



Construction of Teesta Bridge at 21st Km of Rangpur-Kurigram Road of Three Bridge Construction Project under KFAED Assistance.

Client: Roads and Highways Department, Ministry of Communication. Government of Bangladesh.

Project Cost: 14.94 Million USD

Salient Features:

- Pre-stressing Work
- Civil & Structural works (Hydraulic work)
- Approach Road
- River Training & Bank Protection work
- Earth work
- RCC Caisson (Water front construction)
- Temporary Jetty for sinking RCC Caisson

Length of Bridge – 750.00m

Width- 12.110m

Nos. of span- 15 Nos.

Nos. of P.C. Girder- 75 Nos.

Nos. of Pier – 14 Nos.

Abutment- 2 Nos. & counter fort type.

Teesta Railway Bridge is the third largest railway bridge of the country lengths about 2000 feet and constructed in the year 1834.

In 1978, to manage load of road vehicles for Lalmonirhat, Kurigram and beyond by ferry, the then president Ziaur Rahman instructed the Railway and Roads authority to set wooden sleepers in the rail bridge between the rails for all types of vehicular movement. Same year, March 4, President Ziaur Rahman inaugurated the bridge for vehicular movement. The bridge restores the communication from divisional headquarters of Rangpur with two districts, Lalmonirhat and Kurigram.

The bridge is now in broken-down condition and needs major repair. For motor vehicles construction of a road bridge began next to it in 2006 for completion by 2009 at a cost of Tk 1.22 billion which is now expected to be opened in June 2012.



On the occasion of any holiday of different communities, Teesta bridge area of Rangpur entrance of Lalmonirhat-Kurigram is now overflowing with people. Different classes of people are crowding in this bridge of the Teesta river to get the joy of open air in different holidays including Eid. But here in the last eight years, there is no advantage for visitors with parks, camps, toilets for entertainment. As a result, the huge possibility of tourism surrounding this bridge is now almost stagnant.

When the bridge is opened on September 20, 2012, the possibilities of socio-economic areas in this region are revealed. Train movement continues through old railway bridges. People from different parts of the country are gathering in the Teesta river to see this bridge every day since its inauguration.

There is a new bridge beside the old railway bridge. The people come to enjoy the beauty of the nature of Teesta like to walk through the middle of the bridge, and would like to take a little bit of time with family and friends.

Especially in the evening, the beauty of nature is much more enjoyable here. In the presence of tens of thousands of people on different occasions such as Eid, Pahela Baishakh, Durga Puja and Christmas, there is a full of crowd is seen. On every Friday and Saturday, peoples' presence is visible.

There is a long time demand to make the spot as a tourism centre. But in the last 6.5 years, the authorities did not take any initiative to develop it into a tourist spot. In spite of the time, some people made speed boats in private initiative. Visitors came and enjoyed the waters of Teesta between the two bridges. But there is no toilet facility here, so many cannot take women and children here to visit. No rides were set up for child entertainment. The mobile food store is sitting under the open sky. There is no place for a little rest.



Before the prayers of Maghrib on Saturday, people have been seen sitting in the different guarders of the old bridge. But it is too risky. Visitors do not know about this. There was no person to tell them that they could not sit there. Besides, visitors are not able to walk well because of the unusual motorcycle and mobile shops in the entire Marginal Dike Dam. There is no one to see it.

Apart from this, some law enforcers were seen sitting on the benches on the Marginal Dike Dam. A speedboat and a boat can be set at Tk 20 for travelling, but many people are giving Tk 100 to 200. There is no one to see them there.

Ranjit Das and his two colleagues got up in a boat owned by Nasir. After travelling through the boat, they gave him Tk 150. Tk 300 to 500 was given on the occasion of Eid, Baishakh. But in the same way, another boat owner took Tk 20 from the public. When asked about Nasir, he could not give any comment.

Nasir said, “I take money from people how he likes. But I take much money from strangers. On Friday till 6:00 pm, I have earned Tk 5,340.”

Visitors to the old Bridge, Sanjida Imran told Daily Bangladesh that this is such a beautiful place, but there is no toilet. There is no ride for children. We cannot stay here after the evening. The bad boys gathering here after evening.

Our correspondent was talked with a government official named Azizul Islam. He told Daily Bangladesh that the tourism authorities should have built tourism centres long before around the bridge area. But I do not understand why they did not take any initiative.

“But the quality is bad. When children like to buy a toy, then the shoppers increase the price. Parents are forced to buy at a very high price because there is no way,” he said and adding that these need to be controlled. Because we come here to enjoy. The government needs to take action in this regard.

But the authorities have no initiative. Rather, the visitors do not want to stay here for safety after the evening. However, if there was an umbrella on the marginal Dike dam, visitors could enjoy the breaking of the Teesta by sitting in the pure air.