (U)- Housing for All, Few Loan oriented project from externally aided project etc. So above mentioned three projects can be funded from such centrally or state sponsored scheme.

CHAPTER-10

DISASTER MANAGEMENT PLAN

Introduction

Disaster management can be divided into four phases : prevention, preparation, relief and recovery. Each of these phases involves different aims and objectives; they may overlap depending on the nature of the disaster. However the overall objectives are the same. The aim of any disaster management programme is to reduce the impact of disaster on human life and property. The objective of plan is to ensure that all components of disaster management are addressed to facilitate planning, preparedness, operational co-ordination and community participation.

10.1. Flood/Urban Flood

District Disaster Management Plan for Karimganj district has already been prepared and it takes care of urban water logging and flood for Karimganj town and surrounding areas within Master Plan.

10.2. Earthquake

Details Plan has been indicated in district Disaster Management plan .

10.3. Others

Details Plan has been indicated in district Disaster Management plan .

Disaster Management Plan pronounces in the clearest terms that the process of adaptation & change to manage disasters has to have several dimensions; Prevention, Mitigation, response, relief, Recovery& Rehabilitation.

It recognizes that disaster management has to be a collective & multi-sectoral effort.

It makes it clear that the process of adaptation & change can no longer be an optional one & every agency of Government must account for what it did or failed to do.

The objectives of this departmental disaster management plan are

- To asses vulnerability of the departmental assets / works created with the help of ULBs of the district to different disaster.
- To generate preparedness plan for fighting against different disaster.

- ### Seasonal Hazard Analysis

HAZARD & VULNERABILITY SCENARIO -

Type of Hazards	Jan	Feb	Mar	April	May	June	July	Aug	Sep	Oct	Nov	Dec
Flood				←-----→								
Earth Quake	←-----→											
Landslide				←-----→								
Storm			←-----→									
Fire Accident	←-----→											
River Erosion						←-----→						
Industrial Hazard	←-----→											
Bomb Blast	←-----→											
Road Accident	←-----→											

Disaster Probability: -

The probable period of occurrence & damages from major causes of hazard in this region.

Sl. No.	Type of hazards / Disaster	Time of Occurrence	Potential impacts/ Probable Damage	Vulnerable Areas
1	Flood/ Urban Flood	April – September	Damage of roads and drains, submerge of public and private buildings.	Within Master Plan area of the town.
2	Earthquake	January – December	Loss of life, infrastructure, constructed structure, public and private buildings.	Within Master Plan area of the town
3	River Erosion	May – October	Loss of public / private property.	Within Master Plan area of the town
4	Storm	April – September	Loss of public / private property.	Within Master Plan area of the town

Risk Assessment: -

Two major hazards may be considered for risk assessment in this region.

Type of Hazard	Potential impact	Vulnerability	Vulnerable Area
Flood / Urban Flood	Damage of roads and drains	i) Siltation of drainage channels	All town wards and surrounding Master Plan area in the district.
		ii) Temporary water logging of reclaimed area.	Char bazaar, Mission Road, Red-cross Road, NH-151 (in front of Govt. Boys School), Madan Mohan Road, Nilmoni Road, Lakhi Charan Road of Karimganj town.
Earthquake	Loss of life and property	Infrastructure which are not earthquake	Damage of public and private buildings in towns and their surroundings.

		resistant (Assessment may be needed)	
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10.4. Standard Operational Process (SOP) on Disaster: Pre-disaster, During and Post disaster:-

Standard Operational Process (SOP) under District Town and Country Planning, Karimganj office has been prepared which is also applicable for Karimganj Master Plan area.

Deputy Director, Town & Country Planning, Karimganj is responsible for preparation of Master Plan and Zoning Regulations with in master plan area to control and to have rational land use within Master Plan Area.

2. Imparting training to the departmental personnel, making plan of operation for each kind of disaster as pre- disaster activities.
3. Department has formed various teams for providing emergency response services during disaster.

Departmental Standard Operating Procedures (SOPs) :

SOPs describe the regularly recurring work processes that are to be conducted or followed within an organization.

Phase wise description of departmental responsibilities / activities -

Deputy Director, Town & Country Planning, Karimganj is responsible for preparation of Master Plan and land use within urban area. Moreover, Deputy Director, Town & Country Planning, Karimganj has prepared a response plan to address various disasters with the help of ULBs and Development Authority.

Pre-Disaster Response Plan:-

- 1) Carrying out Mock drill of preparedness.
- 2) Making plan of operation and list of required materials, tools for each kind of disaster.
- 3) Impart training to the staff in duty.

- 4) Awareness generation and sensitization.
- 5) Forecasting and warning.

During the disaster Response Plan:-

- 1) The departmental Nodal Officer shall initiate immediate necessary measures for evacuation, activate search and rescue teams in consultation with the concern members whom have been entrusted this work.
- 2) If necessary, the Nodal Officer will initiate setting up of relief camp through Municipal Board for the affected people in a safer place.

Post – disaster Response Plan:-

- 1) A post disaster evaluation will have to be carried out to assess the loss caused by disaster.
- 2) Efficiency / workability of the plan and organizational setup and the DMP as a whole.

Programmes proposed within routine departmental works for disaster prevention, mitigation and strategy for its successful implementation:-

Mitigation embraces all measures taken to reduce both the affect of the hazard itself and the vulnerable condition to it in order to reduce the scale of a future disaster. The various measures for mitigation may be categorized into two groups: Structural and Non-structural.

Structural :-

- 1) Maintenance of drainage channel.
- 2) Maintenance of embankment.
- 3) Retrofitting of weak structure.

Non – Structural :-

- 1) Regulation of land use pattern.
- 2) Enforcement of building bye law in construction.
- 3) Awareness generation and training.

Review, Up-gradation, Dissemination of Disaster Management Plan :-

Disaster Management plan of the department is updated every year as per suggestion of the District Disaster Management Authority.

The Disaster Management Plan is disseminated to the stake holders through awareness campaign.

Functional Organization Structures at State, District and Local levels:-

DIRECTOR OF TOWN AND COUNTRY PLANNING
(State level)



DEPUTY DIRECTOR, TOWN AND COUNTRY PLANNING
(District level)

Standard Operating Procedure (SOP) of Town and Country Planning Office, Karimganj:-

The Nodal officer is the first person to initiate action & put the SOP of the Department into ground reality.

The Nodal Officer will co-ordinate with DDMC and DDMA in the event of any disaster. It is the responsibility of the Nodal officer & his team to coordinate & keep Liasoning with subordinate agencies & higher level agencies.

All other activities in field level are co-ordinate by the officers in charge of Rescue team and First Aid/Medical Team as formed by the Nodal Officer. All actions are duly endorsed by the Office (Deputy Director, Town & Country Planning). The various components of SOPs have been incorporated & integrated in the different chapters of this plan in appropriate paras & points.

