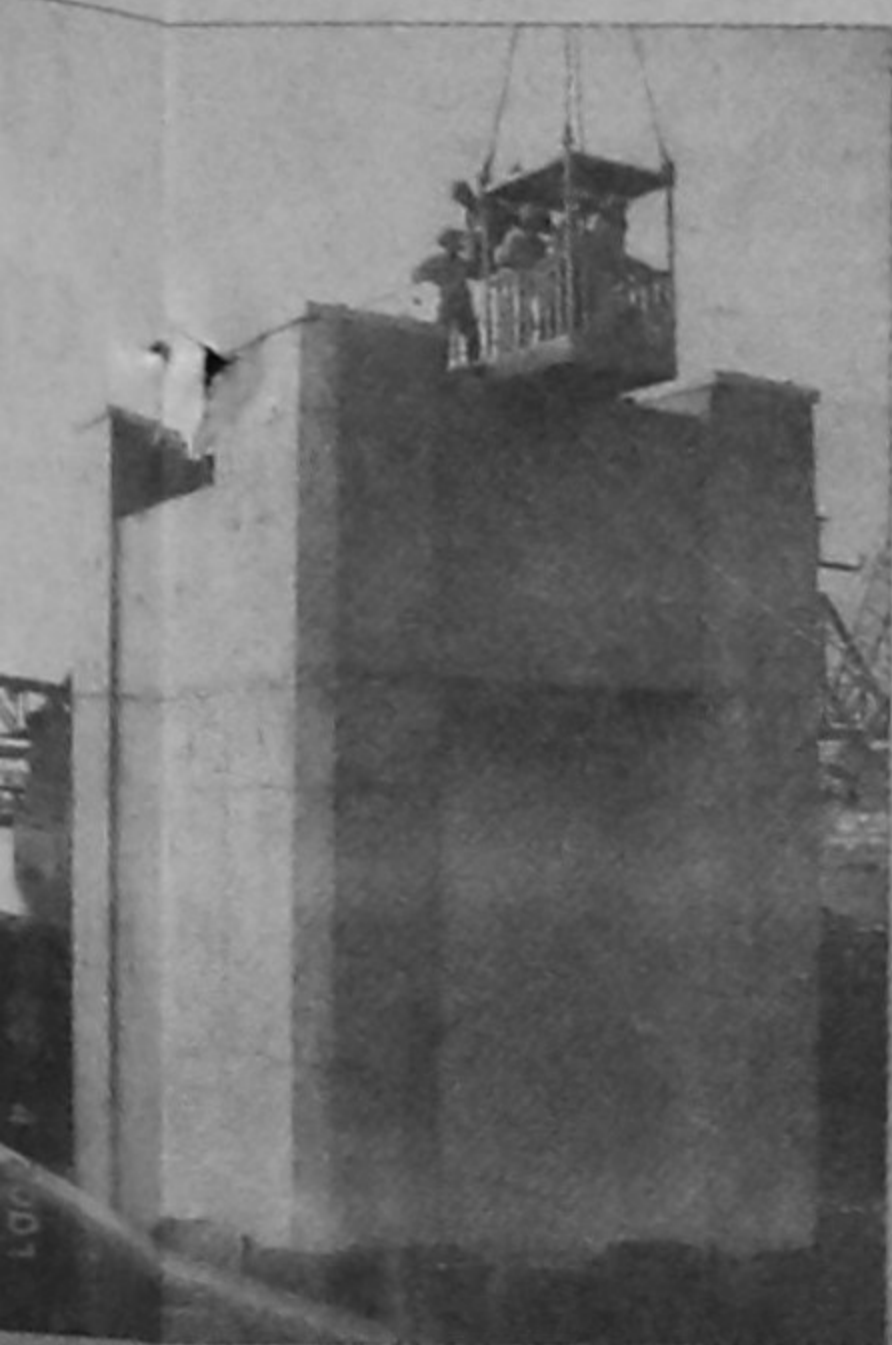


# HAPPY OPENING

# Friendship

SEPTEMBER 10, 2002 TUESDAY



## Bridge on River Meghna



**ABDUL MUQTADIR**  
Project Director,  
Bangladesh-UK Friendship Bridge

Bangladesh-UK Friendship Bridge is the third longest road bridge in Bangladesh built across the third largest river of the country, the Meghna. The 1.2km long two lane double carriageway 19.6 metre wide bridge deck has provided a fixed road link replacing the existing ferry service on Dhaka-Sylhet highway, significantly reducing the journey time.

The superstructure of the bridge consists of a cast in-situ post-tensioned concrete segmental box girder deck constructed using progressive cantilever techniques. The structure consists of seven 110m spans and two 79.5m back spans. The bridge deck comprised of a single profiled box section with the top slab forming the road way, the web are inclined to reduce the bottom flanged width and to uplift the appearance. A total of 8 nos. piers supporting the main deck are integral with the foundation. The twin pier system increases the stability, reduces the effective span and gives additional redundancy under seismic conditions.

Each foundation of the bridge pier consists of 6 nos. 2m dia steel cased reinforced concrete bored piles having a length of 70 metre and a reinforced concrete pile cap at each pier location. The approach viaduct superstructure consists of cast in-situ RC beams and slabs supported on reinforced concrete columns on piled foundation. The total length of approach road on both sides is 1425 m.

The river training works of about 640m on the Bhairab side and 430m at Ashuganj have been constructed on the river bed at a slope of 1:6. The work consists of trimming of the slopes, placing of boulders over geotextile on the slope and forming a falling apron.

A toll plaza with computerized toll collection equipment have been installed at each end of the bridge.

I convey my heartfelt felicitations to all engineers, officers and workers of RHD, the Consultant and the Contractor for their work for the successful completion of this project. I am also thankful to DFID for their financial assistance and strong management support.

needed a speedy movement of traffic it is necessary to...  
tagging corridor, 2 laning of medium traffic density...  
isting narrow roads including widening of single lane...  
necessary to provide bypasses at congested locations on...  
tagging highway is the lifeline of our national...  
an ideal prospect of construction of Expressways. Keeping...  
ion for the next 20 years for road network development

CTS	LENGTH (Km)	COST (CRORE Tk)
Padma m	10	10,000
grade separators in areas	20	15,000
highways (sect stretches)	500	30,000
bridge made amenities	30	1,000
on of National Highways	2500	25,000
ds	3000	10,000
il	6,600	91,000

between the lands currently available and the demand. It will...  
tap additional resources to meet up the requirements. Levy...  
es is one alternative for generating additional resources. The...  
financing is the generation of sustainable funding. The other...  
m financial institutions like WB, ADB, JBIC. Private sector...  
development is also currently being practiced in the developing

p Bridge been constructed with DFID grant along with...  
al loan and funding. This bridge now can be capitalized...  
ent which are used to build another infrastructure, which...  
l. In this more infrastructures can be built and the gap...  
and demands can be diminished.

## WE CONGRATULATE-

- SAMWHAN-PUBALI JOINT VENTURE**
- MONICO LIMITED**
- REZA CONSTRUCTION LTD.**
- ISLAM TRADING CONSORTIUM LTD.**
- CHRISTIAN COMMISSION FOR DEVELOPMENT IN BANGLADESH**

### message



**FINANCE MINISTER**  
Ministry of Finance & Planning,  
Government of the  
People's Republic of Bangladesh



The inauguration of the Bangladesh-UK Friendship Bridge is a historic milestone in our national life. This marks the fulfillment of the long-cherished dream of the people of the north-eastern region of the country, particularly the Sylhet Division.

It is extremely gratifying that the Hon'ble Prime Minister Begum Khaleda Zia is going to inaugurate the bridge. It is during the last tenure of the BNP government that with the inspiration and encouragement of the Hon'ble Prime Minister, I took the initiative for construction of the bridge. The British government agreed to extend financial assistance and completed technical studies by 1995. Had it not been put into the cold storage by the Awami League government, the bridge could have been completed by 1998. The project was revived only after the present Secretary, Ministry of Communications returned to the Ministry in 1997.

The river Meghna stood for centuries as a physical barrier between the people of the north-eastern and south-eastern regions of the country. Today, this gap is being bridged. This will bring about a revolutionary change in our communication system and help accelerate the pace of the country's socio-economic development.

This bridge, a technological marvel, will be cherished by all as an enduring monument to the friendship and co-operation between Bangladesh and the United Kingdom.

I congratulate everyone concerned with the planning and implementation of the project for their sincere and untiring efforts.

Allah Hafez, Bangladesh Zindabad.

*(Signature)*

M. SAIFUR RAHMAN

### message



**STATE MINISTER**  
for Communications,  
Government of the  
People's Republic of Bangladesh



The country is today entering into a new era of communication history through the formal opening of Bangladesh-UK Friendship Bridge. This 1.23km long bridge across the mighty Meghna will provide a fixed road link with dual two lane carriageway replacing the existing ferry on the Dhaka-Sylhet highway.

In keeping with the policy of the government of Bangladesh to improve the road network throughout the country, the construction of this Friendship Bridge was taken up at a cost of about US\$ 100 million. It is indeed a matter of great joy that the project could be completed in time. I congratulate everybody concerned with this project for their untiring support.

The hands of cooperation that was extended by the UK government at the time of necessity was extremely helpful. I believe this cooperation will continue for further years to come.

Allah Hafez, Bangladesh Zindabad.

*(Signature)*

SALAHUDDIN AHMED M.P.

### message



**DEPUTY MINISTER**  
for Communications,  
Government of the  
People's Republic of Bangladesh



It is with great pleasure that I welcome the inauguration of the Bangladesh-UK Friendship Bridge.

It was a long cherished desire of the people living in the North-Eastern part of Bangladesh to get connected to the Southern part of the country by overcoming the natural barrier through the construction of a road bridge over the river Meghna. More than 600 crore taka has been spent for implementing the project, out of which DFID of the UK has contributed almost a quarter as grant. With the inauguration of this bridge, the long standing dream of the people for establishing a road linkage between the two parts of the country came true.

I firmly believe that this Friendship Bridge will remain as a symbol of unity between the two friendly countries and lead to further cooperation between them.

Allah Hafez, Bangladesh Zindabad.

*(Signature)*

ASADUL HABIB DULLA

### message

**HIGH COMMISSIONER**  
of The United Kingdom in Bangladesh



It is an honour to represent the United Kingdom at the time of the successful completion of the Bangladesh UK Friendship Bridge. The British Government, through the Department for International Development has been working continuously with the Roads and Highways Department (RHD) for 30 years to improve the infrastructure of Bangladesh.

DFID is currently assisting the Government of Bangladesh to implement its programs to replace 37 narrow and unsafe bridges in the west of the country. DFID is also assisting RHD to refocus itself from a department that is principally involved in the construction of roads and bridges to one that is more involved in the maintenance and management of its infrastructure. This change to a role of asset management means a key change in the way that the department works, in order to deliver improved transport systems to the people of Bangladesh.

I believe the bridge opening on time is an excellent example of what can be achieved when all parties work together for a successful outcome and the common good. It is also a sign that the latest cutting edge technology from the UK can achieve results, even in the more challenging of environments. This new crossing of the Meghna can be expected to bring significant benefits to the country in general and to the Sylhet Division in particular. I would like to congratulate all who have been involved in this very successful and prestigious project.

DR DAVID CARTER CVO